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# ANNUAL REPORT

OF THE

# UNITED STATES LIFE-SAVING SERVICE

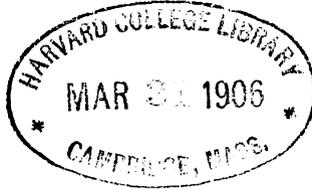
FOR THE

FISCAL YEAR ENDED JUNE 30, 1905.



WASHINGTON:  
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1906.

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**From the  
U. S. Government.**

TREASURY DEPARTMENT,  
Document No. 2428.  
*Office of Life-Saving Service.*



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# ORGANIZATION OF THE UNITED STATES LIFE-SAVING SERVICE.

(In conformity with acts of Congress approved June 18, 1878, and May 4, 1882.)

SUMNER I. KIMBALL, General Superintendent, Washington, D. C.  
 OLIVER M. MAXAM, Assistant General Superintendent, Washington, D. C.  
 Captain CHARLES H. McLELLAN, United States Revenue-Cutter Service, Inspector of Life-Saving Stations, No. 379 Washington street, New York City.

## DISTRICT SUPERINTENDENTS.

*First district*.....SILAS H. HARDING, Portsmouth, New Hampshire.  
*Second district*.....GEORGE W. BOWLEY, Provincetown, Massachusetts.  
*Third district*.....HERBERT M. KNOWLES, Wakefield, Rhode Island.  
*Fourth district*.....ARTHUR DOMINY, Bayshore, New York.  
*Fifth district*.....JOHN G. W. HAVENS, Point Pleasant, New Jersey.  
*Sixth district*.....NEWELL B. RICH, Onancock, Virginia.  
*Seventh district*.....PATRICK H. MORGAN, Shawboro, North Carolina.  
*Eighth district*.....HIRAM B. SHAW, 205 Main street, Jacksonville, Florida.  
*Ninth district*.....WILLIAM A. HUTCHINGS, Galveston, Texas.  
*Tenth district*.....EDWIN E. CHAPMAN, Buffalo, New York.  
*Eleventh district*.....JEROME G. KIAH, Harbor Beach, Michigan.  
*Twelfth district*.....CHARLES MORTON, Grand Haven, Michigan.  
*Thirteenth district*...THOMAS J. BLAKENEY, Room 35, New Appraisers' Stores, San Francisco, California.

## ASSISTANT INSPECTORS.

*First district* .....

*Second district* ..... Lieutenant F. J. HAAKE, United States Revenue-Cutter Service, Room 148, Post-Office Building, or P. O. Box 1908, Boston, Massachusetts.

*Third district* ..... { Captain SAMUEL E. MAGUIRE, United States Revenue-Cutter Service,  
*Fourth district* ..... { vice, Patchogue, New York.

*Fifth district* ..... Lieutenant ELLSWORTH P. BERTHOLF, United States Revenue-Cutter Service, Red Bank, New Jersey.

*Sixth district* ..... ———, United States Revenue-Cutter Service, Onancock, Virginia.

*Seventh district* ..... ———, United States Revenue-Cutter Service.

*Eighth district* ..... { Captain OWEN S. WILLEY, United States Revenue-Cutter Service,  
*Ninth district* ..... { ice, Biloxi, Mississippi.

*Tenth district* ..... { Lieutenant SAMUEL B. WINRAM, United States Revenue-Cutter Service,  
*Eleventh district* ..... { service, Room 204, P. O. Building, Detroit, Michigan.

*Twelfth district* ..... Lieutenant JOHNSTONE H. QUINAN, United States Revenue-Cutter Service, 531 Federal Building, Chicago, Illinois.

*Thirteenth district* ... { Coast of California, Captain FRED. M. MUNGER, United States Revenue-Cutter Service, Room 35, New Appraisers' Stores, San Francisco, California.  
Coasts of Washington and Oregon, Captain DORR F. TOZIER, United States Revenue-Cutter Service, Post-Office Building, Portland Oregon.

Lieutenant PRESTON H. UBERROTH, United States Revenue-Cutter Service, on special duty, Washington, D. C.

Lieutenant \_\_\_\_\_, United States Revenue-Cutter Service, on special duty, Washington, D. C.

SUPERINTENDENTS OF CONSTRUCTION LIFE-SAVING STATIONS, ATLANTIC AND LAKE COASTS.

Captain DAVID A. HALL, United States Revenue-Cutter Service, No. 379 Washington street, New York, N. Y.

Captain CHARLES H. McLELLAN, United States Revenue-Cutter Service, No. 379 Washington street, New York, N. Y.

SUPERINTENDENTS OF CONSTRUCTION LIFE-SAVING STATIONS, PACIFIC COAST.

Captain DAVID A. HALL, United States Revenue-Cutter Service, No. 379 Washington street, New York, N. Y.

Captain FRED. M. MUNGER, United States Revenue-Cutter Service, Room 35, New Appraisers' Stores, San Francisco, California.

BOARD ON LIFE-SAVING APPLIANCES.

\_\_\_\_\_, *President.*

Lieutenant-Colonel DAVID A. LYLE, Ordnance Department, United States Army, Augusta Arsenal, Augusta, Georgia.

Captain DAVID A. HALL, United States Revenue-Cutter Service, Superintendent of Construction of Life-Saving Stations, No. 379 Washington street, New York, N. Y.

Lieutenant \_\_\_\_\_, United States Revenue-Cutter Service, Washington, D. C., *Recorder.*

SILAS H. HARDING, Superintendent First Life-Saving District, Portsmouth, New Hampshire.

JEROME G. KIAH, Superintendent Eleventh Life-Saving District, Harbor Beach, Michigan.

HERBERT M. KNOWLES, Superintendent Third Life-Saving District, Wakefield, Rhode Island.

SUPERINTENDENT OF TELEPHONE LINES.

WILLIAM BOLTON, Delawanna, New Jersey.

## LETTER OF TRANSMITTAL.

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TREASURY DEPARTMENT,  
*Washington, November 29, 1905.*

SIR: In accordance with the requirements of section 7 of the act of June 18, 1878, I have the honor to submit the following report of the operations of the Life-Saving Service for the fiscal year ending June 30, 1905, and of the expenditures of moneys appropriated for the maintenance of the Service for that period.

Respectfully,

SUMNER I. KIMBALL,  
*General Superintendent.*

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



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**OPERATIONS OF THE  
UNITED STATES LIFE-SAVING SERVICE.**

—  
**1905.**



# REPORT OF THE UNITED STATES LIFE-SAVING SERVICE, 1905.

## OPERATIONS.

At the close of the year the Life-Saving Establishment comprised 277 stations, embraced within 13 districts as follows:

### ATLANTIC AND GULF COASTS.

First district (coasts of Maine and New Hampshire) .....	14
Second district (coast of Massachusetts) .....	32
Third district (coasts of Rhode Island and Fishers Island) .....	9
Fourth district (coast of Long Island) .....	33
Fifth district (coast of New Jersey) .....	42
Sixth district (coast from Cape Henlopen to Cape Charles) .....	18
Seventh district (coast from Cape Henry to Cape Fear River) .....	34
Eighth district (coasts of South Carolina, Georgia, and eastern Florida) .....	10
Ninth district (Gulf coast) .....	8
	200

### COASTS OF THE GREAT LAKES. <sup>a</sup>

Tenth district (Lakes Erie and Ontario, including Louisville Station) .....	12
Eleventh district (Lakes Huron and Superior) .....	18
Twelfth district (Lake Michigan) .....	31
	61

### PACIFIC COAST.

Thirteenth district .....	16
	200
Atlantic and Gulf coasts .....	200
Coasts of the Great Lakes .....	61
Pacific coast .....	16
	277
<b>Total</b> .....	<b>277</b>

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

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

*Employment of surfmen, season of 1904-5.*

District.	Stations.	Periods of employment (all dates inclusive).
1	Quoddy Head, Cross Island, Great Wass Island, Cranberry Islands, White Head, Burnt Island, Damiscope Island, Hunniwells Beach, Cape Elizabeth, Fletchers Neck, Jerrys Point, Wallis Sands, Rye Beach, and Hampton Beach.	6 surfmen from Aug. 1, 1904, to May 31, 1905, and 1 additional surfman from Dec. 1, 1904, to Apr. 30, 1905.
2	Salisbury Beach, Newburyport, Plum Island, Straitsmouth, Gloucester, Nahant, Point Allerton, North Scituate, Fourth Cliff, Brant Rock, Gurnet, Manomet Point, Wood End, Race Point, Peaked Hill Bars, High Head, Highland, Pamet River, Cahoons Hollow, Nauset, Orleans, Old Harbor, Chatham, Coskata, Surfside, Maddequet, Muskeget, Gay Head, and Cuttyhunk. Monomoy and Monomoy Point .....	6 surfmen from Aug. 1, 1904, to May 31, 1905, and 1 additional surfman from Dec. 1, 1904, to Apr. 30, 1905.
	City Point .....	7 surfmen from Aug. 1, 1904, to May 31, 1905, and 1 additional surfman from Dec. 1, 1904, to Apr. 30, 1905.
		9 surfmen from July 1 to Nov. 15, 1904, and from May 1 to June 30, 1905.
3	Brenton Point, Narragansett Pier, Point Judith, Quonochontaug, Watch Hill, Sandy Point, New Shoreham, and Block Island. Fishers Island .....	6 surfmen from Aug. 1, 1904, to May 31, 1905, and 1 additional surfman from Dec. 1, 1904, to Apr. 30, 1905.
		7 surfmen from Nov. 25, 1904, to May 31, 1905, and 1 additional surfman from Dec. 1, 1904, to Apr. 30, 1905.
4	Ditch Plain, Hither Plain, Napeague, Amagansett, Georgica, Mecox, Southampton, Shinnecock, Tiana, Quogue, Potunk, Moriches, Forge River, Smiths Point, Bellport, Blue Point, Lone Hill, Point of Woods, Fire Island, Oak Island, Gilgo, Jones Beach, Zachs Inlet, Short Beach, Point Lookout, Long Beach, Rockaway, Rockaway Point, Eatons Neck, and Rocky Point.	6 surfmen from Aug. 1, 1904, to May 31, 1905, and 1 additional surfman from Dec. 1, 1904, to Apr. 30, 1905.
5	Spermaceti Cove, Seabright, Long Branch, Deal, Shark River, Spring Lake, Squan Beach, Bayhead, Mantoloking, Chadwick, Toms River, Island Beach, Cedar Creek, Forked River, Barnegat, Loveladies Island, Harvey Cedars, Ship Bottom, Long Beach, Bonds, Little Egg, Little Beach, Brigantine, South Brigantine, Atlantic City, Absecon, Great Egg, Ocean City, Pecks Beach, Corson Inlet, Sea Isle City, Townsend Inlet, Avalon, Tathams, Hereford Inlet, Holly Beach, Two Mile Beach, Cold Spring, and Cape May. Monmouth Beach .....	6 surfmen from Aug. 1, 1904, to May 31, 1905, and 1 additional surfman from Dec. 1, 1904, to Apr. 30, 1905.
	Sandy Hook .....	7 surfmen from Aug. 1, 1904, to May 31, 1905.
		8 surfmen from Aug. 1, 1904, to May 31, 1905.
6	Cape Henlopen, Rehoboth Beach, Indian River Inlet, Fenwick Island, Isle of Wight, Ocean City, North Beach, Green Run Inlet, Popes Island, Wallops Beach, Metomkin Inlet, and Parramore Beach.	6 surfmen from Aug. 1, 1904, to May 31, 1905, and 1 additional surfman from Dec. 1, 1904, to Apr. 30, 1905.
	Lewes, Assateague Beach, Wachapreague, Hog Island, Cobb Island, and Smith Island.	7 surfmen from Aug. 1, 1904, to May 31, 1905.
7	Virginia Beach, Dam Neck Mills, Little Island, False Cape, Wash Woods, Penneys Hill, Currituck Beach, Poyners Hill, Caffays Inlet, Paul Gamiels Hill, Kitty Hawk, Kill Devil Hills, Nags Head, Bodie Island, Oregon Inlet, Pea Island, Chicamacomico, Gull Shoal, Little Kinnakeet, Big Kinnakeet, Durants, Portsmouth, and Core Bank. New Inlet and Hatteras Inlet .....	6 surfmen from Aug. 1, 1904, to May 31, 1905, and 1 additional surfman from Dec. 1, 1904, to Apr. 30, 1905.
	Oak Island .....	7 surfmen from Aug. 1, 1904, to May 31, 1905.
		7 surfmen from Aug. 1, 1904, to May 31, 1905, and 1 additional surfman from Dec. 1, 1904, to Apr. 30, 1905.
	Cape Lookout .....	7 surfmen from Aug. 1 to Sept. 30, 1904, and 8 surfmen from Oct. 1, 1904, to May 31, 1905.
	Cape Henry, Cape Hatteras, Creeds Hill, and Cape Fear.	8 surfmen from Aug. 1, 1904, to May 31, 1905.

*Employment of surfmen, season of 1904-5—Continued.*

District.	Stations.	Periods of employment (all dates inclusive).	
7	Fort Macon .....	6 surfmen from Jan. 17 to May 31, 1905, and 1 additional surfman from Jan. 17 to Apr. 30, 1905.	
	Bogue Inlet .....	6 surfmen from Feb. 9 to May 31, 1905, and 1 additional surfman from Feb. 9 to Apr. 30, 1905.	
8	Sullivans Island.....	6 surfmen from Aug. 1, 1904, to May 31, 1905.	
9	Santa Rosa, Sabine Pass, Galveston, Velasco, Saluria, Aransas, and Brazos.	6 surfmen from Aug. 1, 1904, to May 31, 1905.	
	San Luis.....	7 surfmen from Aug. 1, 1904, to May 31, 1905.	
10	Big Sandy and Niagara.....	7 surfmen from July 1 to Dec. 10, 1904, and from Apr. 15 to June 30, 1905.	
	Oswego and Charlotte.....	8 surfmen from July 1 to Dec. 10, 1904, and from Apr. 15 to June 30, 1905.	
	Ashtabula and Marblehead .....	7 surfmen from July 1 to Dec. 15, 1904, and from Apr. 10 to June 30, 1905.	
	Buffalo, Erie, Fairport, and Cleveland.....	8 surfmen from July 1 to Dec. 15, 1904, and from Apr. 10 to June 30, 1905.	
11	Louisville .....	6 surfmen from July 1, 1904, to June 30, 1905.	
	Lake View Beach .....	7 surfmen from July 1 to Dec. 12, 1904, and from Apr. 13 to June 30, 1905.	
	Harbor Beach, Pointe aux Barques, Port Austin, Tawas, Sturgeon Point, Thunder Bay Island, Middle Island, and Hammond.	8 surfmen from July 1 to Dec. 12, 1904, and from Apr. 13 to June 30, 1905.	
	Bois Blanc.....	8 surfmen from July 1 to Dec. 12, 1904, and from Apr. 14 to June 30, 1905.	
	Vermilion, Crisps, Two Heart River, and Deer Park.	7 surfmen from July 1 to Dec. 14, 1904, and from Apr. 20 to June 30, 1905.	
	Marquette.....	8 surfmen from July 1 to Dec. 5, 1904, and from Apr. 21 to June 30, 1905.	
	Portage.....	8 surfmen from July 1 to Dec. 9, 1904, and from Apr. 21 to June 30, 1905.	
	Duluth .....	8 surfmen from July 1 to Dec. 14, 1904, and from Apr. 21 to June 30, 1905.	
	Grand Marais .....	6 surfmen from July 1 to Sept. 5, 1904, and 8 surfmen from Sept. 6 to Dec. 14, 1904, and from Apr. 20 to June 30, 1905.	
	12	Charlevoix, North Manitou Island, South Manitou Island, Sleeping Bear Point, Point Betsie, Frankfort, Manistee, Grande Pointe au Sable, Ludington, Pentwater, White River, Muskegon, Holland, South Haven, Saint Joseph, Michigan City, Evanston, Kenosha, Racine, Two Rivers, Kewaunee, Sturgeon Bay Canal, Baileys Harbor, and Plum Island.	7 surfmen from July 1 to Nov. 30, 1904, and from Apr. 1 to June 30, 1905.
Grand Haven, South Chicago, Jackson Park, Old Chicago, Milwaukee, and Sheboygan.		8 surfmen from July 1 to Nov. 30, 1904, and from Apr. 1 to June 30, 1905.	
13		Grays Harbor, Ilwaco Beach, Yaquina Bay, Coquille River, and Point Reyes.	7 surfmen from July 1, 1904, to June 30, 1905.
Willapa Bay, Umpqua River, Coos Bay, Humboldt Bay, Arena Cove, Point Bonita, Fort Point, and Southside.		8 surfmen from July 1, 1904, to June 30, 1905.	
Cape Disappointment .....		8 surfmen from July 1, 1904, to June 30, 1905, and 1 additional surfman from July 1 to Aug. 15, 1904, and from May 1 to June 30, 1905.	
Point Adams .....		8 surfmen from July 1, 1904, to June 30, 1905, and 1 additional surfman from July 1 to Aug. 15, 1904, and from May 1 to June 30, 1905.	
Golden Gate.....		8 surfmen from July 1 to Nov. 11, 1904, and 9 surfmen from Nov. 12, 1904, to June 30, 1905.	

Keepers are on duty at all stations during the entire year. The foregoing tabular statement includes but 1 of the 10 stations in the Eighth district, the others being maintained only as houses of refuge for the succor of the shipwrecked, no crews being employed.

STATISTICS.

The number of disasters to documented vessels within the scope of the Service was 365. There were on board these vessels 4,089 persons, of whom 27 were lost. Succor was afforded at the stations to 624 persons, to whom an aggregate of 1,510 days' relief was furnished.

The estimated value of the vessels was \$7,735,300, and that of their cargoes \$2,585,360, making the total value of property imperiled \$10,320,660. The estimated value of property saved was \$7,917,385; of property lost, \$2,403,275. Sixty-three vessels were totally lost. There were, besides, 420 casualties to undocumented vessels—sailboats, rowboats, etc.—involving 955 persons, of whom 10 were lost. The value of property involved is estimated at \$264,690; of property saved, \$258,025; of property lost, \$6,665.

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

Total number of disasters .....	785
Number of vessels totally lost .....	63
Total number of persons involved .....	5,044
Total number of persons lost .....	37
Total number of shipwrecked persons succored at stations .....	<sup>a</sup> 624
Total number of days' succor afforded .....	<sup>a</sup> 1,510
Total value of vessels .....	\$7,997,225
Total value of cargoes .....	\$2,588,125
Total value of property involved .....	\$10,585,350
Total value of property saved .....	<sup>b</sup> \$8,175,410
Total value of property lost .....	\$2,409,940

The above statement does not include 107 persons, not on board vessels, who were rescued from various positions of peril.

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

<sup>b</sup> It should not be understood that the entire amount represented by these figures was saved by the Service. A considerable portion was saved by salvage companies, wrecking tugs, and other instrumentalities, often working in conjunction with the surfmen. It is manifestly impossible to apportion the relative results accomplished. It is equally impossible to give even an approximate estimate of the number of lives saved by the station crews. It would be preposterous to assume that all those on board vessels suffering disaster who escaped would have been lost but for the aid of the life-savers; yet the number of persons taken ashore by the lifeboats and other appliances by no means indicates the sum total saved by the Service. In many instances where vessels are released from stranding or other perilous predicaments by the life-saving crews, both the vessels and those on board are saved, although the people are not actually taken ashore, and frequently the vessels and crews escaping disaster entirely are undoubtedly saved by the warning signals of the patrolmen, while in numerous cases, either where vessels suffer actual disaster or where they are only warned from danger, no loss of life would have ensued if no aid had been rendered. The number of disasters, the property involved, the amounts saved and lost, the number of persons on board and the number lost are known, and these facts are all that can be expressed statistically with reasonable accuracy. The narratives which follow under the caption "Loss of life" and the brief statements under the captions "Services of crews" and "Vessels warned from danger" convey as adequate an idea of what the life-saving crews actually do in each instance as space will allow.

The apportionment of the foregoing statistics to the Atlantic and Gulf, Lake, and Pacific coasts, respectively, is shown by districts in the following tables:

ATLANTIC AND GULF COASTS.

	First district.	Second district.	Third district.	Fourth district.	Fifth district.	Sixth district.	Seventh district.	Eighth district.	Ninth district.	Total.
Number of disasters.....	55	185	19	46	53	35	49	9	19	470
Number of vessels totally lost.....	10	14	4	4	2	4	9	3	1	51
Number of persons involved.....	723	746	108	856	320	201	263	64	170	3,451
Number of persons lost.....	1	15	2	None.	2	1	2	5	None.	28
Number of persons succored at stations.....	54	129	46	45	36	50	98	43	17	518
Number of days' succor afforded.....	97	193	173	75	82	206	366	138	25	1,355
Value of vessels.....	\$357,070	\$584,165	\$261,650	\$929,790	\$262,840	\$286,040	\$681,770	\$188,650	\$584,560	\$4,086,525
Value of cargoes.....	\$88,560	\$98,475	\$327,070	\$742,755	\$77,970	\$15,395	\$246,285	\$80,675	\$255,570	\$1,882,945
Total value of property involved.....	\$445,620	\$682,640	\$588,720	\$1,572,545	\$340,810	\$801,435	\$928,055	\$219,325	\$830,120	\$5,919,470
Value of property saved.....	\$313,285	\$516,740	\$207,495	\$850,255	\$292,075	\$273,060	\$488,130	\$54,320	\$830,340	\$3,825,700
Value of property lost.....	\$132,335	\$166,100	\$381,225	\$722,290	\$48,735	\$28,375	\$439,925	\$165,005	\$97,780	\$2,093,770

LAKE COASTS. <sup>a</sup>

	Tenth district.	Eleventh district.	Twelfth district.	Total.
Number of disasters.....	59	91	110	260
Number of vessels totally lost.....	1	5	3	9
Number of persons involved.....	191	461	581	1,188
Number of persons lost.....	1	1	2	4
Number of persons succored at stations.....	6	45	40	91
Number of days' succor afforded.....	6	67	59	132
Value of vessels.....	\$151,610	\$1,749,405	\$1,243,785	\$3,144,800
Value of cargoes.....	\$3,005	\$274,250	\$379,695	\$656,950
Total value of property involved.....	\$154,615	\$2,023,655	\$1,623,480	\$3,801,750
Value of property saved.....	\$139,310	\$1,908,230	\$1,505,010	\$3,547,560
Value of property lost.....	\$15,305	\$120,425	\$118,470	\$254,200

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

PACIFIC COAST.

	Thirteenth district.
Number of disasters.....	55
Number of vessels totally lost.....	3
Number of persons involved.....	410
Number of persons lost.....	5
Number of persons succored at stations.....	15
Number of days' succor afforded.....	23
Value of vessels.....	\$315,900
Value of cargoes.....	\$48,290
Total value of property involved.....	\$364,190
Value of property saved.....	\$302,160
Value of property lost.....	\$61,970

*General summary for the year.*

	Atlantic and Gulf coasts.	Lake coasts. <sup>a</sup>	Pacific coast.	Total.
Number of disasters .....	470	260	55	785
Number of vessels totally lost .....	51	9	3	63
Number of persons involved .....	3,451	1,183	410	5,044
Number of persons lost .....	28	4	5	37
Number of persons succored at stations .....	518	91	15	624
Number of days' succor afforded .....	1,355	132	23	1,510
Value of vessels .....	\$4,036,525	\$3,144,800	\$815,900	\$7,997,225
Value of cargoes .....	\$1,882,945	\$656,950	\$48,230	\$2,588,125
Total value of property involved .....	\$5,919,470	\$3,801,750	\$864,130	\$10,585,350
Value of property saved .....	\$3,825,700	\$3,547,550	\$802,160	\$8,175,410
Value of property lost .....	\$2,093,770	\$254,200	\$61,970	\$2,409,940

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

**VESSELS ASSISTED.**

In 465 instances vessels valued, with their cargoes, at \$4,268,500 were saved from situations which would otherwise have resulted in partial or total loss. In 359 of these cases, involving property valued at \$634,715, the station crews, assisted only by the crews of the imperiled vessels, saved property valued at \$624,665. In the 106 remaining instances, involving property valued at \$3,633,785, the services of the life-savers were performed in conjunction with those of wrecking vessels, tugs, and other agencies, and the value of property saved was \$3,535,690. The station crews also afforded assistance of more or less importance to 676 other vessels, making a total of 1,141 to which aid was furnished. In addition, 83 steamers and 88 sailing vessels running into danger were warned of their peril by the signals of the patrol and lookout in time to escape disaster, 157 of these warnings being given in the night and 14 during the daytime, in thick weather. Many lives and much property were undoubtedly thus saved from destruction, but it is manifestly impossible to estimate in figures the services of the station crews in this regard.

**MISCELLANEOUS RESCUES.**

While it is primarily the province of the Service to save and succor the shipwrecked, a considerable number of persons not connected with vessels are annually rescued from divers situations involving imminent peril of their lives. As stated heretofore, there were 107 cases of this character during the year: 27 persons had fallen from wharves, piers, bridges, etc.; 7 were in bathing; 52 were cut off from land by water; 7 were in burning dwellings; 3 had attempted suicide by drowning; 2 were lying on railroad tracks intoxicated; 1 was frost-bitten and unconscious on the beach; 2 were lost on the ice in a thick fog; 2 were in runaway accidents; 1 was suffering from a severe hemorrhage; 1 was badly bitten by a rattlesnake, and 2 were on a locomotive that plunged through an open draw at night.

**BOATS AND APPARATUS USED.**

The surfboat was used 863 times, making 1,207 trips; the self-righting and self-bailing lifeboat 79 times, making 107 trips; the gasoline launches at the City Point Station (Second district) 119 times, making

132 trips; smaller boats 547 times, making 635 trips; the river life skiffs at the Louisville Station (Tenth district) 45 times, making 47 trips; the breeches buoy 6 times, making 53 trips; the wreck gun 12 times, firing 28 shots; the heaving stick 24 times. There were landed by the surfboats 852 persons; by the lifeboats, 98 persons; by the gasoline launches, 300 persons; by the river life skiffs, 58 persons; by other station boats, 269 persons, and by the breeches buoy, 48 persons.

The station crews rescued 31 persons connected with vessels without the aid of boats or other life-saving equipment. For 21 of these the rescuers bravely contended with the dangers of the surf; 5 were taken from piling and floating wreckage, and 5 were rescued after having fallen overboard from vessels making harbor.

## GENERAL SUMMARY

*Of disasters that have occurred within the scope of life-saving operations from November 1, 1871 (date of introduction of present system), to the close of the fiscal year ending June 30, 1905.<sup>a</sup>*

Total number of disasters .....	15, 631
Total number of persons involved .....	<sup>b</sup> 111, 056
Total number of lives lost .....	<sup>c</sup> 1, 098
Total number of persons succored at stations .....	<sup>d</sup> 18, 930
Total number of days' succor afforded .....	45, 828
Total value of vessels .....	\$161, 023, 500
Total value of cargoes .....	\$66, 619, 059
Total value of property involved .....	\$227, 642, 559
Total value of property saved .....	\$179, 758, 512
Total value of property lost .....	\$47, 884, 047

## DISASTERS INVOLVING LOSS OF LIFE.

In accordance with the requirements of section 9 of the act of June 18, 1878, all disasters that have occurred during the year within the scope of the Service involving loss of life have been fully investigated by officers authorized to administer oaths, and the following accounts contain the results of their inquiries as developed from the testimony taken. These investigations are valuable in determining the question of responsibility for the fatalities, and the narratives give the public an idea of the nature of the work the life-saving crews perform on occasions of shipwreck and afford the friends of those who perished an accurate knowledge of the circumstances under which their loss was sustained. Not the least of the benefits to be derived from these accounts is the knowledge they afford mariners of the causes of the disasters and of the means employed in efforts at rescue, the former cautioning them of the necessity of avoiding like causes where possible, and the latter enabling them more effectively to cooperate with the life-saving crews if occasion should arise. The accounts are also instruct-

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

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

<sup>c</sup> Eighty-five of these were lost at the disaster to the steamer *Metropolis* in 1877-78, when service was impeded by distance, and 14 others in the same year owing to similar causes.

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

ive to the life-savers themselves in showing them the results, favorable or unfavorable, of the measures taken and the methods employed under particular circumstances.

A similar recital of the circumstances connected with disasters unattended by fatality would be equally instructive and replete with thrilling incidents. Since the general extension of the Service, however, to nearly all the most dangerous portions of the coast, sea and lake, the number of disasters at which the life-saving crews render service has become so great that it is not practicable to more than concisely state the leading features of each case in tabular form, as is done elsewhere in this volume under the caption "Services of Crews."

### *Capsize of a rowboat.*

The first fatal accident within the province of life-saving operations was the capsizing of a small rowboat containing 4 men, on Lake Michigan, early in the morning of July 3, 1904, about 250 yards south of the Old Chicago Station, whereby 1 life was lost.

The facts derived upon investigation show that the men had hired a rowboat for an evening pull around the harbor and on the lake beyond the breakwater. The night was dark and the weather threatening. A moderate southerly wind was blowing, making a choppy sea outside of the harbor's entrance. The occupants of the boat were not skilled in handling a boat under oars in rough water, and while 1 of them could swim the other 3 could not swim at all. Before leaving the pier they had supplied themselves with a quantity of intoxicating liquors, and eventually became more or less under its influence. At about 1 a. m., while they were endeavoring to reach the shore, a heavy sea struck the boat, which was overladen, and the struggles of the men soon overturned it. Three of them clung to the capsized boat, while the fourth swam to the breakwater to save himself and procure assistance. His cries for help were heard by Surfman Garwick, who was on the pier some short distance from the life-saving station. He immediately jumped into a skiff and by vigorous pulling speedily reached the scene and found 2 men in an exhausted condition clinging to the bottom of the boat.

The lookout at the station also heard the first cries of distress over the water and at once rang the alarm. The keeper and crew sprang from their berths, and without stopping to dress manned the surfboat and set out to the rescue with all possible dispatch. Owing to the impenetrable darkness it was impossible to locate the imperiled men, but the keeper urged on his crew toward the breakwater, from which vicinity at intervals faint cries for help reached his ears. The surfboat had not gone far when the crew made out the light from the lantern in Garwick's skiff a short distance ahead. They heard his shout, "All right, I'll be there in a minute," and, guided by the glimmer from his lantern, the surfboat shot swiftly around the lower end of the breakwater, reaching the capsized boat a moment after Garwick arrived. The latter was struggling in his endeavors to lift the exhausted men into the skiff, but they being too heavy his efforts were futile. Surfmen Larson and Rasmussen quickly jumped into the skiff and by their united efforts succeeded in lifting the men out of the water into the surfboat. The man who had sought refuge on the breakwater was removed from his exposed position and all were

taken to the station by the life-saving crew, where they were succored until able to proceed to their homes.

The fourth occupant of the boat was missing, and it seems that when the boat capsized Joe Szvzech seized hold of his brother Thomas, who could not swim and lay helpless in the water, but becoming exhausted and his strength failing him had to let go his hold in order to save himself. The unfortunate man did not come to the surface, and the life-savers promptly began dragging to recover the body, which was secured after a half-hour's diligent search. Life was extinct, and the remains were removed to the life-saving station and afterwards turned over to the city authorities.

No blame can attach to the station crew for the loss of this man's life, as the service rendered was prompt and effective, scarcely twenty minutes elapsing from the moment the cries were heard until the rescued men were brought to the station. The men taken from the water being almost gone when picked up, would have been drowned but for the timely arrival of the life-saving crew.

#### *Capsize of a small skiff.*

The second disaster involving loss of life was the capsizing of a small skiff containing 3 men on Lake Michigan, July 15, 1904, about 600 yards northeast of the Jackson Park Station.

At 4.30 p. m. 3 men, bent on a drunken spree, hired a small skiff from a boatman at one of the city piers for a row on the lake. The boat was 12 feet long, and formerly used in the lagoons of the park. The men were more or less under the influence of intoxicating liquor, and after shoving off from the pier and reaching the rough water of the lake became utterly reckless and acted in a foolish and rash manner. They were constantly rocking the boat, exchanging oars, splashing water over one another, standing up, and scuffling.

At 5 p. m., when they had reached a point about one-third of a mile from the life-saving station, one of the men, while attempting to walk on the gunwale of the boat, fell overboard, and in his efforts to regain his equilibrium overturned the skiff, precipitating the other two occupants into the water.

The day watch at the life-saving station, recognizing the danger which threatened them, quickly gave the alarm, upon which a boat was at once manned and the crew pulled to the rescue with all possible speed. Two of the men when they fully realized what had happened struck out for the pier, while the third, who was unable to swim, clung to the bottom of the boat. The keeper having foreseen this at once sent two surfmen to the pier to render what assistance they could. One of the swimmers managed to reach it and was taken out of the water in an exhausted condition by Surfman Knudson. Surfman Hallerud on arriving at the pier, and without stopping to divest himself of his clothing, jumped in and swam to the assistance of the other man struggling in the water; but when the surfman got within 100 feet of him the imperiled man disappeared and was never afterwards seen alive. Hallerud, however, swam on more vigorously than ever in his vain efforts to save the drowning man, who, in his intoxicated condition, probably at once choked, and, sinking, was swept beyond the reach of the intrepid surfman. At this moment the surfboat arrived, and, after a diligent search for the missing man without avail, picked up

the man who was clinging to the skiff. The rescued men were taken to the station and furnished with stimulants and dry clothing from the supply of the Women's National Relief Association. The life-saving crew worked until 9 a. m. that day dragging the bottom for the body, but without success. On the following morning they resumed the search and after a half-hour's labor brought the remains to the surface.

This accident, which cost a life, was clearly the result of foolhardiness. The testimony adduced at the investigation shows conclusively that the men of the station crew performed their full duty.

*Wreck of the schooner E. C. Allen.*

The wreck of the schooner *E. C. Allen*, of Bath, Maine, on the Delaware Breakwater early in the morning of September 15, 1904, during a furious northwesterly gale and thick rainstorm, follows next in the order of fatal casualties. It occurred at about 3 a. m.,  $1\frac{1}{2}$  miles northeast of the Lewes Station. One seaman, Alexander Glace, a native of Sweden, was lost by being dashed against the rocks of the breakwater when the vessel stranded. The schooner, which was of 420 tons register, was bound from Philadelphia, Pennsylvania, to Gardiner, Maine, with a cargo of coal and a crew of 7 men all told.

It appears that shortly after midnight on the date of the disaster the wind, which had been moderate up to that hour, suddenly veered to the northwest, accompanied by rain, and with accelerated fury soon developed into a hurricane. Being at anchor in the outer harbor and tailing directly toward the breakwater, over which the sea was breaking with terrific force, an extra anchor was let go with the hope of averting a catastrophe. Owing to the high-running sea the anchors failed to hold and the vessel rapidly dragged to leeward toward the rocky barrier now close under her stern. With the water shoaling fast, the craft tempest-tossed and unmanageable, the seas sweeping her decks fore and aft, and the roar of the breakers reaching their ears through the pitchy blackness of the night, the terrified crew, now wholly at the mercy of the elements, jumped into the rigging for greater safety. No sooner had the men reached the lower rigging than the craft gave a tremendous lurch, her stern about the same instant striking the breakwater (old ice break), one-fourth of a mile west of the Reporting Station of the Philadelphia Maritime Exchange, with such terrific force as to violently hurl Seaman Glace from the shrouds into the water, where he was dashed against the rocky wall and instantly killed. Two others jumped overboard and swam to the breakwater, where they were discovered by Superintendent Fuss and Assistant Superintendent Salmon, of the Reporting Station, who took them to the station and made them comfortable. Learning from the sailors that the rest of the crew, 4 in all, were still clinging to the wreck, while another had been swept overboard and lost, Fuss and Salmon groped their way along the top of the wall until they reached the scene of disaster, when efforts were quickly made to effect the rescue of the men in the rigging, as conditions indicated that the mast might fall at any moment. While they were thus engaged 3 of the crew of the wrecking steamer *North America* arrived and assisted in the work. By means of lines thrown to the imperiled men connection was soon established with the schooner and

they were one by one landed on the breakwater—drenched, chilled, and destitute of all their personal effects—and taken to the station for shelter and nourishment. The body of the man who was killed was found wedged fast in the rocks and covered with wreckage.

In the first gray streaks of dawn the ill-fated schooner was discovered from the lookout tower of the Lewes Station by the keeper and 2 members of his crew. The wind by this time had moderated somewhat, but was still blowing hard, and a high surf was running. Immediately upon sighting the wreck the keeper mustered his crew, launched the surfboat, and speedily set out for the wreck. After a hard pull against wind and sea they succeeded in reaching the breakwater, and the 6 men were removed to the life-saving station and furnished with food and suitable clothing from the supply of the Women's National Relief Association, after which they departed for their homes. The body of the dead seaman was turned over to the coroner who had it conveyed to Lewes, Delaware, for interment. The vessel proved a total loss. The jagged rocks gored her sides and ground up her timbers until no vestige of her remained save a mass of wreckage and floating driftwood.

The loss of life in this case was in no way attributable to neglect or inefficiency on the part of the life-saving crew. The station men were untiring in their efforts to prevent the sacrifice of human life during the prevalence of this storm. They had apprehended bad weather the night previous and all remained up and dressed. The regular patrols were out while the other members of the crew were keeping a vigilant watch along the beach in the vicinity of the station. The entire crew spent the night on the beach, and at no time was the breakwater visible from the shore or the lookout tower, owing to the intensely thick weather which prevailed. Many vessels, steam and sail, were stranded during the gale, and others damaged by dragging and colliding. Fortunately but one life was lost.

#### *Capsize of a rowboat.*

One life was lost by the capsize of a rowboat in the Portage Lake ship canal at Portage, Michigan, on September 21, 1904. At about 9 a. m. on the date of the accident 2 peddlers with their packs, desiring to land on the opposite shore of the canal, hailed the surfman on watch in the lookout tower near the Portage Life-Saving Station and requested him to ferry them across. Although contrary to the regulations of the Service and in direct disobedience of orders, Surfman Johnson left his post without being relieved and jumping into a small rowboat started across the canal with the 2 men. In making the landing alongside of the revetment and before the boat could be made fast, the man in the bow stood up, and in his efforts to get his pack ashore lost his equilibrium, his struggles pushing the boat out in the canal. The weight of his wares together with that of his body falling on the gunwale caused the boat to capsize and the 3 men were thrown into the water. One of the peddlers immediately seized the surfman about the shoulders and both sank, while the other succeeded in swimming to the pier, where his cries for help attracted the attention of the light keeper, who at once hastened to the spot and assisted the man to reach a place of safety. Surfman Johnson came to the surface alone and clung to the overturned boat

gasping for breath, but the man that had gone down with him was not seen to rise again.

The cries of distress over the water were heard by the life-saving crew, who at once manned the surfboat and pulled out to the capsized boat, where they learned from Johnson that a man had been drowned. After grappling for the body for about fifteen minutes it was recovered, but all efforts on the part of the life-saving crew at resuscitation were unavailing as the man was dead. His body was identified as that of Hasen Monser, of Hancock, Mich., and was turned over to the authorities of that city. The rescued man was removed to the life-saving station and furnished with dry clothing from the supply of the Women's National Relief Association.

This case emphasizes the necessity of the strictest attention to duty on the part of those charged with the exacting duties of the watch. It is needless to add that a necessary result of this lamentable accident was the severance of the surfman's connection with the Service.

#### *Wreck of the schooner Wentworth.*

The next in the list of disasters, in which loss of life was involved, was the stranding and complete wreck of the British schooner *Wentworth* on Chatham Bars, Massachusetts, on the night of October 13, 1904, when all hands perished.

Inasmuch as this schooner was lost with all hands, it was not possible to obtain any information pertaining to the voyage of the vessel nor of the incidents leading up to the time of her stranding; but from the testimony gathered it appears that the *Wentworth*, hailing from Windsor, Nova Scotia, Esau Prindle, master, sailed from Hillsboro, Nova Scotia, on Tuesday, October 11, 1904, bound for Newark, New Jersey, with a cargo of plaster. She was a staunch, able craft of 328 tons register, and carried a crew of 7 men all told. The master owned one-fourth interest in her, and was accompanied on the voyage by his wife and 3 small children, the eldest being but 5 years of age.

The causes attending this casualty, so tragic and particularly fatal in its results, will always remain a subject of vague speculation, and yet, while it is beyond the power of human knowledge to fathom the profound mystery in which the loss of the *Wentworth* and her company must forever remain obscured, no exception can be taken to the courage, bravery, fidelity to duty, and honesty of purpose on the part of the station crews, or to the skill in the management of the appliances in their heroic efforts to rescue the imperiled people and avert the sacrifice of human life. Confronted by insurmountable obstacles they resolutely and undauntedly continued at their posts, but without avail, for from the number of persons on board the ill-fated vessel, which was pounded to a mass of floating wreckage on Chatham Bars on that fatal October night, not one was ever afterwards seen alive. The sea, casting up 2 of its victims on the sands, alone disclosed the sad fate of the vanquished in the battle for life against overwhelming odds.

From the testimony brought out at the investigation of this lamentable disaster, it appears that the deep-sea lead line came ashore fouled with a portion of the shot line which was fired across the vessel. As thick stormy weather had prevailed all that day and the day preceding, it seems probable that the master, finding himself well offshore that evening, ran in to make the land to locate the position

of his vessel before rounding Monomoy Point, but in the mist and darkness stranded on the bar before he realized his perilous situation. However that may be, the vessel was first discovered at 7.20 p. m. of October 13 by the patrol from the Old Harbor Station. This patrol had left his station at 5 p. m. to cover the beat as far south as Chatham Inlet. The weather was squally, with light drizzling rain at intervals. It had been blowing hard all day from the northeast, making up an unusually heavy sea by nightfall. No vessels had been seen throughout the day, nor had the surfman observed anything while on patrol to the southward. He had reached the end of his beat and was about to retrace his steps when the sound of a fog horn faintly reached him. He paused to listen, and bending his ear in the direction whence the sound had come, heard it again. He at once called up the keeper on the telephone and informed him that he could hear a horn, probably from a vessel in trouble off the bar. Guided by the sound, he ran down to the surf, where, in the rifts of the fleeting scud, he dimly discerned the outlines of a schooner, apparently lying end on to the shore. He at once burned a Coston signal to inform the crew of the schooner that their hazardous situation had been observed and that help was at hand, and then hastily returned to the station to report the stranded craft to the keeper and assist the life-saving crew with the beach apparatus. On his way back the patrolman observed two white lights on the schooner, which he supposed came from her cabin windows. He could also make out the sound of sails flapping in the wind and see a gaff swinging off against the rigging, as though the peak halliards had carried away. No side lights were visible. The sound of the horn now ceased and was heard no more.

Upon receipt of the telephone message from the patrol, the keeper, with his glass, seeing nothing from the shore requiring assistance, went up into the lookout tower, from which point he could make out a dark object to the southward which he took to be a vessel. He immediately gave the alarm and ordered out the beach apparatus. At this juncture the south patrol arrived at the station and reported what he had seen and heard. A Coston signal was flashed from the station, but no response came from the schooner. The keeper notified the neighboring Chatham and Orleans stations by telephone and ordered the beach apparatus cart manned.

The north patrol not having returned there were but six men, including the keeper, at the cart, and the haul through the soft yielding sand was slow and difficult. It was 8.30 p. m. when they reached the scene of the wreck, all being more or less tired out from their exertions. They were assisted during the latter half of the distance by the north patrol, who had seen the Coston signal burned at the station and at once hastened back, overtaking his comrades on their way down the beach. From their position on the beach the outlines of the hull and spars could barely be made out in the gathering darkness, a dim light burned at the cabin window, and the crackling sounds from the flapping sails, adrift and rent by the wind, could be heard above the ceaseless roar of the surf; but on board no signs of life were apparent, no signals of distress were displayed which would indicate to the life-saving crew that those on the vessel felt any apprehension for their safety.

The beach apparatus was placed in position and a shot was fired over her, a No. 9 shot line and 6 ounces of powder being used. After this

shot some of the surfmen thought they could hear shouting on the vessel. The megaphone was used repeatedly to learn, if possible, whether the shot had been successful, but no reply came from the stranded craft. At one time the keeper fancied he could see the feeble flame from a torch, although it flashed only for a moment and then disappeared. The jerking of the shot line, however, soon satisfied him that it had fallen over the vessel and was being hauled aboard. In order to gain time and also to save a part of the line the latter was cut and bent on to the whip, which went off rapidly until nearly all of it had run off the reel. Again the megaphone was used to ascertain if the whip block had reached the sailors, but still no response could be elicited. Owing to the heavy surf and the strong current, which swept the whip to leeward, the keeper was unable to tell from the shore whether or not the whip block had reached the vessel, or, if so, whether it had been made fast. Some of the men on shore thought they heard voices on board, also a sound similar to that of a fog horn, but although the megaphone was again repeatedly used to call to them and also to try to get an answer, it was impossible to distinguish a word. After waiting a reasonable time for the whip block to be made fast on board, the hawser was bent on and paid out. It went off steadily for several yards, but suddenly stopped. The keeper, realizing that something must be wrong, had the hawser hauled in, whereupon it was discovered that it had become fouled up with the whip. Upon hauling in the whip and shot line the offshore end of the latter was found to be fast. Strange to say, and what seems under the circumstances almost incredible, the people on board had made no effort whatever, so far as could be determined, to haul the line aboard. Whether they had all been washed overboard by the furious sea which was making a clean breach over the vessel, or driven from the decks into the rigging for greater safety, where they were unable to reach the life line, could be only surmised. It was certain, however, that they were unable to haul off the whip.

The keeper now took his crew back to the station for the surfboat, leaving his lights still burning on the shore as an encouragement to any of the sailors who might yet be on board. The surf was so furious that there was scarcely a prospect that the use of the boat would be possible, but he wished to be in readiness to make the effort if an opportunity should occur. When he and his men had covered about half the distance back to the station they met the south patrol from the Orleans Station, who had, upon failing to meet the north patrol from the Old Harbor Station as usual, continued his way down the beach. He joined the party and helped them get out their surfboat and haul it to the scene of the wreck. While on their way back with the boat they met three men from the village who had pulled across the bay from the mainland upon learning of the disaster. They were all experienced surfmen and volunteered to assist in hauling the surfboat, or to render any other needful aid. Their offer was accepted and their services utilized. When the party arrived abreast the wreck the surf was even worse than before. The beach apparatus was again made ready and a second shot fired with 6 ounces of powder and a No. 7 line. A Coston signal was burned to attract the attention of the people on board, and the megaphone was again used, but no response could be awakened. After waiting a suitable time for the sailors to get the line, if they could, it was hauled in and the

shot was found attached, showing that the line had not fallen over the vessel. Just after this shot the cabin lights disappeared and were seen no more.

In the meantime Keeper Charles, of the Orleans Station, had arrived with his men. They had brought with them a Wells light, which was at once set up, its beams illuminating the surrounding shore and tumultuous sea for a considerable distance. By its light the vessel itself, her spars and hull, could be made out with the seas washing over her, but it could not be determined whether she was head or stern on, nor could any signs of life be discovered aboard her.

The two keepers held a conference and studied the situation from every side. Although the surfboat was in readiness, and an ample number of the ablest and most experienced surfmen, whose bravery had been repeatedly tested on previous occasions, were eager to man her and speed to the rescue if there were a chance, a glance at the sea showed that its use was impossible. Rank after rank of impenetrable surf filed toward the shore in rapid succession and burst upon it in prodigious volume and tumult, prohibiting even an attempt at launching. There was no question of this in the mind of any member of the crews present or of the several expert surfmen and fishermen who had arrived from the town. It was decided to make another effort to get a line across the vessel, although it was felt to be useless while it was known that a line already lay upon her unavailed of. Everything was accordingly made ready and a third shot was fired, a No. 7 line and a 6-ounce charge of powder being used, but the result was the same as before—the line did not reach the vessel, and was hauled back.

Everything possible had now been done, and all that the watchers on shore could do was to wait for morning in the hope that the wreck would hold together until then. The set alongshore being to the southward, patrolmen were dispatched in that direction to watch for anything that might be washed ashore, while the rest remained opposite the vessel keeping a fire and burning frequent signals to encourage those who might be upon her. But no sound or signal came from those on board until about 3 o'clock in the morning, when a loud crash was heard and fire flashed from her mastheads, as though from the friction of falling wire stays and rigging across each other, indicating that her masts had broken off or fallen, and from over the waters there came a wild shriek of distress—a human cry of despair—the only sound that reached the ears of Keeper Doane that night evidencing that some of the shipwrecked crew were still there. The beach patrol continued their vigilant search, but no boats or persons were found, although portions of the vessel's cabin furniture coming ashore showed that she was breaking up.

Shortly before daylight the keeper of the Chatham Station reported over the telephone that a name board with *Wentworth* upon it had been found on Chatham beach by people from the village, which was the first knowledge the Old Harbor Station crew had of the vessel's name.

When day dawned a dismal picture was revealed to the powerless watchers on shore. The vessel lay stern on with her hull almost submerged, her bowsprit and jibboom were standing, as was also her foremast, the mainmast was broken off at the deck or at the step and hanging by its spring stay against the forerigging, the mizzenmast lay in the water alongside with a mass of other wreckage, her stern was split open and the after-deck house gone, and the seas washed con-

tinually over and through her. No sign of life could be seen anywhere on or around her.

At 6 a. m. the patrol saw an object floating in the water down near the south point of the beach below the wreck. He waded out and found the body of a woman, which he brought ashore. She appeared to be about twenty-five years of age, and was fully clothed, with a blanket loosely knotted around her body, as though it had bound a child to her. Except for a bruise on the face, the body was in good condition. The keeper was notified, and it was removed to the Old Harbor Station. A little later the body of a man was picked up on the beach some distance from the wreck. A rigid patrol of the beach was kept up throughout the day, but no more bodies were seen, and none were thereafter discovered. The schooner continued to break up in the high seas which beat upon her, and at 5 a. m. on the following day the foremast fell carrying with it the bowsprit and jibboom. The vessel's wheel was found among the wreckage washed ashore. The end of the shot line, fouled with a patent log line, was found secured to one of the spokes as though it had been belayed there hurriedly. When the mizzenmast had fallen with a crash just before daylight on the night of the disaster the shot line had parted and the shore end was hauled in, bringing with it a deep-sea lead line.

On the 16th the brother of the captain of the *Wentworth* visited Old Harbor Station and identified the body of the woman as that of his brother's wife, and the body of the man as that of Thomas Pergerson, a seaman, who had been on the vessel for six years. The woman's body was shipped to her home and the man's was buried at Chatham. It is not known that the bodies of any of the others ever came ashore. Eleven persons perished, as follows: Captain Esau Prindle, his wife, and 3 children; George Campbell, first mate; J. J. Godfrey, second mate; John Stewart, steward; Thomas Pergerson, John Dillon, and John Johansen, seamen.

The officer who investigated the circumstances of this sad disaster closes his report as follows:

Everything which human power could do was done for the people on this wreck. Had the whole Life-Saving Service been on the scene the result must have been the same.

#### *Wreck of the schooner Elwood Burton.*

The second of the group of three disasters attended with fatal results during the great October storm was that of the *Elwood Burton*, a three-masted schooner, which was wrecked on Peaked Hill Bars, on the coast of Massachusetts, in the night of October 14, 1904. The northeast storm was then raging in all its fury, with an unusually high sea running. Her crew numbered 7 men, and of these all but 3 perished. She was a vessel of 394 tons and was bound from Saint Johns, New Brunswick, which was her home port, for New York, Woods Williams, master, with a cargo of laths. The *Burton* was an old vessel, having been built in Bath, Maine, in 1872, but was generally considered seaworthy. From the accounts received it appears that a faint watery blur from her side light was first sighted by the patrol of the Peaked Hill Bars Station about 11 p. m.,  $1\frac{1}{2}$  miles WNW. from the life-saving station, and at intervals, through the blinding rain squalls, could be dimly made out the dark outlines of her hull, plunging and rolling in the turbulent sea. It was evident that she was making no headway,

but drifting to leeward toward the land very fast. Judging that she was too close inshore for safety the patrol burned his Coston signal to warn her off, but she made no signal of any sort in reply. After the signal had burned out it was noticed by the patrolman that her position remained the same, and he was at once convinced that she had struck on the outer bar.

He at once hurried back to the station to report the vessel to the keeper, meeting the east patrol in front of the station, whom he sent to call the keeper while he himself went up and aroused the crew. The beach apparatus was run out, and, with the assistance of a horse hitched to the cart, the life-savers proceeded down the beach in the direction in which the vessel had been seen. Prior to starting, however, the keeper telephoned to the adjacent stations that a vessel in distress had been reported and that he was going to her assistance. The tide was low, but the heavy sea washed so high on the shore that the crew found it necessary to travel close up against the bluff. The sand was soft and deep and the hauling heavy for the horse, although the load was lightened by removing the shovels, picks, etc., which were carried by the men themselves, while others assisted by pushing the cart. On arriving abreast of the vessel, whose hull could be seen about 500 yards offshore, on the bar, the beach apparatus was made ready, and in a few minutes the gun was fired, 6 ounces of powder and a No. 9 shot line being used. In the darkness of the night it was impossible to make out her rig. There were no lights visible upon her, nor signals of any kind from her crew.

After firing the shot, and it becoming apparent that no one on the wreck had recovered the line, the keeper sent one of his surfmen back to the station to telephone Race Point crew to come down and lend a hand in the work. Her cargo now came drifting in on the beach at the feet of the life-savers, showing that she had started to go to pieces immediately upon striking the bar, until it had piled up along the edge of the breakers to a height of about 4 feet. The keeper stationed one of his men upon this heap of laths with a lighted lantern to attract the attention of those on board and signal them to haul off the shot line. Satisfied that it was not being hauled off, and feeling that it was being swept away by the wreckage, the keeper cut the line so as to save as much as possible of it. A man was sent to the westward, whither the floating cargo was being carried by the wind and sea, to search for anything that might have come ashore, possibly a boat or a man, while the Lyle gun was made ready for a second shot. The vessel had by this time worked in closer to the shore and more to the westward, and it was therefore found necessary to transport the gear and apparatus some distance along the shore in that direction.

The Race Point crew now reached the scene and aided in placing the apparatus, after which a second shot was fired. The wreck was at this time not over 75 yards from the inner line of breakers, and cries for help could be plainly heard. A No. 9 line and 3 ounces of powder were used, and both keepers were confident that this shot went over the vessel. The cries for assistance continued, but the shot line was not hauled off. Keeper Cook scrambled up to the top of the heap of laths, which had now piled up to a height of 15 feet, and held the shot line in his hand to ascertain if it were being hauled off, while Keeper Fisher brought the end of the whip up to him. Both of them shouted themselves hoarse trying to make the shipwrecked crew haul off the

line. After waiting a reasonable time and feeling no strain on the line Keeper Cook concluded that the cries for help must come from among the floating wreckage. He felt his way cautiously to the outer edge of the ridge of faths, directing his men to follow him, and there discovered a man buried under a mass of lumber from which he was vainly endeavoring to extricate himself. With the assistance of two of the crew he was rescued from his perilous situation and carried to the shore. From seaward and beneath this surging sea of wreckage came a faint and smothered cry. Again the life-savers crawled out over the débris, which was moving as though alive, rising and falling with each successive sea, and threatening to engulf them, until they reached the outer edge, where they discovered a second man clinging to the lumber which had pinned him down. The keeper and his men worked themselves down to him and caught him just as he let go his hold from exhaustion, and bore him to the land in safety. No sooner had they reached the beach than a shout was heard as if coming from the vessel itself. Crawling out to seaward a third time in the direction whence the shouting came they finally located the head of a man above the surface of the water and some distance beyond their reach. A heaving line was thrown out to him, and he was hauled through the water and loose wreckage to the edge of the pile, where he was seized and taken to a place of safety. Among those brought ashore was the mate of the ill-fated craft, from whom it was learned that the rest of the crew were washed overboard shortly after the vessel struck and rapidly swept away to leeward by the wind and sea. The rescued men were removed to the station and succored until able to depart for home.

The life-savers patrolled the beach until daylight for the bodies of the 4 missing men. At daybreak the hulk could be seen close in on the shore not over 25 yards outside the barrier of lumber which now lined the strand for a distance of 150 yards. Her masts had all fallen, the bowsprit alone remaining intact. A body was discovered about 300 yards east of the wreck, and at 7.30 a. m. 2 more were found on the beach by the east patrol. All were fully clothed, but badly bruised and battered by the sea and wreckage. The remains were removed to the station and identified by the mate as those of Steward Badger and Seamen Leer and Jorgerson. During the days and nights which followed a constant search was maintained by the crews of both stations for the captain's body, but this was not recovered until ten days later, when it was cast up near the Race Point Station and found by one of that crew.

After the rescued men were brought to the station it was learned that one of the seamen had seen the patrolman's Coston light burn after the vessel had struck, and while they were all up in the mizzen rigging, but it seems that none of those saved knew what it meant, and had they known they could have done nothing, situated as they were. The first shot line reached the wreck, but the mate's testimony shows that even at this time the master and three men had been lost, and he and the other two survivors were on a raft just leaving the vessel. The schooner had been poorly fitted out and was not able to cope with any sort of severe weather. Her timbers and beams were so rotten that she began to go to pieces immediately after striking, and quickly became a complete wreck—crushed and broken into an almost unrecognizable mass.

There is no evidence to show that the life-savers failed to do anything that was possible under the circumstances. Had the patrolman not seen the first glimmer of her sidelight when he did the chances are that she would have gone to pieces before being discovered, and only her wreckage would have been seen by the succeeding patrolman upon reaching the west end of his beat four hours later. The time then required by him to return to the station and report, together with that which would necessarily have been consumed by the crew in getting to the scene with their apparatus, would have proved fatal to all on board, for it does not seem possible that the shipwrecked men, in their exhausted condition, could have extricated themselves from that pile of wreckage, clambered over it, and reached the shore unassisted.

From the testimony adduced it is clearly proved that the mate was no sailor, having served as a steward, but never before the mast. He had acted in this capacity for short periods prior to this, but had only been on the *Burton* about two weeks. It appears that a course had been shaped from Cape Ann, and when Highland Light (Cape Cod) bore abeam, 5 miles distant, they tacked ship and stood W. for Race Point. This course of itself would have put the schooner ashore, without the heavy NE. wind and sea and strong ebb tide running, for to have gone clear of the bar the course should have been at least WNW.

*Wreck of the bark Georges Valentine.*

Next in order, and the third of the group of three fatal disasters in the fierce October storm of 1904, is the wreck of the bark *Georges Valentine*, of Camogli, Italy, which was driven on the coast of Florida, about one-third of a mile east of Gilberts Bar house of refuge in the night of October 16, 1904. The *Valentine*, a vessel of 822 tons burden, and deeply laden with pine lumber, was on her way from Pensacola, Florida, to Buenos Ayres, Argentina, when the northeast gale that swept the entire Atlantic coast struck her with the full force of a West Indian hurricane. Under scant canvas, plunging and tossing, the heavy seas pounding over her bow and breaking over the weather bulwarks, she kept on working her way warily to the northward through the coral-fringed Strait of Florida with its threatening indrafts and numerous counter currents which tend to baffle the ever-cautious mariner and carry his ship to certain destruction. The storm continued during the night and the following day without any indications of abating. The master becoming apprehensive for the safety of his vessel threw the deck load overboard with the hope of augmenting her seaworthiness.

As time wore on conditions continued more threatening, when on the third day (October 16) the tempest raged with increased violence, a terrific squall of wind accompanied by torrents of rain knocking the vessel down broadside to the sea, where she wallowed helplessly, while each successive sea made a clean breach over her as she was swept away to leeward, lost amidst dense clouds of fine feathery spray. The master fully realizing the perils of a lee shore vainly endeavored to get his vessel by the wind, but her sails would not stand, and with the heavy sea throwing her bow off in the trough of the sea she continued

to drift before it until after nightfall, when the storm gave evidence of subsiding. Her storm sails were hauled out with the hope of getting her headed offshore, but still being unable to take care of herself she continued to drift steadily to leeward, when at about 8 p. m. the roar of the surf and the creaming of breakers, close aboard and discernible, gave the first signs that danger was imminent. In another moment her stern pounded heavily on the bottom in the shoal water, her bow swung off, and getting before the wind the doomed craft was driven straight for the shore, rolling her decks under in the breakers which engulfed her. She struck with terrific force, her three steel masts falling almost simultaneously, while the din of grinding and crunching metal, parting of wire rigging and gear, and slatting sails rent by the wind thundered above the storm.

On board the unfortunate *Valentine* was a crew of 12 men all told. When her masts went by the board they sought refuge where best they could, but found no shelter, for her hull had broken open and the sea rushing through her gaping sides with tremendous force, lifted the deck house, boats, and decks clear out of the ship, flinging the terrified crew into the breakers amid the mass of wreckage and floating timber piling up along the edge of the surf. One man was instantly killed, having been struck on the head by a falling spar. The others struck out, buffeted by the sea and knocked about by the wreckstuff, hoping to reach a place of safety. Seven of the crew were cast up on the beach, bewildered, bruised, and bleeding—more dead than alive—while the rest, less fortunate, struggled in vain to gain the shore, the outlines of which could be occasionally dimly perceived in the distance. These were never afterwards seen. Victor Erickson, a very powerful swimmer, after a hard struggle for life, was the first to reach the land, and scantily clad, chilled, and well-nigh exhausted, groped his way along the beach in quest of succor.

While these tragic incidents were taking place the *Valentine* was totally invisible from the shore. At the Gilberts Bar Station, a house of refuge, isolated on a narrow strip of desolate coast, the solitary keeper kept his vigilant watch to seaward, apprehensive for the safety of tempest-tossed vessels, and of the many dangers besetting the weary seafarer abroad that night. The law provides only a keeper at a house of refuge, no crew being employed, as such stations are designed to afford only succor and refuge to the shipwrecked who, in localities where such stations exist, are generally able to get ashore unaided. After a storm the keeper patrols the shore in the vicinity for the discovery of such unfortunates and provides for them.

It was 9 p. m. when Erickson, bearing a helpless shipmate whom he had by chance discovered among the wreckage, reached the station, bringing the first tidings of the wrecked *Valentine* and the sad events already narrated. After furnishing the two men with stimulants and putting them to bed, the keeper set out at once for the scene of disaster. All night long the tempest raged, but the undaunted life-saver worked until dawn, rescuing the shipwrecked sailors. By daybreak five of the crew had been rescued while clinging to floating timber and rocks washed by the sea, without clothing, chilled and exhausted, and were removed to the station, where they received dry clothing from the supply of the Women's National Relief Association and proper treatment until restored to practically their normal condition.

In commenting upon the circumstances of this wreck the inspecting officer says there does not appear to have been any delay or failure on the part of the keeper to render all the assistance possible. The storm continued throughout the two days which followed, cutting off all communication with the mainland, and doubtless, in this case, the men who were rescued would have suffered the fate of their companions had they not been succored when they were. The bark was soon pounded to pieces and became a total loss.

*Capsize of the tug John Gregory.*

The loss of life in this case was the drowning of Captain Dell Minney, master of the steam tug *John Gregory*, of Cleveland, Ohio, which was capsized and sunk on the night of November 13, 1904, at the mouth of the Cuyahoga River, about one-fourth of a mile NW. of the Cleveland Station.

It appears from the evidence elicited that on the date of the disaster the *Gregory*, of 75 tons burden and but 80 feet in length, carrying a crew of 6 men, 3 of whom were on board at the time of her foundering, was lying inside of the Cleveland breakwater during a heavy gale of wind, waiting for an opportunity to tow a mud scow to the usual dumping grounds outside. The tremendous sea which was running at the time, breaking clear over the breakwater, parted her moorings. She proceeded with her tow along the breakwater to the westward and made fast to a barge, but the master of the latter, realizing the peril he would incur should his mooring lines fail to hold them both, objected, and the tug with her tow headed for the river three-fourths of a mile distant. When turning to enter the stream in the heavy sea she suddenly capsized, and immediately sank.

At 8 p. m. the lookout on watch reported to the keeper that he heard cries of distress in the direction of the mouth of the river. The alarm was given, and the surfboat was speedily pulled out to the rescue. Upon reaching the river a man was discovered in the darkness, clinging to a floating object, and within 100 feet of him a second man was sighted floating on a bucket rack. These were pulled on board and the live-savers learned that the tug had foundered, and that the master, who had last been seen standing on the steamer's deck, encumbered with a heavy overcoat, had probably gone down with the vessel and was drowned. After a diligent search for the missing man without avail, the two men were taken to the station in the surfboat and furnished with restoratives and dry clothing from the supply of the Women's National Relief Association. From the date of the casualty up to and including the 18th the life-saving crew made repeated efforts to recover the body of the master of the tug, but without success.

Owing to the night being very dark and cloudy, with a violent gale blowing, filling the air with dense clouds of spray, which rendered all objects over 50 feet distant invisible, it was impossible for the lookout to have discovered the tug's peril earlier, even had he been looking in her direction all the time. The testimony shows that the crew acted with alacrity on this occasion, and notwithstanding the heavy sea which was running the surfboat was impelled through it in a most expeditious manner, hardly five minutes elapsing from the time the alarm was given until the 2 men were rescued.

*Capsize of a small skiff.*

This casualty involved the drowning of 2 men from a small skiff, which capsized in the breakers 200 yards from the shore and one-half mile north of the Bayhead Station, coast of New Jersey, about 8 o'clock in the morning of November 19, 1904. The men were engaged in gill-net and hand-line fishing, and it is a prevailing custom among the fishermen along this coast to set their nets one day and haul them the next to prevent the catch from being destroyed by the larger fish, as frequently results when the nets are allowed to remain in the water for an undue period. On this account the fishermen often take great risks in going out in their small skiffs when the sea is high and dangerous, making it hazardous for boats much larger.

On the morning of the disaster Jesse Sculthrop, Joseph Vannote, and his brother Elwood, whose nets had not been hauled for two days, decided to launch their boat through the high-running surf and make an attempt to cross the bar and reach the nets beyond. Among the fishermen neither of the 3 men enjoyed the reputation of being an expert surfer, but after a number of trials they finally succeeded in getting clear of the undertow and launching their boat. They passed the first sea in safety, but the second, much higher than the one preceding, broke into the boat, washing Joseph Vannote overboard. The next capsized it, throwing the remaining 2 men into the surf and landing on top of them bottom up. The skiff was swept inshore and Joseph Vannote swam to it, while the other 2, swimming clear, came to the surface, and held on to the sides and bottom. Their comrades on the shore had witnessed the accident and at once started to rescue the imperiled men, but by the time they had dragged a boat down to the water's edge, it was seen that 2 of the men had disappeared. No more than five minutes had elapsed from the time the capsize took place until aid reached them, but it was too late, for the missing men, who, encumbered by heavy clothing, boots, and mitts, and numbened by the cold, were forced to let go their hold and sank. Joseph Vannote was rescued and brought safely to shore, and twenty-five minutes later the body of his brother was cast up on the beach almost at the feet of his would-be rescuers. They attempted to resuscitate him, but without success, for life was extinct.

Shortly after 8 o'clock the lookout at the Bayhead Station sighted a group of fishermen on the beach to the northward. He saw a skiff launched from the shore with the others watching it as the men pulled away. In another instant it had disappeared and, fearing that something was wrong, he reported it at the station and proceeded up the beach with all haste, followed by the life-saving crew. Upon reaching the scene of the accident they found the body of one of the drowned men, Elwood Vannote, lying on the beach covered with a sail. A physician had been summoned, who arrived at the same time and pronounced the man dead. Patrols were stationed along the beach to search for the body of Jesse Sculthrop, which was recovered by the surfmen at 4 o'clock that same afternoon, having washed ashore at a point one-half mile from the station.

From the testimony of eyewitnesses to this unfortunate affair it is manifest that the loss of these two lives is not chargeable to any failure in duty on the part of the crew of the Bayhead Station. The catastrophe on this occasion could not, so far as the Life-Saving Service

is concerned, have been averted. The boat capsized one-half mile from the station, and in five minutes two of its occupants had sunk beneath the waves, while a third was rescued by a boat near at hand. The life-savers could not have traversed the distance to the spot where the mishap occurred, much less have launched a boat and rowed there in that brief space of time.

*Wreck of the schooner Montana.*

The total wreck of the three-masted schooner *Montana*, of Somers Point, New Jersey, near the Pea Island Station, a few miles above New Inlet, North Carolina, on December 11, 1904, resulted in the loss of one man, Harry Edwards, the cook of the vessel. It is not definitely known, even by his shipmates, at what time he met his death, as he either fell or was washed from the rigging during the night unseen by anyone, and when no aid could possibly reach him. The rest of the crew, six in all, were rescued by the crews of the Pea Island, Oregon Inlet, and New Inlet stations. The *Montana* was a vessel of about 377 tons register, built and owned in Somers Point, and carried a crew of 7 men. She was commanded by Captain Japhat Booye, and was from New York, New York, with a cargo of salt, bound to Charleston, South Carolina. Soon after leaving port she encountered bad weather, which continued all the way down the coast and eventually wrought her destruction. At the time of her stranding, about 11 o'clock in the night, a fresh gale was blowing from the NNW., with a thick snowstorm, and unusually rough sea. The schooner was running before the wind under double-reefed mainsail and fore staysail. Soundings of 17 fathoms had been obtained, and it seems but a short time elapsed after that when she struck in the outer breakers, one-fourth of a mile NE. of the station, and filled in twenty minutes. Signals of distress were displayed, the crew seeking refuge in the fore rigging from the heavy seas which swept her decks fore and aft. The signal of distress from the stranded schooner was discovered through the gloom by the north patrol, who, after replying with a Coston light to assure her crew that their helpless situation was observed, ran to the station and immediately gave the alarm. Fifteen minutes later the Pea Island crew were on the scene with the beach apparatus. The surfboat was also brought down to be used if required. Owing to the darkness and thick, blinding snow, those on board could not see the shore nor the life-savers see the wreck. A bonfire was built on the beach, by which the dim outlines of the hull became faintly discernible. No signals of any kind on board could be distinguished nor cries for help be heard above the constant thunder of the surf.

The Lyle gun having been placed in position, a shot was fired with 6 ounces of powder and a No. 9 line, which latter being hauled upon from the shore without any response, was allowed to remain out, with the hope that it might have fallen aboard and be discovered by the sailors as the day approached. By 1 a. m. the crew from the Oregon Inlet Station, having previously been advised of the disaster by telephone, arrived upon the scene, reenforced a little later on by the men from the New Inlet Station. At intervals the dark shadow of the hull, at which they had vaguely fired, would disappear, lost amidst sleet and snow, which now fell with unabated severity. Still there was no strain on the line to indicate that it had been found. At daylight the vessel

could again be seen, and a second shot was fired, which landed over the headstay. By this time some of the crew could be made out in the fore rigging and on the crosstrees, but apparently were unable to reach the line from their position. A number of shots followed, whenever circumstances seemed most favorable, but owing to the great distance of the vessel from the shore all of them fell short and were swept to leeward by the sea and current. Just before midday a No. 9 line was sent out with an 8-ounce charge, which went over the main topmast stay and slid down almost into the hands of the men in the crosstree, great care and judgment, however, being exercised to avoid hitting them. Benumbed by the cold, it was some time before they succeeded in hauling off the whip and securing the tailblock to the foremast head. The hawser was then sent aboard and made fast, and, the gear having been set up on shore, it was the work of only a few minutes to heave the hawser taut and establish communication with the breeches buoy.

The first man was landed at 1.30 p. m., and the last—there were six in all—nearly an hour later. The rescued men, all of whom were more or less exhausted and frost-bitten from long exposure in freezing weather, were speedily removed to the station, where everything was done to alleviate their condition. They were sheltered and comfortably cared for by the surfmen for eleven days, having recovered sufficiently by that time to start for their homes. All had been rescued save one. It appears, from what could be learned from the survivors, that Edwards, being a man of advanced years and a cripple, was only able to reach the sidelight screen when the vessel filled and the others took refuge aloft to save themselves. Here he had lashed himself to the lower shroud, and when last seen by those above him seemed to be secure, but at dawn he was missing. Torn from his lashing and swept away by the sea, he was never again seen. The *Montana* became a total wreck, and was sold by the master for a small sum.

#### *Wreck of the schooner Lizzie Carr.*

Another disaster, attended with loss of life, occurred on the morning of January 7, 1905, off Rye, New Hampshire, and about one-half mile south of Wallis Sands Station. The two-masted schooner *Lizzie Carr*, of 286 tons register, hailing from Thomaston, Maine, Captain Frederick Merchant, master, and bound from Calais, Maine, for New York, New York, with lumber, stranded on Foss Ledge during a heavy southeast gale and rainstorm. The peril of the situation was heightened by a furious sea that raged as far as the eye could reach.

On the evening of the 6th the keeper of the Wallis Sands Station, who was on the lookout for vessels in distress, descried a small schooner under foresail, mainsail, and two jibs, standing by the wind and apparently making good weather of it. Shortly afterwards, and when she had reached a point about 2 miles south of the station, the craft was seen to go about, but losing ground, and being set in toward the shore close under her lee at each successive tack, she came to anchor and took in sail. The wind was moderate, with the barometer indicating no unfavorable conditions in the weather, but the night patrols were cautioned to keep the schooner in sight in case she should make signal for assistance from shore. Nothing, however, occurred throughout the night tending to convey to the watchers along the

beach that all was not well on board or that the master did not feel perfectly secure at his anchorage. At daybreak she was still riding safely at her moorings, but at 9 a. m. the wind suddenly shifted to the SE. and soon developed into a strong gale with a heavy sea. Her second anchor was let go and both chains were paid out to their full limit, but the wind steadily increasing to hurricane force, this scope failed to hold her and she started to drag toward the shore. The master, realizing the alarming situation, endeavored to slip his cables with the hope of getting the vessel before the wind and running her bow on to the beach, the only resource left. Failing, however, to accomplish this, owing to the furious onslaught of the sea in which she was heavily laboring, a signal for relief was run up; but at this moment her bow was thrown high into the air, the increased strain brought on her anchors parting her chains, and, driven helplessly to leeward, plunging stern first toward the land, she struck on the rocky ledge located about 250 yards offshore, fetching up with terrific force. Her masts fell with a tremendous crash, carrying down the frightened sailors, who had been driven aloft by the heavy surges sweeping her decks, and burying them under a mass of wreckage and floating timber. The instant she struck her hull broke wide open and rapidly went to pieces. Her cargo of lumber, washing out, drifted in huge piles along the edge of the surf, until the sea between the wreck and the shore was one surging mass of wreckstuff and cargo from her deck and hold.

The keeper of the station, foreseeing the vessel's peril and judging that she would strand on Foss Ledge (as she did), over which the sea was furiously breaking, had set forth with his crew and beach apparatus to a point where the vessel would be most likely to strike. Before leaving the station he had informed the adjacent stations of the situation, and their crews arrived on the scene a little later. The first shot was fired before the vessel struck the reef and the line fell between her masts and over the spring stay, but before it could be reached by anyone on board she stranded, and the line fouled up with the wreckage when the masts fell, and could not be recovered. The shipwrecked crew had freed themselves from the wreckage and could be seen clinging to floating lumber washing about her deck. A second shot was fired out to them, but they could not use the line, as it caught in the débris and was swept away by the sea and current. Two more attempts were made with the wreck gun, but without any better results than before. All the lines fell near the unfortunate sailors, but could not be hauled off, in consequence of which it seemed as if the best efforts of the life-savers to effect a rescue would be defeated. All hope of establishing communication with the wreck by means of the breeches-buoy apparatus was abandoned, and for a time the shipwrecked men seemed doomed. Every minute was now precious. From the first the surf was high and dangerous and the sea so full of wreckage that it looked as though no human power could force a boat through it. Undaunted, however, and with iron will, determined to save the imperiled sailors regardless of the imminent risk to their own lives, the Wallis Sands crew manned the surfboat and, assisted by the men from the Jerrys Point and Rye Beach stations on the shore, made every effort to get it off the beach into the deeper water beyond. In vain they put forth all their energies to launch the boat; they were thwarted by the sea which cast them up on the beach. At this juncture the district superintendent arrived upon the scene and took charge of the oper-

ations. Seeing that the Wallis Sands crew were well nigh exhausted from their efforts to launch the boat he called for volunteers to reenforce them. Every man in the two other crews responded to the call. The boat was now manned with a picked crew, composed of the 3 keepers, 3 surfmen from the Jerrys Point, and 1 from the Wallis Sands crews. The sturdy oarsmen worked with a will and assisted by those on shore, managed to get the boat off the beach and through the surf. The launch was made to leeward of a pile of wreckstuff. The high sea, the set of the current, flying timber from her cargo, and portions of the dismembered vessel which encumbered the water combined to make the attempt extremely hazardous, but every obstacle was bravely surmounted, and the men at the oars bent all their efforts to the task of reaching the wreck. The storm still raged with unabated fury, and hardly a vestige of the vessel as she appeared in the early morning hours remained. They pulled on, resolutely and steadily, but it was a long and wearisome task, the boat being knocked about by the sea and in collision with the wreckage, barely escaping a capsizing. At times it seemed impossible to push the boat onward, and that the hope of reaching the imperiled men would have to be abandoned, but still they could see that the distance grew gradually less and they continued the struggle. They could clearly discern 6 drenched and streaming figures, limp and inert, clinging to the top of the deck house, which was jumping about like a living thing in the huge wash of the sea, momentarily threatening to engulf them. The keeper of the Wallis Sands Station at the steering oar shouted words of encouragement to the distressed men, and heading the bow up to them as best he could, a few vigorous strokes brought the boat alongside the floating deck house. Despite the convulsive heaving and tumbling of the water, he succeeded in keeping the boat in this position for a minute, and one by one the almost lifeless men were dragged in over the gunwale. On the return trip through the breakers the surfboat was kept headed to the sea and backed toward the shore, and when shoal water had been reached the surfmen who did not get a chance to go in the boat, led by the district superintendent, rushed in up to their waists and hauled the boat up on the beach.

All of the rescued men were more or less injured, one having a broken leg, while the others were badly bruised and jammed. They were carried to the Wallis Sands Station, where a physician was summoned who administered to their needs. Two were subsequently removed to the Cottage Hospital at Portsmouth, New Hampshire, while the others remained at the station and were cared for by the district superintendent and the life-saving crew. Mate Dreen of the ill-fated vessel was missing. It was learned from the master that the man had attempted to reach the shore on some floating timber shortly after the schooner struck, but the sea washed him away and he disappeared. A good lookout was maintained along the beach for many days after the wreck with the hope of finding his body, but no trace of it has ever been seen.

There can be no question, judging from the promptness with which the first line was thrown to the schooner, that if the masts had not fallen so soon after she struck, the entire crew would have been quickly landed by means of the breeches buoy. Under the circumstances it seems miraculous that anyone escaped. However, notwithstanding all the adverse conditions with which the life-savers had to contend,

hardly more than an hour elapsed from the time the vessel struck until the 6 exhausted survivors found themselves safe at the station. Had the mate remained by the wreck instead of making the attempt by himself to reach the land his chances for life would have been incomparably better, and there is every reason for the belief that he also would have been rescued, along with his more fortunate shipmates.

*Wreck of the schooner Sarah D. J. Rawson.*

The three-masted schooner *Sarah D. J. Rawson*, of 387 gross tons burden, and carrying a crew of 7 men, all told, sailed from Georgetown, South Carolina, for New York, with a full cargo of lumber, on February 2, 1905. At 5.30 p. m. of the 9th, following, while standing to the northward under short canvas, in a SSE. gale, with a thick fog and rough sea, the vessel stranded in the breakers on the south side of Lookout Shoals, and, with her cargo, became a total loss.

As soon as the schooner struck the master gave orders to take in sail. While the crew were performing this work, a heavy sea swept the decks, carrying Jacob Hansen, a Norwegian seaman, into the raging surf, where he soon disappeared and was seen no more. The same sea struck the master and 3 other seamen, and it was only by the most desperate efforts that they were able to cling to the vessel. The schooner gradually worked up on the shoal and lay somewhat easier, but the violent onslaughts of the seas breaking over her soon carried away her boat, together with deck houses fore and aft, started her deck load of lumber, and her spars began to fall. The crew, powerless to do anything for the vessel, sought refuge in the highest part of the wreck, their situation gloomy and almost hopeless.

At Cape Lookout Life-Saving Station, about 9 miles N. by W. from the place of the disaster, a vigilant lookout had been maintained during the day, the keeper in person visiting the tower during the morning and forenoon, and a surfman constantly on watch, but a thick mantle of fog covered the ocean, shutting the doomed vessel from view. At noon, just as the lookout had been relieved, the keeper again climbed into the tower, and at 12.05 p. m., while scanning the sea with the glasses, he caught, through a rift in the fog, a glimpse of the schooner's topmost spars. Knowing from her bearings that she probably was upon the shoal, he immediately called away the lifeboat, every member of the crew promptly responding.

Though the testimony taken in this case shows that the men were nearly all more or less ill, there having been an epidemic of influenza at the station, not one shrank from what all knew must at best be a long and wearisome pull in wintry weather over 18 miles of rough sea. The wind being favorable, a light WSW. breeze, the surfmen made sail, and with 8 men at the oars were off to the wreck within twenty-five minutes of the time it was discovered by the keeper, and at 4 p. m. reached the scene of the disaster. The schooner lay upon her starboard side in the midst of a seething mass of breakers, her bowsprit, foremast, main topmast, and deck houses fore and aft gone, and her stern to the mizzen rigging carried away. She was surrounded by wreckage and lumber, which, pitching and beating about in the breakers, threatened the safety of the lifeboat and the lives of its crew. The crew of the *Rawson*, 6 in number, could be seen by the surfmen, and though the latter repeatedly attempted

to make their way through the mass of débris, they could not approach the wreck nearer than about 200 yards, when they would be beaten back. The master of the schooner, watching his would-be rescuers, stated that he momentarily expected to see the lifeboat pitched end over end in the turbulent sea, and this, without doubt, would have occurred, but for the cool and skillful management of the keeper and crew.

Night soon came on and the life-saving crew anchored near the edge of the breakers, hoping, as stated by the keeper, that in case of the schooner's going to pieces they still might be able to rescue some or all of the sailors. They maintained a vigilant lookout, frequently fending off fragments of wreckage that menaced their boat, until after midnight, when the wind increased in force, hauling to NW. with the weather still thick, and much colder. The crew then shifted the lifeboat to an anchorage about 500 yards to windward, in order, as the keeper states, that should worst come to worst they might be able to weather the shoal and put to sea. Throughout the long, tedious night the surfmen suffered greatly in their open boat from exposure, fatigue, and hunger, but the keeper maintained his post, giving encouragement to his crew, and urging them not to fall asleep, for fear of disastrous results in their debilitated condition.

At dawn they returned to the wreck and found that, while her remaining masts had gone by the board, a portion of the hull remained intact, and the crew had survived the perils of the night. The sea was still running very high, and the keeper decided to defer the attempt to rescue the crew until the tide turned, when he rightly judged that conditions would improve. At about 11 a. m. the wind and sea moderated somewhat, and the life-savers pulled to a position about fifty yards to windward of the wreck (to windward by both wind and tide) and anchored. By veering carefully upon the cable, and steadying the boat with the oars, they dropped in among the breakers and débris as far as possible, and succeeded in throwing a heaving line on board the schooner. Then one of the seamen bent the line about his waist, jumped into the sea, and was hauled into the lifeboat. His companions followed his example, and, one by one, all hands were rescued—drenched, chilled, and nearly exhausted, but safe. The surfmen removed their own oil coats, wrapping them about the shipwrecked men, and without mishap made the return trip to the station, arriving at about 5 p. m. The crew of the *Rawson* had been forty-eight hours without food or water, and the life-saving crew had spent twenty-eight hours in an open boat, without food, and with no other nourishment than cold water, their limbs cramped with cold and the lack of room to move about, and their bodies aching from maintaining so long a sitting posture. That the wrecked crew had not succumbed to their terrible ordeal is doubtless due to the fact that the vessel lay so nearly on her beam ends as to afford them something of a lee from the wintry NW. wind sweeping over them.

The rescued men were furnished food and shelter at the station, also with clothing from the supplies of the Women's National Relief Association, but this stock becoming exhausted the surfmen supplemented it from their own stores. The master of the *Rawson* was cared for part of the time by a personal friend, whom he found in command of the schooner *Lottie W. Russell*, at anchor in Lookout Bight. No member of the crew had suffered serious injury, though one seaman

was afflicted by an attack of rheumatism and when removed from the station was transported upon a stretcher.

On the 12th instant the revenue cutter *Seminole* arrived in Lookout Bight, and the following day at 2 p. m. she took the crew of the *Rawson* on board and carried them to Wilmington, North Carolina.

The loss of one life at this disaster occurred a very short time after the vessel struck, when all hands were in extreme jeopardy, and it was impossible for anyone to lend a helping hand to the drowning man as he was carried to his death in the breakers. Had the weather been clear and the schooner plainly visible from the life-saving station it would have been impossible for the life-savers to reach the scene in time to be of any assistance to the unfortunate seaman.

On the other hand, the keeper without doubt discovered the *Rawson* at the first instant that she became visible at the station. No other eye sighted her, no one but the life-savers went to the rescue; the shipwrecked men lost their boat soon after the vessel struck, and not many hours elapsed after the rescue before the vessel broke up and disappeared. Hence all hands must have been lost, and the fate of the *Sarah D. J. Rawson* and her crew would never have been known but for the unflinching heroism of the crew of the Cape Lookout Life-Saving Station, each of whom was subsequently awarded the gold medal of honor authorized by Congress (act of June 20, 1874) for extreme and heroic daring in saving life from the perils of the sea.

#### *Wreck of the coal barge Texas.*

On Thursday, April 6, 1905, the schooner-rigged coal barge *Texas*, belonging to the Seaboard Transportation Company, of New York City, and bound from Newport News, Virginia, to Fall River, Massachusetts, with a cargo of 2,500 tons of bituminous coal, and carrying a crew of 5 men, all told, was wrecked on the south side of Block Island, Rhode Island, about one-fourth mile offshore and  $3\frac{1}{4}$  miles SSW. of the New Shoreham Life-Saving Station, and John O'Toole, seaman, and Joseph Burgess, cook, lost their lives. The *Texas* left Newport News in tow of the ocean-going tug *Covington* on April 4, and experienced favorable weather until midnight of the 5th, when the tow encountered a fresh SE. wind and heavy sea, accompanied later in the day by dense fog, which hung on until the hour of her destruction.

At 8.30 a. m. on the day of the disaster the tug, while proceeding cautiously in the fog, ran into shoal water and immediately signaled the barge astern to port her helm, which was done. It was too late, however, for the *Texas* had struck the bottom and stopped, and at once started to fill and break up. The seas crashing over her sides and sweeping her decks fore and aft, tore away her rotten timbers, until in a very brief time all that was left of her was a mass of débris strewn the beach for several miles. Immediately after stranding, the master of the barge, fully realizing the hazardous situation, and to avert being hauled off into deep water and sunk, cut the towline upon which the *Covington* was tugging hard in her efforts to release the hapless craft from the bottom's firm, vice-like grip. The tug, finding it impossible to reach the barge on account of shoal water, and having no boat that would withstand the tremendous sea, set out in search of help for her jeopardized consort, and in an instant vanished and was lost in heavy mist. Nothing was visible. The roar of the

surf as it broke on a rock-bound coast could be distinctly heard to leeward, giving evidence that land was not far off. Two dories were launched from the deck of the *Texas*, but were washed away and dashed to pieces before any of the crew were able to get into them. To remain longer by the wreck meant certain death, and the chances of gaining the shore, the distance of which could not be determined, appeared equally adverse. It seemed that the only expedient left the sailors for their immediate safety was to take refuge on the floating timber and trust to fate for speedy escape and deliverance from peril. Each buckled on a life-preserver, and one by one let go his hold and struck out for the nearest drift stuff now being wafted shoreward before wind and sea. Fortune attended, and all, with the exception of the cook, reached the shore alive, where they lay exhausted and helpless upon the rocks until life was almost beaten out of them by contact with the gathering wreckage, which was kept in constant motion by the seas tumbling at their feet.

Signals of distress from a steam whistle having been heard through the fog by the keeper of the light-house on the south end of the bluff, the New Shoreham Life-Saving Station, Block Island,  $3\frac{1}{4}$  miles distant, was called up by telephone and notified that some vessel was in trouble off the south side of the island. The light keeper and two inhabitants then groped their way down the shore in the dense fog until they came upon dismembered portions of the vessel's hull, which had already been cast up by the sea. They were joined by several others living near by and all began a diligent search for bodies that might have washed in. Among the wreckage and the rocks 3 of the shipwrecked men were discovered and rescued by the parties on shore and removed to the light-house, where they were properly cared for. In the meantime the fog patrol, who had left the New Shoreham Station at 7.30 o'clock, arrived on the scene and carefully patrolled the shore in the vicinity, and shortly afterwards picked up a man lying face down, apparently lifeless, amidst a pile of floating timbers. He took him out of the water and immediately began work at resuscitation, continuing until the man showed signs of reviving, when he was conveyed to the nearest dwelling, one-half mile distant. The crews from the Block Island and New Shoreham stations now arrived, also a physician from the town, but in spite of all efforts to completely restore the sailor he was seized with a fit of convulsions, followed by severe hemorrhage of the lungs, and, failing to respond to medical treatment, finally collapsed and died.

The remains were removed to the New Shoreham Station and interred on the island the following day. The 3 survivors, Oscar Olsen, master; John Clayton, engineer, and Percy Simmons, seaman, were succored at the station until the 10th, and then, being supplied with new clothing donated by the Women's National Relief Association, departed for their homes. On the 8th the bruised and disfigured body of Burgess was recovered by the surfmen and provided with decent burial near the life-saving station.

The officer detailed to investigate the case reports his conviction that under the circumstances the life-saving crews did all in their power to assist the people on the barge, the failure to make a rescue with the appliances at their command being due to the short time the vessel held together after she struck, thus compelling the castaways to act on their own resources to save themselves. This opinion seemed to be

held by every one present the day the disaster occurred. In reviewing the evidence it should be stated that the fog patrols were out and had passed the locality on their return to their respective stations, where they arrived at about the time the vessel stranded, consequently it was not until the relief patrol set out and had fallen in with the light keeper that he became aware of the catastrophe. The patrol, upon reporting what he had heard to the stations by telephone from the halfway house, learned that the keepers of New Shoreham and Block Island stations had already been apprised of the situation in the manner previously stated, and that the crews, aided by horses hitched to the boat wagons and beach carts, were then hurrying to the scene from opposite directions. The interval of time which elapsed from the moment the barge stranded until her crew drifted ashore was only fifty minutes, and when we consider the great distance, mostly over rugged roads, the life-savers with their apparatus were required to traverse before reaching the wreck, it is manifest that even in the event of the fog patrol having discovered the distressed vessel, or the station crews having had knowledge of her the instant she struck, it would have been impossible for them to have arrived on the spot prior to her breaking up or before her crew drifted ashore.

#### *Capsize of a fish boat.*

About 6 o'clock in the evening of May 15, 1905, a telephone message was received at the Cape Disappointment Life-Saving Station, Washington, notifying Keeper Stuart that a fish boat containing 2 men had been struck by a heavy sea and capsized near Peacock Spit, Columbia River,  $1\frac{1}{2}$  miles SSE. of the station. The Monomoy surfboat was quickly manned and the crew pulled to the assistance of the imperiled fishermen. A strong head tide was running at the time, which greatly retarded the progress of the boat, and it was not until the life-savers had forced it through a mile of treacherous breakers at the imminent peril of their lives that they were able to get alongside of the overturned boat, which had now drifted into smooth water. Upon the arrival of the surfmen it was found that Edward Strand, one of the occupants of the boat, after drifting through a heavy line of breakers, had been picked up by some fishermen who happened to be close by at the time of the disaster, and before the station crew could possibly reach him. He stated that his boat puller, Ove Strand, sank and was drowned almost at the instant the boat capsized. The life-saving crew righted the boat to see if the missing man was under it, but he was not there or anywhere in the vicinity, having probably been struck by it in turning over, which is not unusual in rough water. The station crew searched the shore for long distances with the hope of finding the body, but at last accounts no trace of it had been discovered.

The fact that his comrades, only a few yards away when the capsize took place, were unable to render any assistance to the drowning man shows that no blame can be imputed to the life-saving crew in failing to effect a rescue.

#### *Capsize of a seine boat.*

About 7 o'clock in the morning of May 18, 1905, a fleet of fishing boats set out from the Columbia River, Washington, to the vicinity of Peacock Spit. A light northwest breeze was blowing with a strong

flood tide and rough sea on the bar. The keeper of the Cape Disappointment Life-Saving Station with his crew in the surfboat was patrolling the waters near the fishing grounds, as was his usual custom in bad weather, for the purpose of warning the boats when danger seemed imminent, to tow them away from perilous places, and to be in readiness to save life should occasion demand it. While in the act of admonishing a fish boat which had been swept perilously near Peacock Spit by the tide, and was in great danger of being swamped by the heavy seas breaking near it, urgent distress signals were observed some distance inshore, in response to which the surfboat was at once headed for the point indicated by the watch in the lookout tower of the station. Bending to the oars they forced their boat through the breakers and came upon a boat floating bottom upward. Although the surfboat was but six minutes in reaching the overturned boat, yet nothing could be seen of the two occupants after it capsized. A thorough search was made for the men in the breakers and along shore, but their bodies were never recovered. It is probable that both were stunned, or instantly killed, and sinking, were carried out to sea by the next ebb tide. The boat was righted and towed by the surfboat to the head of Sand Island and turned over to the fish receiver. The names of the men lost, both of whom belonged in Astoria, Oregon, are John Sewalt and Jacob Jacobsen.

This casualty is but one of many of a similar nature which occur in the vicinity of Peacock Spit. The fishermen of the Columbia are daring and venturesome, the fishing grounds dangerous, the tides and breakers on the bars treacherous, and notwithstanding the accidents which frequently involve loss of life, they apparently give no thought to the perils besetting them and from which there seems little chance of escape.

#### *Capsize of a gasoline launch.*

About 5 o'clock in the morning of June 8, 1905, James Costello and William Harris set out from Bandon, Oregon, for Port Orford in a gasoline launch of 5 tons burden. The wind was blowing fresh from the NW. with a strong ebb tide, causing a heavy sea to roll in over the bar at the mouth of the river. The keeper of the Coquille Life-Saving Station, feeling apprehensive for their safety, warned them of the danger in crossing the bar in a small boat under the existing unfavorable conditions. They proceeded, however, and when the launch had reached a point opposite the south jetty the engine broke down, the launch became unmanageable, was turned over by the heavy surf and dashed to pieces on the rocks of the jetty, and it is believed both men were killed.

The life-saving crew pulled out to the rescue and, arriving at the spot, found the launch completely wrecked, but nowhere could anything be seen of its former occupants. A little later the body of Costello washed up on the opposite side of the jetty and was recovered by the surfmen. Artificial respiration was at once employed, but without any signs of returning animation. His remains were conveyed to his home. During the days which followed the men of the station crew made every effort to discover some signs of his companion, but without avail. It is evident that the man went down with the boat and was swept out over the bar to sea with the ebb tide. The life-saving

crew on this occasion acted with alacrity and made remarkably good time in reaching the capsized boat. Prompt action was also taken to save the machinery and gear and all that came ashore belonging to the launch.

#### AWARD OF MEDALS.

Patrolman Michael J. Coyne, of New York City, received a gold medal of honor in recognition of his heroic conduct in rescuing a man from drowning in the East River on February 27, 1903, under the following circumstances:

At about 10 p. m. of February 27, 1903, an intoxicated man fell into the East River at the foot of Corlears street, and being unable to save himself called loudly for assistance. Policeman Coyne, who was on patrol in Corlears Hook Park at the time, hearing cries of distress over the water hastened to the wharf and, after giving the alarm, threw off his coat and helmet, jumped into the river, and swam out toward a dark object floating down with the tide. The night was dark and threatening, with a fresh breeze blowing and the river filled with drifting ice, but he quickly located the man and seizing him from behind, placed his left arm around his body and struck out for the shore. The swift adverse current, however, carried them out into the stream, and Coyne realized that unless he should receive assistance both would be lost. His shouts were heard by Patrolmen Corker and McQueeney, who, having arrived on the scene in response to the alarm, jumped into a small boat and brought the two exhausted men to the pier. As a result of exposure the brave patrolman was confined to the sick list until the 8th of March.

Gold medals were awarded to Mr. James Hamilton, Mr. Fred Dishinger, and his son, Fred Dishinger, jr., all of Kelleys Island, Ohio, in testimony of their heroism in saving 3 people from drowning in the waters of Lake Erie on June 29, 1902.

On June 28, 1902, the steamer *George Dunbar* left Cleveland, Ohio, for Alpena, Michigan, and was wrecked in the early morning of the following day several miles southeast of Middle Island, Lake Erie, where she foundered. Five of the crew took to the life raft and were lost. Five others, making the whole number on board, escaped from the steamer in the yawl boat, and two of these were subsequently lost by the capsize of the boat. The others, Captain Little, his wife, and daughter, supported by life-preservers, drifted about for several hours until they were borne to the vicinity of Kelleys Island, where they were discovered by James Hamilton, Fred Dishinger, and his son, who, as soon as possible, secured a small boat, which was not suitable for the purpose, but was the best they could get, and went to the rescue. After persistent and dangerous efforts they succeeded in getting afloat, but the witnesses say it did not seem that there was one chance in a hundred that they could save the shipwrecked people. Two of them, however, pulled the oars while one bailed out the skiff, which was in constant danger of swamping. After they had reached the unfortunate castaways it proved impossible to take them into the little boat, and they therefore threw them a line and then headed for the shore.

The boat was almost full of water, and to those on shore it seemed that she must certainly capsize and that all would be lost. But they managed to reach the surf near the shore, and jumping from the boat

seized the half-drowned people, and in spite of the terrific undertow succeeded in gaining the bank and placing the rescued people sufficiently far up to keep them from being washed away by the sea. One of the women was unconscious and the man and other woman were scarcely able to help themselves. Hamilton and his companions were nearly exhausted.

A gold medal was awarded to Mr. Charles R. Weston, second officer of the U. S. transport *Slocum*, in recognition of an act of extraordinary heroism performed by him in saving 2 men from drowning August 8, 1899, under circumstances as follows:

In the early morning of the above date the U. S. transport *Slocum* was proceeding from Mayaguez to San Juan, Porto Rico, with two lighters in tow, each carrying 2 men, when she was overtaken by a hurricane, and the towline of the second lighter parted, leaving that vessel in instant danger of being driven ashore and smashed to pieces on the rocks. The wind at the time was blowing with a velocity of upward of 100 miles an hour. Realizing that the 2 men on board must perish unless aid reached them from the *Slocum*, Weston and four Porto Rican sailors, who bravely volunteered for the perilous service, manned one of the boats and pulled away to the rescue. Upon approaching the lighter as near as safety would permit, he shouted to the helpless men to jump overboard and he would pick them up; but neither being able to swim, they dared not throw themselves into the tremendous sea that was running. Therefore, determined that his efforts should not be in vain, Weston pulled close up to the lighter and, at the most imminent risk of being dashed against its side and destroyed, took the men off and returned with them in safety to the *Slocum*. For more than an hour he and his crew persistently contended with the storm, which was one of the fiercest ever known in that region, so frequently visited by cyclonic disturbances.

A silver medal was bestowed upon Gunner Frank A. McGregor, U. S. Navy, in recognition of heroism in saving the lives of 2 men who were in danger of drowning by the capsizing of a small sailboat in the harbor of Bellingham, Washington, on June 22, 1904.

From the evidence of eyewitnesses, it seems that about 12 o'clock noon of the date named a sailboat which had just left the U. S. S. *Wyoming* was capsized and 2 men who could not swim were in imminent danger of losing their lives. Life buoys were thrown to them, but fell short, and the grasp of the men upon the bottom of the boat was slight and likely to soon give way. As soon as McGregor perceived that the life buoys did not reach the men, he plunged overboard in full uniform from the steamer's deck, and on his way picked up the buoys, swam with them to the nearly exhausted men, and then, taking the end of a line thrown to him from the ship, was drawn aboard, towing the rescued men with him.

Captain Cottman, commanding the *Wyoming*, states that the 2 men would have perished but for the courageous act of McGregor, who, encumbered as he was by clothing, jeopardized his life in the performance of this noble deed.

Mate Michael J. Burke, of the steamer *Minnahanonck*, of New York, received a gold medal in consideration of his services in saving life on two occasions.

On February 14, 1899, a woman while going on board the steamer *Minnahanonck* in the service of the Board of Charities and Correction of the city of New York, slipped and fell into the river between the boat and the dock. The accident occurred about 6.30 p. m., after darkness had set in, and the river was filled with floating ice. Without hesitation Burke threw off his overcoat, but, otherwise fully clad, dived into the water where the woman had disappeared. She was not seen to rise, and he was obliged to go below the surface three or four times before he found her, and when he did so he brought her unconscious and helpless to the surface, where he managed to keep her head above water until a rope was thrown to him, after which both were landed in safety on board the steamer.

On May 12, 1903, Mr. Isaac D. Reed, an inmate of the almshouse on Blackwells Island, New York City, jumped from the landing into the river when the boat upon which Burke was employed was about 100 yards away. One of the persons known as a "trusty" jumped to the rescue of Reed, and the first Burke knew of the occurrence was when he saw the two men struggling in the water, whereupon he immediately plunged overboard and began swimming toward them. Before he arrived the "trusty" had reached Reed and was about to seize him when the latter turned upon his would-be rescuer and struck him a hard blow on the head and he began to sink. Burke reached the "trusty," and, seizing him by the collar, kept his head above water, and, grasping Reed firmly with the other hand, swam as well as he could to the landing, where several persons pulled the 3 men out of the water.

A gold medal was awarded to Second Lieutenant Samuel T. Mackall, of the Eleventh Infantry, U. S. Army, for extremely heroic daring in risking his life to save 2 soldiers from drowning in the Malabang River, island of Mindanao, Philippine group, on August 2, 1902.

Two lighters which were being used in unloading transports entered the Malabang River with the flood tide at about 4.30 p. m. of the date named, and short ropes were passed over the sides for the support of the men who were in the water keeping the lighters offshore. The river was of very uneven depth, and, while the men could wade in some places, they were obliged now and then to swim or else cling to the ropes. About the time the lighters were ready to be moored to the bank the tide suddenly turned and swept them toward the north shore, upon which was a settlement of hostile Moros. The men in the water struggled hard against the current in their endeavors to reach the friendly side of the river. In their efforts Private Charles Lindley, who was most distant from the shore, became exhausted and, although a good swimmer, sank in 15 feet of water. Mackall witnessed the incident and, perceiving that Lindley was in extreme danger, forthwith sprang into the water and reached him just as he rose the second time. Mackall grappled with him, and it became necessary to engage in a sharp encounter to break the death grip of the drowning man. Lindley soon lost consciousness, however, thus enabling the intrepid rescuer to handle him more easily and hold him up until aid could reach him. With the assistance of their comrades both men managed to gain the shore in safety.

It further appears that Private Edgar Lindley, upon seeing his brother's perilous situation, plunged into the river to effect his rescue,

but quickly became exhausted and was borne swiftly down the stream by the current and sank in deep water. Although Mackall had just accomplished an undertaking involving great bravery, dictated by a soldier's sense of duty and humanity and while still in an exhausted condition, he leaped into the water and, at imminent risk of his life, rescued the second man, who had gone to the assistance of the first. In effecting the second rescue Mackall was, as stated in the evidence, in the water more than half an hour.

Silver medals were bestowed upon Sergeant Lucien B. Gardener and Corporal Lawrence Doyle, both of the Eleventh Infantry, U. S. Army, as testimonials for services rendered on the same date and in the same locality as in the preceding award and under conditions somewhat similar.

Incidental to that episode it seems that Private Joel Beach, who was among the number swept away by the strong ebb tide of the Malabang River, undertook to swim ashore, but was unable to do so and was rapidly carried downstream and disappeared below the surface. Gardener at once swam out to the man struggling for life, seized him, and managed to hold his head above water, but was unable to make any progress with him toward the river's bank. Doyle swam to their assistance, and with the aid of a rope passed to them the 3 men were hauled safely to the shore.

The witnesses testify that the struggle was a long and severe one, and at times it appeared that Gardener and Doyle would be compelled to abandon their efforts or all would perish together.

A silver medal was awarded to F. Miguchi, cook on the U. S. revenue steamer *Gresham*, in testimony of his heroism in rescuing a sailor from drowning at Arundel Cove, Maryland, on August 17, 1904.

It appears that about 6 p. m. of the day above named one of the crew of the U. S. revenue steamer *Onondaga* while in bathing ventured beyond his depth and sank in 15 feet of water. His cries for help attracted the attention of several of his shipmates who immediately swam to his rescue. He was not seen to rise and their efforts proved futile, although one man claimed to have grasped the body but was unable to bring it to the surface.

Miguchi, a Japanese cook of the *Gresham*, lying in the harbor, leaped overboard and vigorously struck out for the spot where the struggling man had last been seen, dived down, and at the end of one-half minute came up with the apparently lifeless man in his arms. Finding it difficult to keep the man above water, he got under him, and with himself entirely submerged, held him up until assistance arrived. As soon as he was landed they began operations to resuscitate him, and although he had been under water for at least three minutes their efforts proved successful.

The witnesses testify that this act of Miguchi was one of heroism deserving high praise, and that his own life was seriously jeopardized.

A silver life-saving medal was awarded to Captain Patrick H. McMahon, master of the steam yacht *Mystic*, of Erie, Pennsylvania, in recognition of his gallant conduct in rescuing a man from drowning on July 12, 1904.

From the testimony of eyewitnesses it seems that about 4 o'clock in the afternoon of the above-mentioned date Captain McMahon and Mr.

Peter J. Murphy were bathing off the public dock in the city of Erie, and while swimming some 800 feet distant from the pier Murphy was seized with cramps in both arms, which so paralyzed his powers that he called loudly for help. McMahon was the only other person in the water and immediately swam to the side of the imperiled man, whom he found utterly helpless. By the exertion of all his strength and skill as a swimmer McMahon bore Murphy up with his left arm and as well as possible began working his way toward the dock. Twice Murphy slipped from McMahon's grasp. A considerable sea was running, but after much difficulty he succeeded in getting him alongside the pier, where several persons assisted both men out of the water. Those present testify that the men were "half dead" when landed, and that McMahon did not recover from the effects of exhaustion until the following day.

A silver medal was bestowed upon Private John P. Boyle, U. S. Coast Artillery, in recognition of heroic conduct in saving a comrade from drowning in the night of April 8, 1901.

Forage Master Joseph G. Fulton, Quartermaster's Department, U. S. Army, while passing along the gang plank of the steamer *Norfolk*, lying at the Government wharf at Fort Monroe, Virginia, fell into the water between the steamer and the wharf where the tide was running strong and the water 25 to 30 feet deep. He was a large man in the sixty-ninth year of his age, and was clad with heavy clothing, including an overcoat. The propeller of the steamer was in motion, the night was dark, and there was great danger that, if not drowned, he might be crushed between the steamer and the dock.

As soon as Private Boyle became aware that Fulton was overboard he jumped in to his rescue, and reached and supported him for something like ten minutes until additional aid arrived, when he was taken out of the water and landed safely on the dock.

All of the witnesses of the accident testify that Boyle's act was one of great bravery, stating that the service was performed freely, promptly, and at the risk of his own life.

A silver medal was bestowed upon Chief Carpenter Charles Thompson, U. S. Navy, in recognition of his gallant conduct in rescuing Lieutenant-Commander Henry B. Wilson, U. S. Navy, from drowning on February 24, 1887, under the following circumstances:

On the date named Lieutenant-Commander Wilson, then an ensign, with 16 others set out in a ship's boat belonging to the U. S. S. *Saratoga* for a trip to Pitch Lake in Trinidad, British West Indies, the vessel at the time lying off San Fernanda, Trinidad. While returning to the ship about 2 p. m., a heavy squall came up. The brails, halliards, and sheets were quickly manned and the foresail taken in. When the squall struck the boat she heeled to leeward and took in more or less water over the gunwale. The main and jib sheets were eased off and the helm put down, and as she came head to wind and righted the weight of 13 of the occupants of the boat, who were on the weather side, caused her to lurch to windward, when a heavy sea swept over her swamping her instantly. After having filled she slowly capsized, throwing the men into the water 3 miles from shore and 5 miles distant from the ship. The boat made half a turn, and when Ensign Wilson came to the surface he found himself under the sail. Encumbered by his

rain clothes and about exhausted he saw no chance of saving himself, when he was rescued and dragged to the side of the boat by one of the party, who proved to be Charles Thompson, at that time an apprentice. There is no doubt that Ensign Wilson would have drowned had it not been for Thompson, who at the imminent risk of his life let go his hold on the gunwale of the boat and swam to the rescue. The evidence submitted in this case shows that 2 of the party reached land by swimming, 6 were picked up by a passing Spanish felucca, 4 were drowned, and the remainder were rescued by a boat from the village of La Brae.

A silver life-saving medal of honor was awarded to Patrolman Daniel J. Sullivan, member of the police force of New York City, for bravely rescuing a man from drowning in the Harlem River on August 4, 1904.

At about 10.30 p. m. on the day named Mr. Campbell Glover, while fishing from a dock at One hundred and fifty-ninth street, New York City, became sleepy, lost his balance, and fell into the water 15 feet below. Sullivan hearing cries for help ran to the dock, and stopping to remove only his hat and coat, plunged into the river and swam for the struggling man, who was being swept rapidly along with the tide. When he reached the helpless man Glover seized him about the neck, and both men sank together. When they rose Glover was admonished and finally persuaded to grasp Sullivan about the body, whereupon the latter swam with him on his back to the dock where he clung to some piling, but his strength failing him he was obliged to let go his hold and both went down a second time. When they came up Sullivan, who was now almost exhausted, made one desperate effort and managed to land Glover on a mud bank 50 feet away, where both men lay helpless until assisted to a place of safety by persons on shore.

His bravery was highly praised, and it is manifest that but for his heroic efforts Glover would have lost his life.

A gold medal of honor was awarded Mr. Joseph Ridley, of New York City, in recognition of his gallant conduct on various occasions in saving life from the perils of the sea.

About 10 p. m. on October 30, 1896, a man by the name of McQuade fell into the East River, at the foot of Jackson street, New York City, and was in imminent danger of drowning, when Ridley leaped into the water to his rescue. He had fallen between the wharf and a barge—a very dangerous place—and immediately seized his rescuer in such a way as to seriously imperil the latter's life. Although the night was dark and the current in the river exceedingly swift, the rescue was effected, without assistance, only with the utmost difficulty and with remarkable bravery.

It also appears that about 7 p. m. on October 17, 1900, a child named Margaret Young was thrown overboard by an insane person from the same pier. When Ridley discovered the act he immediately rushed to the point, and, without removing his clothing, plunged in to save the little one, whom he reached, after a desperate struggle in the dangerous current running at that point, and sustained above the water while he shouted for assistance, being unable to swim to a place of safety. A boat was soon procured by other persons, who pulled out to

him and took the child from his charge. Ridley clung to the stern of the boat and was assisted to the wharf, where he was taken out of the water in an exhausted condition. The witnesses state that this rescue involved great danger, and that but for his prompt and fearless efforts the child would have drowned.

The testimony further shows that on several other occasions he has effected notable rescues at the peril of his own life.

A silver life-saving medal was presented to Patrolman Thomas S. Quinn, a member of the Metropolitan police force of New York, for heroic conduct in rescuing Mr. Thomas Blossome from drowning in the East River October 28, 1904.

About 4 p. m. of the above-mentioned date cries of "Man overboard!" attracted the attention of Patrolman Quinn, who was at the time on duty at the entrance of Pier 45, East River. He ran to the river, and seeing a struggling man in the water borne swiftly away by the current plunged in without removing his winter coat, helmet, or belt, and swam to the rescue of the drowning man. After a few vigorous strokes he managed to reach the man, who clung to him with a death-like grip. A rope was thrown to them by persons on the dock, and both were hauled out of the water in an exhausted condition and conveyed to Gouverneur Hospital and there treated until restored to their normal conditions.

It appears from the papers submitted in this case that Patrolman Quinn is a veritable life-saver, having heroically rescued other persons at different times under circumstances of great personal hazard. The case mentioned, however, is sufficient to attest his noble and self-sacrificing courage.

In recognition of heroic conduct exhibited on the 9th and 10th of February, 1905, in the rescue of 6 men from the wreck of the schooner *Sarah D. J. Rawson*, gold life-saving medals were bestowed upon the following members of the Life-Saving Service: Keeper William H. Gaskill, Surfmen Kilby Guthrie, Walter M. Yeomans, Tyre Moore, John A. Guthrie, James W. Fulcher, John E. Kirkman, Calupt T. Jarvis, and former Surfman Joseph L. Lewis, all of the Cape Lookout Station. The particulars of the rescue will be found on pages 38-40 of this volume, under the caption "Disasters Involving Loss of Life."

Second Lieutenant Henry Ulke, jr., U. S. Revenue-Cutter Service, was awarded a silver medal in testimony of his heroism in saving Mr. Patrick Doyle from drowning February 3, 1905.

About 4 a. m. of the date named, while the U. S. revenue steamer *Gresham* was lying in the East River at the foot of Twenty-fourth street, New York City, a man fell from the pier into the river some distance astern of that vessel. His cries for help being heard on board, Lieutenant Ulke, without waiting to put on his clothing, sprang from his berth, clad only in his pajamas, and hastened to the rescue of the imperiled man. Other officers of the *Gresham* followed with a lantern, and, after locating the man, a line was thrown to him, but he was too benumbed and exhausted to grasp it. Ulke forthwith lowered himself into the water and fastened the line about the man's body. His shipmates then hauled both of them out of the water and carried them on board the cutter, where Doyle was resuscitated. The morning was

dark, with a fresh breeze blowing from the northwest and a strong flood tide running. The thermometer stood at 4° above zero, and the river was filled with heavy drift ice.

From the testimony in this case it is manifest that the rescue was made with great difficulty and that Doyle would have lost his life but for the promptness and efficient intervention of the brave rescuer.

Silver medals were awarded to Mr. John R. Hanby and Mr. C. C. Williamson, of Wilmington, North Carolina, for rescuing a bather from drowning in the surf at Wrightsville Beach on August 13, 1904.

On the above-named date Mr. William H. Moore, of Wilmington, North Carolina, while bathing with several friends, left his companions and made his way alone through the breakers and beyond an outlying reef. He was a good swimmer, but when he endeavored to return he found his strength insufficient to stem the opposing tide. Apprehensive for his safety, his companions had anxiously watched his movements, and as soon as they perceived his predicament some of them struck out to his assistance. The rough condition of the water, however, rendered their efforts futile.

It appears that Hanby and Williamson, who were among the on-lookers from the beach, seeing the failure of his friends to get through the breakers, ran to the Atlantic Yacht Club house near by and secured a small boat, in which they set out to the rescue. In making their way through the surf a heavy sea swept over the frail craft, almost filling and swamping it. For the time it required their undivided attention to avert such a catastrophe, and when they again looked toward the spot where they had last seen Moore he had disappeared. Giving him up for lost, they were on the point of turning toward shore when he rose to the surface. They renewed their efforts to reach him, and when near enough they threw him a life-preserver with which he sustained himself until the rescuers had bailed the boat. They then pulled him into the boat and started for the shore.

It is shown that at the time of the rescue a high sea was running, that they had to row several hundred yards before they reached Moore, that their progress and management of the boat was seriously interfered with by the breaking of the rowlocks, and that several times during the hazardous trip they themselves were in the utmost danger of being capsized in the surf.

Silver life-saving medals were bestowed upon Messrs. Thomas Richards, Thomas Thompson, and Charles White, of Saint Michael, Alaska, for heroic conduct in effecting the rescue of 3 persons February 9, 1905, who were cast ashore on Egg Island, Alaska, from a drifting ice field.

It appears that Captain Otto Polte and 2 natives—the persons rescued—were on January 28, 1905, en route from Unalakleet, Alaska, to Saint Michael with a dog team, and that about 3 p. m. of that day, while the party were crossing a frozen arm of the ocean over which the trail led, a strong breeze sprang up, and the ice field, which the tide had broken loose from the shore, was swept out to sea. On the following morning, being apprised of the plight of Polte's party and expressing the belief that they had managed to escape to Egg Island, 10 miles to seaward, the 3 men mentioned above volunteered to go to the rescue, and without delay set out to launch their boat, which

they succeeded in doing after dragging it for several miles over the frozen sea. They made good progress until within 3 miles of the island, when the ice floes became so thick and heavy that they were compelled to turn back. Early the next morning they again set out, determined to make another attempt to reach the castaways, but when within a mile and a half of their destination they encountered the same unfavorable conditions and further progress was blocked.

In the meantime word had come that fires had been seen on the island, which report was later confirmed at the wireless telegraph station at Saint Michael, verifying the inference that the party had been thrown upon Egg Island. Nine days elapsed and no other tidings of the exiled party had reached the men comprising the relief expedition, although seven attempts were made with dog sled and boats to further the advance of the hazardous undertaking. Every effort, however, proved unavailing, and as no watch fires or other signals had been seen since the 30th ultimo it was feared their situation had become desperate, if indeed they had not already succumbed to cold and starvation. The anxiety of the citizens of Saint Michael prompted them to start a subscription with the view of rewarding the first man who should reach the island with provisions, but during the days which followed the weather was such that no one had the hardihood to make the attempt.

On the night of February 8 the wind hauled to SSE, and the temperature rose to 30° above zero, and at dawn on the following day a large stretch of open water was seen toward the island. The wind was exceedingly strong, but otherwise conditions had improved to such an extent that the chance of reaching the island appeared good, and the 3 men again loaded their boat on a sled and set out. Their boat was a frail one for the work in hand, but it was the only sailboat available and there was no choice but to take it. This last effort, which proved successful, was made during a forty-mile gale, with a high surf running, with the sea full of slush ice, all of which combined to make the launching of the boat a task of great peril.

At 1 p. m., February 9, news came to the little community at Saint Michael that the relief party were returning and all eyes were eagerly turned toward the sea to learn the outcome of their venture. A little later it was discovered that there were 6 persons in the approaching boat and the hope that they had succeeded became a conviction. The party reached the firm ice about 4 p. m., where they were met by willing hands who helped the rescued people out of the boat. Captain Polte and the 2 natives, although thin and worn, were found to be little the worse from their twelve days' exile. They reported that the ice field on which they had gone adrift had grounded in the early morning of January 30 and that in getting onto Egg Island they had narrowly escaped being crushed by the ice. All the food they had with them consisted of a small store of dried salmon and salmon trout.

Their rescuers declined to accept the purse made up for them by the people on shore, which would indicate that their services were given wholly from motives of humanity. From the first they allowed no opportunity to attempt a rescue to pass unimproved.

In recognition of heroic conduct exhibited on the 16th of September, 1903, in the rescue of 10 men from the wrecked steamer *Spartan*, silver life-saving medals were bestowed upon Captain John L. Carlberg and Carl A. Aspenburg, of the fishing smack *Irene*.

On the date named the coast of New Jersey was swept by a gale of unusual severity. About 6 a. m. and while the storm was at its height the ocean-going tug *Spartan*, towing three coal-laden barges, foundered off the capes of the Delaware. The master and crew, numbering 15 persons in all, each with a life-preserver strapped about him, leaped into the sea. Six hours afterwards, while the fishing smack *Irene* was on her way up the coast, her captain sighted two men floating in the water. He at once cleared away his small skiff, the only boat on board, and Aspenburg, a member of the crew, voluntarily went out in it to pick up the apparently lifeless man. The storm was still raging, with a tremendous sea running, and Aspenburg, at the risk of being capsized and drowned, pulled away and brought him on board. Soon afterwards others were discovered adrift at distances of a mile or more from the smack, and after repeated efforts to reach them in the face of the gale 9 more were recovered in an exhausted condition and rescued from certain death. It was learned that 5 were still missing, and after a diligent search without success, in which the little craft was momentarily threatened with disaster, she sailed away for Anglesea, where the shipwrecked men were conveyed to the life-saving station and succored until they were able to return to their homes.

WOMEN'S NATIONAL RELIEF ASSOCIATION.

The Women's National Relief Association has continued to furnish clothing and other articles for use in succoring the shipwrecked, the supplies from this source being forwarded by the donors to all stations without expense to the Government. This humane work is most timely and of far-reaching beneficence, for in many cases of shipwreck, particularly during the night, the disaster comes without warning, giving those on board no time to secure their clothing or other personal effects, and upon reaching shore they are absolutely destitute. In many instances, also, their condition is rendered even more pitiable from long hours of exposure before their plight is discovered, and from injuries sustained by falling wreckage.

*Beneficiaries of Women's National Relief Association.*

Date.	Station and locality.	Beneficiaries.
1904.		
July 3	Old Chicago, Illinois.....	Two men rescued from a capsized rowboat.
7	Smith Island, Virginia.....	Two men from the wrecked schooner Robert J. Poulson.
23	Point Allerton, Massachusetts.	Two men from the wrecked schooner Irving Leslie.
24	Saint Joseph, Michigan....	A man who had fallen from a boat.
Aug. 1	White River, Michigan.....	Four men from the wrecked schooner Day Spring.
5	Buffalo, New York.....	A man who had fallen overboard.
5	Two Heart River, Michigan.	Four men from the disabled launch Marion.
7	Portage, Michigan.....	A man who had been overboard.
20	Milwaukee, Wisconsin.....	A man who had fallen overboard.
22	White River, Michigan....	A man from a capsized sailboat.
Sept. 2	Hunniwells Beach, Maine...	A man who had fallen into the water.
8	Beaver Island, Michigan...	A woman and a little girl from the wrecked schooner Swan.
10	Highland, and Peaked Hill Bars, Massachusetts.	Sixteen men from the sunken steamer Longfellow.
11	Newburyport, Massachusetts.	A child whose clothing had been drenched while coming from a vessel.
14	Oregon Inlet, North Carolina.	Five persons overtaken by a storm.
15	Gay Head, Massachusetts..	Three men, crew of the wrecked yawl Dona Almella.
15	Point Judith, Rhode Island.	Two men, crew of the wrecked catboat Posidon.
15	North Beach, Maryland....	Four fishermen who sought shelter at the station during a storm.
20	Racine, Wisconsin.....	A man who had fallen overboard.

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

Date.	Station and locality.	Beneficiaries.
1904.		
Sept 21	Cold Spring, New Jersey ...	Two men whom the station crew had rescued from drowning.
21	Portage, Michigan .....	Two men from a capsized rowboat.
Oct. 1	City Point, Massachusetts ...	Two men from a capsized sailboat.
2	False Cape, Virginia .....	A man and his wife who had lost their clothing by fire.
3	Jackson Park, Illinois .....	A man who had fallen from a wharf into the water.
6	North Scituate, Massachusetts.	A man from the stranded launch Ella.
12	Harbor Beach, Michigan ...	Two sailors from a capsized sailboat.
14	Galveston, Texas .....	Three men from a capsized sloop.
15	Point Allerton, Massachusetts.	A woman, capsized in a small boat.
16	Gilberts Bar, Florida .....	Seven men from the wrecked Italian bark Georges Valentine.
16	Jackson Park, Michigan .....	A little girl who had fallen from a pier into the water.
17	Gilberts Bar, Florida .....	Fifteen men, the crew of the wrecked Spanish ship Cosme Colzada.
17	Fort Lauderdale, Florida .....	Fourteen men from the wrecked German steamer Zion.
17	Galveston, Texas .....	One man from the foundered schooner Lewis W. Moore.
21	Rehoboth Beach, Delaware .....	One man from the foundered sloop Annie L. Ruland.
30	Cuttyhunk, Massachusetts .....	Six men from the stranded sloop Mikoga.
Nov. 12	Pointe aux Barques, Michigan.	Twelve persons, the crew of the foundered steamer Wyoming.
12	Thunder Bay Island, Michigan.	A man and a woman from a fishing boat, in a destitute condition.
13	Gloucester, Massachusetts .....	Four men, crew of the wrecked schooner Nautilus.
13	Hatteras Inlet, North Carolina.	Eight persons from the stranded schooner Allison Miller.
23	Chester Shoal, Florida .....	A man whose clothing had been drenched in a rain storm.
27	Monomoy Point, Massachusetts.	Two men from the crew of the stranded schooner Eliza Jane.
29	Wood End, Massachusetts .....	Two men from a capsized dory.
29	Velasco, Texas .....	Three men from the capsized sloop Ludlow.
Dec. 1	Buffalo, New York .....	A man from a capsized rowboat.
8	Cobb Island, Virginia .....	A man who had fallen overboard from a boat.
14	Cooe Bay, Oregon .....	A man from a capsized sailboat.
18	Monomoy Point, Massachusetts.	Two men from the disabled schooner Eliza Jane.
29	Cape Hatteras, North Carolina.	Two men rescued from the wrecked steamer Northeastern.
29	Creeds Hill, North Carolina	Twelve men rescued from the wrecked steamer Northeastern.
1905.		
Jan. 15	Cape Hatteras, North Carolina.	Crew of eleven men from the wrecked schooner Cordella E. Hays.
Feb. 7	Monomoy, Massachusetts ...	Two men from the sloop Gypsy Maid, disabled by ice.
9	Cape Lookout, North Carolina.	Six men, the crew of the wrecked schooner Sarah D. J. Rawson.
18	Hog Island, Virginia .....	Three men from the stranded sloop Christiana.
Mar. 8	Blue Point, New York .....	Two oystermen suffering from exposure.
Apr. 6	Wallis Sands, New Hampshire.	Eleven of the crew of the wrecked schooner Galatea.
8	Assateague Beach, Virginia.	Two men from the wrecked schooner M. P. Howlett.
18	Charlevoix, Michigan .....	A boy who had fallen into the lake.
21	Manomet Point, Massachusetts.	Two men suffering from exposure.
21	Humboldt Bay, California .....	A man whose boat had capsized and sunk.
25	Orleans, Massachusetts .....	The six survivors of the wrecked schooner Harry L. Whiton.
27	Cleveland, Ohio .....	A man from a capsized boat.
30	Manistee, Michigan .....	Three men from the water-logged schooner Argo.
May 5	City Point, Massachusetts .....	A man from a capsized yacht tender.
5	Wallops Beach, Virginia .....	Two men from the wrecked sloop Emmet Arthur.
8	Sturgeon Point, Michigan .....	Crew of the wrecked American schooner W. H. Rounda.
13	Milwaukee, Wisconsin .....	A man from a capsized canoe.
16	Long Branch, New Jersey .....	Crew of the wrecked Danish bark Bertha.
21	Point Judith, Rhode Island .....	A Greek fisherman who had fallen overboard from his boat.
26	South Chicago, Illinois .....	Two men on a locomotive that ran through an open draw, rescued from drowning.
29	Shinnecock, New York .....	Portion of crew of the wrecked American steamer Seaconnet.
29	Milwaukee, Wisconsin .....	Two men from the wrecked and sunken steamer Hiram A. Bond.
June 5	Erie, Pennsylvania .....	Two men from a capsized rowboat.
11	Santa Rosa, Florida .....	A man resuscitated from drowning.
11	Holland, Michigan .....	A man who fell overboard from the yacht Snipe.
13	Fairport, Ohio .....	A man rescued from the water by the station crew.
16	Townsend Inlet, New Jersey .....	Two men from a small boat capsized in the surf.
19	Jackson Park, Illinois .....	Two men from a capsized sailboat.
27	Brenton Point, Rhode Island.	The master and mate of the burned sloop Columbia.

## NEW STATION.

The station authorized by law to be established at Ocracoke Island, North Carolina, and mentioned in the last report as being under contract for building, was completed during the year.

## REBUILDING AND IMPROVEMENT OF STATIONS.

The rebuilding of the Little Kinnakeet Station, to which reference was made in the last annual report, was completed within the year, but the station at Cape Henry, Virginia, was still under construction at its close. This station is now nearing completion, and will probably be ready for occupancy at an early day. The stations at Muskegon and Grande Pointe au Sable, Michigan, mentioned, were completed, and the rebuilding of the station at Fletchers Neck, Maine, which was begun during the year, is well under way.

Improvements were completed during the year to the stations at Monomoy Island (Monomoy Station), Massachusetts; Sandy Hook, Chadwicks, Barnegat, and Ocean City, New Jersey; Lewes, Delaware; Sabine Pass, Texas; Niagara and Charlotte, New York; Evanston and Chicago (Old Chicago Station), Illinois, and Grays Harbor, Washington.

## SITES SELECTED.

Sites for new stations were selected at Lorain, Ohio; Eagle Harbor, Michigan; the entrance to Tillamook Bay, Oregon, and at Bethany Beach (a point between Indian River Inlet and Fenwick Island), Delaware. Title to the Eagle Harbor site and that at the entrance to Tillamook Bay have been obtained since the close of the year, and it is expected that titles to the other sites will be perfected in the near future.

## STATION AT NOME, ALASKA.

On March 1, 1905, Congress authorized the establishment of a station at Nome, Alaska, said act also placing the Alaskan coast within the Thirteenth life-saving district, which had theretofore been confined to the coasts of California, Oregon, and Washington. Owing to the urgent demand for the services of a life-saving crew at this point, a vacant building on the Government reservation there was turned over to the Service and equipped with the apparatus placed at Nome under the provisions of the act of June 30, 1902. This has permitted the employment of a temporary crew pending the selection of one under civil-service rules.

## PENSIONS AND RETIREMENT.

In the report of the Service for 1904 legislation was strongly advocated giving pensions to the widows and dependent children of members of life-saving crews losing their lives in the line of duty and providing for the retirement of those who become disabled from injury or disease incurred in the Service or from the infirmities of age. The recommendations then made in this regard are earnestly renewed. The Service has been seriously crippled by the loss of experienced surfmen, who are leaving the crews in constantly increasing numbers

for occupations where the work is less hazardous and the pay better. It has become necessary to fill their places with men who, in many instances, are inferior in capacity and character. That the morale of the station crews has been thus injuriously affected is forcibly shown by the growing number of dismissals for cause, those occurring during the past year being double those of the year preceding. It is confidently believed that some measure of the character referred to would provide an effective remedy for the conditions complained of and attract to the Service and permanently hold properly qualified men. This matter has been fully discussed in previous annual reports, especially in that for 1904, and it is unnecessary to repeat the arguments heretofore made.

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**SERVICES OF LIFE-SAVING CREWS.**

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**1904-1905.**

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## SERVICES OF LIFE-SAVING CREWS.

The following table contains a brief statement of the services of the life-saving crews to vessels which met with disaster or were involved in difficulty of some kind within the scope of station operations during the year. Such cases have become so numerous that this abridged form of presenting them is imperative, although in very many instances if the circumstances attending them and the nature and extent of the services rendered could be given in detail, they would afford valuable suggestions of future benefit to both life-savers and mariners, and much better illustrate the efficiency and usefulness of the Service.

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

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. July 1	Quoddy Head, Maine.....	Am. sc. Lanie Cobb.	Stranded during thick weather on a ledge in Quoddy Bay, 3 miles ENE. of station, and pounded off her rudder and part of her sternpost. Fearing that she would drift off the ledge and founder, the master and crew dropped her anchors, abandoned her in their small boat, and went to Lubec. At noon the keeper received a telephone message informing him of the casualty, and with a temporary crew of surfmen (inactive season) he proceeded in station small boat to the vessel and found that she had floated and swung to her anchors, but lay in a position where she would doubtless pound to pieces at low tide. The life-savers therefore pulled to Lubec and employed two steamers, which returned with them to the distressed craft. The surfmen succeeded in lashing up the rudder so that the vessel could be steered, then manned the pumps and kept her afloat while the steamers towed her to Lubec.
July 1	City Point, Massachusetts.	Slp. Omar.....	Parted from her moorings in Dorchester Bay during a fresh SW. wind and drifted adrift of a vessel at anchor close by. Surfmen went to her aid in steam launch and took her to a secure anchorage.
July 1	.....do .....	Slp. Ada .....	Dragged ashore $\frac{1}{2}$ mile WNW. of station during a fresh SW. wind. Surfmen hauled her afloat with steam launch and towed her to a safe anchorage.
July 1	Old Harbor, Massachusetts.	Br. bkn. Albertina..	About midnight, in a thick fog, the Albertina collided with an obstruction in Pollock Rip Slue, staving a large hole in her bow, and as she was making water fast the master ran her aground on Chatham Bar, 2 miles S. of station, to save her from sinking. At 7 a. m. the keeper sighted her upper spars over the fog bank, and immediately mustering a temporary crew (inactive season) he put out to her in surfboat. A wrecking crew also

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. July 1	Old Harbor, Massachusetts.	Br. bkn. Albertina..	boarded the vessel, but nothing could be done for her relief at the time, so after arranging with the master to communicate by signal in case of need, the keeper returned to the station and dismissed his crew. On the 3d instant, in response to a signal, the keeper, with Keeper Eldridge of Chatham station, again mustered a crew, went to the barkentine, and brought on shore the wife of the master and a quantity of personal effects. The following day a board of survey condemned the vessel and she was stripped and abandoned.
July 1	Barnegat, New Jersey....	Am. sc. Jack Tier...	Stranded on Barnegat Shoals, 1½ miles NE. of station, at 4 p. m.; strong SW. wind and rough sea. The keeper, who immediately discovered the casualty, employed a power boat and crew (inactive season), proceeded to the stranded vessel, hauled her afloat, and towed her into the harbor. She sustained no injury.
July 2	City Point, Massachusetts.	Slps. (3) Irene W., Egeora, Isabel.	While sailing in a yacht race in Dorchester Bay in a strong W. wind these vessels became disabled through carrying away sails or spars, and were towed to moorings at the yacht club landing by surfmen in station steam launch.
July 2	.....do.....	Gas. lch. Kuzn.....	At 6.15 a. m. the owner of this launch came to the station and stated that his vessel lay disabled near Deer Island, 3¼ miles E. ¼ N. of station. Surfmen went to the relief of the helpless craft and towed it into the harbor with station launch.
July 2	.....do.....	Gas. lch. Opaki.....	Engine disabled and launch adrift in Dorchester Bay. Surfmen put out in steam launch and towed the vessel to safe mooring.
July 2	.....do.....	Sailboat, no name..	Stranded during a squall on Spectacle Island, 1½ miles ESE. of station, carrying away her rudder. Surfmen hauled her afloat with steam launch and towed her to a wharf.
July 2	Monomoy Point, Massachusetts.	Am. scs. (2) Patriot, Viola May.	These vessels stranded on Shovelful Shoal, 1½ miles SSW. of station at 4.30 p. m. during a strong W. wind with rough sea. The keeper discovered them at once, and endeavored to procure a crew (inactive season) but could not do so. He then notified wreckers, who went to the vessels and brought their crews, 14 men, to the station, where they were succored until the next day. The Viola May was lost. The Patriot was saved, with damage amounting to about \$2,500.
July 2	Hereford Inlet, New Jersey.	St. lch. Clyde.....	Shipped a sea while crossing the bar about noon, broached to and filled until nearly awash, her crew in consequence being unable to work the engine. The keeper procured a temporary crew (inactive season), put out in surfboat and towed the distressed craft to a pier at Anglesea.
July 2	.....do.....	Dory, no name.....	Drifting to sea, the occupant, a boy, having lost his thole pins. The life-savers towed the boat into the harbor with the surfboat, a crew having been employed by the keeper (inactive season) to assist the launch Clyde.
July 2	Buffalo, New York, Lake Erie.	Slp. yt. Banshee II..	Dismasted in a fresh wind while sailing in the lake, with 5 persons on board, and lay helpless 1½ miles from the station. She was at once reported by the lookout and the life-saving crew went to her relief in surfboat, towed her to the breakwater, and turned her over to a gasoline launch, which took her into the harbor. (See letter of acknowledgment.)
July 2	Thunder Bay Island, Michigan, Lake Huron.	Gas. lch. Emma B..	Sprung a bad leak, and to avoid foundering put in to station dock, where surfmen made repairs to vessel.

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. July 3	City Point, Massachusetts.	Gas. lches. (3) Rosebud, Peerless, no name.	These launches, while cruising in Dorchester Bay, were rendered helpless through their machinery becoming disabled, and were all towed to moorings during the day by surfmen in station launches.
July 3	Hereford Inlet, New Jersey	Am. slp. L. M. Green.	Stranded on Hereford Bar, 1 mile S. of station, at 5.25 p. m., and signaled for help. The keeper secured a temporary crew (inactive season) and went to her relief in surfboat. The life-savers landed 7 passengers whom they found on board, then returned to the vessel, ran an anchor, hove her afloat, and towed her into port.
July 3	Ashtabula, Ohio, Lake Erie.	Nph. lch. Ferry ....	Engine refused to work and the launch, with 7 passengers on board, was drifting out into the lake, when the life-savers put out in surfboat and towed the helpless craft to shore.
July 3	Old Chicago, Illinois, Lake Michigan.	Rowboat, no name.	At 1.12 a. m. the keeper was awakened by cries for help and immediately called the crew. Without waiting to clothe themselves the life-savers put out in the Whitehall boat and about 250 yards SE. of the station rescued two men whom they found clinging to the bottom of a capsized boat. They learned that a third man had swum to shore, while a fourth had drowned. The rescued men were taken to the station and supplied with dry clothing from the stores of the Women's National Relief Association. The keeper and part of the crew procured grappling gear and recovered the body of the man who lost his life, delivering it to the proper authorities. (For detailed account see caption "Loss of life.")
July 3	.....do.....	Sailboat, no name..	At 4.40 p. m. during the prevalence of a strong S. wind and rough sea, the lookout reported a sailboat in danger of capsizing. The life-savers put out in Whitehall boat and found the endangered craft occupied by an intoxicated man and a small boy. They took the boy into their own boat, towed the sailboat to the station, and compelled the man to remain on shore by threatening to deliver him to the police.
July 3	Plum Island, Wisconsin, Lake Michigan.	Gas. lch. Elfrida....	Stranded on Snake Island, 3½ miles NNE. ¼ E. of station. The life-saving crew went to her assistance in Mackinaw boat, anchored to windward, and by use of a cable and tackle hove her afloat.
July 4	City Point, Massachusetts.	Slp. Nonsense .....	Mast carried away in strong wind while sailing in Quincy Bay 5¼ miles SE. of station. Surfmen went to her aid in station launch Relief and towed her to an anchorage off Savin Hill.
July 4	.....do.....	Am. slp. Wayward..	Mast carried away while sailing in Dorchester Bay in a strong SW. wind. Surfmen boarded her, cleared up the wreckage, and with launch Relief towed her to a shipyard.
July 4	.....do.....	Am. sc. Annie B....	Rudderpost carried away, came to anchor ¼ mile off station, and signaled for help. Surfmen went to her aid in station launch and towed her to moorings in harbor.
July 4	.....do.....	Gas. lch. Winona...	Engine disabled, and launch lying helpless in President Roads, 1¼ miles NE. of station. Surfmen went to her relief in steam launch and towed her to South Boston.
July 4	Brant Rock, Massachusetts.	Dory, no name .....	At 2 p. m. keeper discovered dory about ¼ mile offshore, occupied by three small boys, who were unable to make headway against strong SW. wind. He pulled to them in his dory and assisted them to shore.

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. July 4	Charlotte, New York, Lake Ontario.	Sailboat, no name..	Capized in Lake Ontario, 1½ miles N. of station. The occupants were rescued by a boat near at hand, and surfmen went out in keeper's gasoline launch and towed the sailboat to shore.
July 4	Niagara, New York, Lake Ontario.	Rowboat, no name.	A man and his two sons were fishing in the river from their boat, when a SW. gale sprang up and drove them rapidly toward the open lake. The life-saving crew went to their rescue in surfboat and took them to shore.
July 4	Holland, Michigan, Lake Michigan.	Am. sc. Mary L.....	Lying in an exposed position at the harbor pier when a fresh wind sprang up, creating a rough sea and endangering the vessel. Surfmen went to her relief at 12.50 a. m., and hauled her to the end of the pier; then laid out an anchor and warped her into Black Lake.
July 4	Michigan City, Indiana, Lake Michigan.	Am. sc. Wanderer..	Unable to fetch into harbor on account of fresh offshore wind. Surfmen manned the Whitehall boat, ran a line from the pier to the vessel, and warped her into the harbor.
July 4	Old Chicago, Illinois, Lake Michigan.	Slps. (2) Aurora, Banshee.	Parted their moorings in a strong wind at about 4.30 a. m., and were drifting into the lake, when surfmen in Whitehall boat overhauled them and towed them to the station.
July 4	.....do .....	St. lch. Lena .....	Two men bound from Michigan City to Chicago. At 12.30 a. m. the engine broke down, leaving the vessel helpless. She drifted before the wind, and at 1.40 p. m., when about 6 miles off the station, was observed flying a signal of distress by the keeper of the water-works crib, who telephoned to the life-savers. The surfmen put out in the lifeboat and towed her for 2 miles; then signaled for a tug, which towed both boats to the station. The rescued men, who had eaten nothing for 26 hours, were given food at the station, and surfmen repaired their engine.
July 4	.....do .....	Gas. lch. Maude....	Engine broke down at 3.20 p. m., and the launch, with eight persons on board, lay helpless, 5 miles N. of station, the sea being rough and wind fresh. The life-saving crew, having received news of the casualty by telephone, launched the surfboat, and in tow of a tug went to the disabled craft and towed it into the lagoon at Jackson Park.
July 4	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name .....	Drifting out into the lake, without an occupant; a surfman recovered it and restored it to owner.
July 4	.....do .....	.....do .....	Adrift in the lake 2 miles N. of station; life-saving crew recovered it in surfboat, and towed it to station, where it was held for the owner.
July 5	Brigantine, New Jersey ..	Nph. lch. Rosa- mond.	At anchor in an exposed situation at the entrance to Brigantine Inlet, 1½ miles N. of station, engine broken down. Eleven passengers landed on the beach, leaving the master alone on board, and the keeper went to his aid and assisted him to scull and tow the launch to a secure berth at a wharf inside.
July 5	Bethel Creek, Florida ....	Yawl Dolores, D. S. E.	At 10 a. m. the keeper discovered a yawl adrift about 4 miles at sea. Employing three men to assist him, the keeper put out in station dingey, towed the yawl ashore, and hauled it upon the beach.
July 5	Duluth, Minnesota, Lake Superior.	Gas. lch. Marguerite	Adrift in harbor ½ mile SW. of station, her engine broken down. Two surfmen pulled out in dingey and towed the launch to a dock.
July 6	Salisbury Beach, Massa- chusetts.	Am. str. Mabel Bird.	Stranded at 9.30 a. m. on Sandy Cove Breaking Ledge, ¼ mile E. of station, and partly filled, extinguishing the furnace fires. The keeper, who saw the vessel strike, employed two men (inactive sea-

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. July 6	Salisbury Beach, Massachusetts.	Am. str. Mabel Bird.	son), and went to her in station dory; then at the master's request proceeded several miles offshore, and piloted in a fishing steamer, which endeavored to float the stranded craft, but failed; whereupon the life-savers returned to shore and telephoned for more help. Later in the day two tugs and three more fishing steamers arrived on the scene, but their efforts to float the Bird proving futile, they took off her crew and their effects and stripped and abandoned the vessel. The keeper and one surfman rendered useful service in piloting these steamers. The wrecked vessel gradually broke up, and on the 12th had gone completely to pieces.
July 6	Little Egg, New Jersey...	Am. sc. Vigil.....	Stranded on a sand bar $\frac{1}{2}$ mile N. of station, at 9.30 a. m. The keeper and a man employed by him (inactive season) went to her in a scow boat, ran out her anchor, and assisted to heave her afloat.
July 7	Hunniwells Beach, Maine.	Am. sc. Freddie W. Alton.	Stranded at 10 a. m., on Parkers Island Ledge, $1\frac{1}{2}$ miles N. of station, listed over on her bilge, and lay in a dangerous position. The crew, fearing that her cargo of slab wood would break adrift and go over the side, abandoned her in their small boat and lay by. The keeper pulled out alone (inactive season), and persuaded the crew to board the vessel with him. Under his direction they succeeded in getting her afloat, pumped her free of water, of which she had taken in a large quantity, and worked her to a safe anchorage.
July 7	City Point, Massachusetts.	Am. gas. lch., no name.	Lay disabled in President Roads, her engine having broken down. Surfmen towed her to a shipyard with station steam launch.
July 7	Smith Island, Virginia...	Am. sc. Robert J. Poulson.	Capsized on Isaac Shoals, 4 miles SSW. of station, at 4 p. m. The crew of two abandoned her in their boat, reaching the station at 7 p. m., where they were provided dry clothing from the stores of the Women's National Relief Association, and succored for two days, when a wrecking tug arrived and took them on board. The keeper went with the wreckers (inactive season), and assisted in cutting away the schooner's spars and righting her, and the tug then towed her to Norfolk, Virginia.
July 7	Louisville, Kentucky ....	Skiff, no name.....	Carrying two boys, in danger of being swept over the falls. The lookout sounded the alarm, and surfmen launched a boat and brought skiff and occupants out of danger.
July 7	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Scow, no name.....	Slipped her moorings at 2 a. m. and was rapidly drifting out of the canal into the lake when discovered. Surfman boarded it as it drifted near a dock, and moored it securely.
July 7	Coquille River, Oregon ..	Gas. lch., no name..	Engine became disabled and the crew of two men were vainly trying to row against a strong current which was sweeping them toward the breakers, when the life-savers arrived in surfboat, and towed the launch over the bar and to a wharf at Bandon.
July 8	Milwaukee, Wisconsin, Lake Michigan.	Am. str. James R. Langdon.	Owing to fog ran aground on Fox Point at 1 p. m., 6 miles N. of station. The life-saving crew proceeded to the scene in surfboat in tow of a tug, and by removing coal and cargo, running and handling lines, and carrying men and dispatches, assisted in the work of floating the vessel, which was accomplished by tugs at 3.45 p. m. of the 9th.

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. July 9	Erie, Pennsylvania, Lake Erie.	Catboat, no name ..	Mast carried away in a squall, while sailing at entrance to Erie Harbor, with five persons on board. The lookout sounded the alarm and station crew went to the relief in surfboat and towed it to the station.
July 9	Sleeping Bear Point, Michigan, Lake Michigan.	Am. str. Black Rock	Stranded during foggy weather at 10.40 p. m., 1,000 feet W. of station. A steamer and tug hauled her afloat at 7.30 p. m., the surfmen rendering assistance by running and handling lines, taking soundings, and carrying dispatches.
July 9	Frankfort, Michigan, Lake Michigan.	Gas. lch., no name..	Lay disabled 2 miles N. of station, her machinery broken down. Station crew in surfboat towed her to a repair shop in the harbor.
July 10	Ludington, Michigan, Lake Michigan.	Gas. lch. Thomas C..	Cruising in the lake with five persons on board when fuel supply gave out, leaving the vessel helpless about $\frac{1}{2}$ mile W. of station. In response to a signal for help the life-savers pulled to her in surfboat and towed her to the station.
July 11	Grande Pointe au Sable, Michigan, Lake Michigan.	Skiff, no name.....	At 4 p. m. a surfman returning to the station in a rowboat discovered a sailing skiff bottom up about a mile offshore, with three boys clinging to it. He took the boys into his boat and towed the capsized boat to shore.
July 12	City Point, Massachusetts.	Sailboat, no name..	Four small boys sailing in this skiff in a strong breeze became alarmed when a short distance from the station and shouted for help to the life-savers, who went to their relief in steam launch and towed them into the harbor.
July 13	Charlevoix, Michigan, Lake Michigan.	Catboat Princess ...	Capsized by a puff of wind. The occupants, five men, clung to the bottom of the overturned craft until rescued by a man in a rowboat. The casualty was reported by telephone to the station, 2 miles distant, and the life-saving crew put out in surfboat, righted the catboat, bailed it out, and sailed it to shore.
July 13	Coos Bay, Oregon.....	Gas. lch. Owl.....	Engine became disabled during a strong northwester, and the launch stranded on a lee shore 1 mile E. of station. The life-saving crew pulled to the scene in surfboat, hauled the launch afloat, anchored it in deep water, carried its 3 passengers to the station, then took the owner to Empire, that he might make arrangements for repairing his vessel.
July 14	Saluria, Texas.....	Slp. yt. Emily .....	Came to anchor off station, and master requested information from the keeper regarding Pass Cavallo bar and entrance. Upon the keeper's advice the vessel was kept at anchor until the 16th, when, the bar being passable, the keeper set range flags, thus enabling her to pass in safety.
July 14	White River, Michigan, Lake Michigan.	Slp. Alice G .....	Dragging anchor in a fresh wind and in danger of stranding about $\frac{1}{2}$ mile E. of station. She was reported by the lookout, and the life-saving crew pulled to her in surfboat. Finding no one on board, they heave up the anchor, towed the sloop to S. pier, and moored her alongside.
July 14	Coos Bay, Oregon .....	Sailboat, no name..	Stranded on the beach 1 mile from the station. Two surfmen went to her relief and assisted the owner in getting her afloat and sailing her to the station wharf.
July 15	Charlotte, New York, Lake Ontario.	.....do .....	Two men sailing in the lake became alarmed on account of a rising wind, took in their sail, and signaled to the life-saving station for help. The life-savers went to their aid in surfboat and brought them safe to shore.
July 15	Buffalo, New York, Lake Erie.	Slp. yt., no name...	Stranded on the beach near the station. Surfmen hauled it afloat with surfboat and towed it to secure moorings.

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. July 15	Jackson Park, Illinois, Lake Michigan.	Rowboat, no name.	Capsized $\frac{1}{2}$ mile NE. of station and 800 feet from a pier, throwing overboard the occupants, three men, one of whom clung to the boat, while the others swam for the pier. The lookout immediately gave the alarm, and the keeper and a crew of surfmen went to the rescue in Whitehall boat, while another surfman ran to the end of the pier to render assistance from that point if possible. The man who remained by the capsized boat was rescued by the Whitehall boat. One of the swimmers gained the pier, but the other sank, and lost his life, despite the fact that the surfman who ran to the pier-head jumped overboard and attempted to reach him by swimming. The body was not recovered until the following morning, although the life-savers began searching for it immediately after the drowning. It was turned over to the police. (For detailed account see caption "Loss of life.")
July 15	Point Adams, Oregon ....	Fish boat, no name.	Stranded on Clatsop Spit, 4 miles WNW. of station, and was in danger of pounding to pieces when the life-savers hauled it afloat.
July 16	Sheboygan, Wisconsin, Lake Michigan.	Rowboat, no name.	Capsized a short distance from the station, throwing overboard the man in it, who clung to the overturned boat until rescued by surfmen in Whitehall boat.
July 17	Cold Spring, New Jersey .	Nph. lch. Frances S.	Stranded on Cold Spring Bar, 3 miles E. of station, at 4 p. m., with four persons on board. The keeper and a temporary crew (inactive season) put out in surfboat, hauled her afloat, and towed her into the harbor.
July 17	Tawas, Michigan, Lake Huron.	Am. sc. Viola.....	At about 5.40 p. m., during a heavy thunderstorm, with rough sea, the lookout sighted this vessel some 9 miles NE. of the station, but soon after lost sight of her in a violent squall. After the squall had passed he discovered that she had been dismasted, and the crew at once started to her in the surfboat, reaching her at 7.20 p. m. They assisted the vessel's crew in clearing up the wreckage and getting the spars and sails secured on board and remained by the schooner until 10 a. m. of the following day, when a tug arrived and took her in tow for a harbor.
July 17	Two Heart River and Crisps, Michigan, Lake Superior.	Am. str. Joseph C. Gilchrist.	Stranded during foggy weather near the shore, midway between the two stations. Both life-saving crews went to her relief and rendered assistance by carrying messages, handling and running lines, and taking soundings until 3 p. m. of the following day, when a steamship and tug hauled the ship afloat, she having sustained no injury.
July 17	South Chicago, Illinois, Lake Michigan.	Slp. yt., no name...	Dismasted out in the lake $1\frac{1}{2}$ miles E. of the station and drifting to sea before a fresh wind, six men on board. The life-saving crew promptly started in pursuit of the disabled craft in surfboat, overhauled her, and towed her into port.
July 18	White Head, Maine .....	Am. sc. Lydia M. Webster.	Stranded on rocks near Spruce Head, 1 mile NE. of station, at 3.30 p. m. The keeper and a temporary crew (inactive season) boarded the schooner and attempted by shifting her cargo to get her afloat, but could not do so because of a falling tide, and after placing some lumber underneath her bilge to protect the planking they returned to shore. At midnight they boarded again, removed part of the deck load, got the vessel afloat at high water, took her to a safe anchorage and then reloaded her cargo.

## Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904.			
July 18	Fletchers Neck, Maine...	Am. slp. Golden Rod.	During a thick fog at about 3 p. m. the keeper heard frequent blasts from both a steam whistle and a fog horn, and with a temporary surfman (inactive season), proceeded to Little Beach Island, 600 yards S. of the station, and there found the sloop ashore and a steam yacht trying to haul her afloat. The keeper and surfman assisted in handling lines, and the sloop, after having slipped her anchor, was hauled afloat. The life-savers recovered the anchor, put it on board the sloop, and gave the master sailing directions for Cape Elizabeth.
July 18	Louisville, Kentucky.....	Flatboat, no name..	Adrift in the river and in danger of carrying the occupants, a man and boy, over the falls. The lookout sounded the alarm and the life-savers hastened to the rescue in a boat and towed the imperiled craft out of danger.
July 18	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	Drifting out into the lake, carrying two small boys. Surfmen pulled after it and brought it back to the harbor.
July 19	Niagara, New York, Lake Ontario.	Rowboat, no name..	Drifting down the river in a strong current, carrying three boys who, unable to manage the boat, were in danger of being swept out into the lake. The station crew rescued the boys and recovered their boat.
July 19	Duluth, Minnesota, Lake Superior.	Catboat Mona.....	Capsized $\frac{1}{2}$ mile SW. of the station, in a fresh wind, throwing overboard the occupants, two men, who clung to the boat. The lookout gave the alarm, and the surfmen hastened to the scene in the surfboat, rescued the men, towed the capsized craft to shore, and righted and baled it out.
July 19	Ludington, Michigan, Lake Michigan.	Am. str. Sport.....	At 7.35 p. m. the lookout reported that this tug, having a raft of logs in tow and $1\frac{1}{2}$ miles NW. of the station, had blown her whistle for assistance. The crew went to her assistance in surfboat and found that she could not handle her tow against the head wind and rising sea. At request of the master, crew returned to shore and sent another tug to her assistance.
July 20	Jerrys Point, New Hampshire.	Slp. Celt.....	Stranded at 4 p. m. on a ledge $\frac{1}{2}$ mile S. of station. The keeper and his brother manned a dory, landed the passengers, seven in number, and the sloop then floated, having sustained no damage.
July 20	City Point, Massachusetts.	Slp. Raccoon.....	Lost her rudder, and lay helpless, $1\frac{1}{2}$ miles SSE. of station. Surfmen went to her relief in steam launch and towed her to a shipyard.
July 20	Atlantic City, New Jersey.	Am. sc. yt. Adrienne.	Stranded at 6.30 p. m. on the Middle Ground, $\frac{1}{2}$ mile NE. of station. The keeper went to the vessel in surfboat manned by a temporary crew (inactive season), ran an anchor, hove the schooner afloat on the rising tide, and piloted her into the harbor, she having sustained only slight injury.
July 21	City Point, Massachusetts.	Slp. Cayuse.....	Most unstepped and sloop lying in the path of vessels, $2\frac{1}{2}$ miles E. by S. of station. At owner's request surfmen took the vessel in tow of steam launch and brought her to an anchorage near the station.
July 22	Ocean City, Maryland....	Am. str. Ocean City.	Struck bottom while crossing the bar, 1 mile S. of station, carried away her rudder, and made a signal for assistance. The keeper mustered a temporary crew (inactive season), went to her aid in surfboat, landed eight passengers from the steamer, then by using the surfboat for steering purposes, assisted the disabled craft into the harbor.
July 22	Duluth, Minnesota, Lake Superior.	Racing shell, no name.	Capsized in the harbor, throwing two men into the water. Surfmen rescued the men and towed their boat to shore.

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. July 23	Hampton Beach, New Hampshire.	Gas. lch. Curlew ....	The owner of this vessel ran her ashore purposely, fearing disaster on account of stormy weather. The keeper procured a team and assisted in hauling her up to a safe place, and on the 27th assisted in launching her.
July 23	City Point, Massachusetts.	Slp. Sumner .....	Dragged anchor in Dorchester Bay during a strong wind and fouled a vessel lying under her lee, receiving considerable damage to her spars and deck house. Surfmen went to her aid in steam launch, and towed her to a clear berth.
July 23	.....do .....	Gas. lch. Spark .....	Engine broke down and vessel was forced to anchor dangerously close to the lee shore in Dorchester Bay during a strong wind. Surfmen went to her aid in launch Relief and towed her to secure moorings.
July 23	.....do .....	Slp. Josie C .....	Dragged afoul of a vessel at anchor in Dorchester Bay. Surfmen towed her clear with steam launch and took her to moorings close by.
July 23	Point Allerton, Massachusetts.	Am. sc. Irving Leslie.	Struck on Fawn Bar $\frac{3}{4}$ miles NNW. of station and filled during strong NE. wind and thick weather. The keeper and two surfmen (inactive season) launched station dory and went to vessel in tow of a tug; took two men off the wreck, carried them to the station, provided them food and shelter, and furnished them clothing from the stores of the Women's National Relief Association, and on the following day obtained them free transportation to Boston. The master and one man refused to leave the wreck with the life-savers, but were later taken off by a boat from Deer Island.
July 23	Gay Head, Massachusetts.	Am. sc. R. S. Dean..	Dragged ashore at 5 a. m. in Menemsha Bight, $\frac{2}{4}$ miles E. of station in a strong NE. wind. The keeper received information of the casualty by telephone and at once went out to the vessel with surfboat manned by a temporary crew (inactive season). The life-savers procured an anchor, ran it well offshore, hove the schooner afloat, and assisted to work her into deep water.
July 24	Michigan City, Indiana, Lake Michigan.	Gas. yt. Francis S...	Machinery broke down, rendering vessel helpless. Keeper made the necessary repairs.
July 25	Hunniwells Beach, Maine.	Am. slp. Sea Witch..	Slipped her moorings and was drifting unattended to sea when the keeper discovered her, boarded her in small boat, and worked her back to her moorings.
July 25	Sheboygan, Wisconsin, Lake Michigan.	Rowboat, no name.	Drifting unattended to sea. Surfmen put out in Whitehall boat, recovered the rowboat, and restored it to its owner.
July 26	White Head, Maine.....	Am. str. City of Rockland.	Struck on Upper Gangway Ledge in a fog, floated off with the rising tide, drifted about two miles to Northwest Ledge, where she struck again, and lay on the ledge with her bows submerged. The keeper procured a temporary crew (inactive season), went to her aid in surfboat, and finding that her passengers had been taken off spent the day in transferring baggage and cargo to two tugs and a schooner. The value of the property thus saved is estimated at \$6,000.
July 26	Barnegat, New Jersey....	Am. sc. C. R. Bennett.	Stranded in the Inlet, $\frac{1}{4}$ mile NNE. of station, at 8 a. m. The keeper employed a temporary crew (inactive season), ran the vessel's anchor with surfboat, hove her afloat, and assisted in working her to a safe anchorage.
July 27	Cold Spring, New Jersey.	Yawl, no name.....	Stranded on the bar 3 miles E. of station. The keeper and one surfman (inactive season) pulled to the stranded craft in a skiff, assisted the owner, who was alone, to get her afloat, and took her to a safe anchorage in the harbor.

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. July 27	Sturgeon Point, Michigan, Lake Huron.	St. lch. Heart.....	Anchored in an exposed position, 1½ miles S. of station. At owner's request life-savers went in surfboat to the launch and towed it to an anchorage in the harbor.
July 27	Duluth, Minnesota, Lake Superior.	Racing shell, no name.	Became water-logged about ¼ mile SE. of station. Surfmen went to the assistance of its occupants, two men, in dingey, and towed it to the shore.
July 27	Grand Haven, Michigan, Lake Michigan.	Nph. lch. Only View.	Adrift about ¼ mile W. of station, with steering gear disabled. Station crew pulled to her in surfboat and towed her to station, where they made the necessary repairs, then towed her into the harbor.
July 27	Cape Disappointment, Washington.	Catboat, no name..	Swamped and stranded on Peacock Spit, 1½ miles S. of station, the occupants landing in safety. The station crew went to the vessel in lifeboat, hauled her afloat, and assisted in recovering some gear that had gone adrift.
July 27	Point Adams, Oregon .....	..... do .....	Drifted into perilous situation close to the breakwater on Clatsop Spit while crew of 2 men were engaged in handling her net. Station surfboat towed her out of danger.
July 28	Fletchers Neck, Maine ...	Am. sc. Winchester.	Struck on Negro Island Ledge, 1½ miles NE. of station, and sprung a bad leak, floated off, came to anchor, and hoisted a signal of distress. She had a steam pump on board, but it had broken down, and her crew were all kept at work at the hand pumps to save her from sinking. The keeper and a temporary crew (inactive season) were taken by a tug to the distressed vessel. The surfmen manned the deck pumps while the crew repaired the steam pump, and she was thus kept afloat, while the tug towed her to Saco.
July 28	City Point, Massachusetts.	Slp. Kismet.....	Stranded on Tompsons Island at midnight, 1½ miles SE. of station. The following day the life-saving crew hauled her afloat with steam launch and towed her to safe moorings.
July 28	Louisville, Kentucky.....	Skiff, no name.....	At 7 p. m. the lookout reported that two boys in this skiff were in danger near the falls. The life-savers towed them out of danger.
July 28	Cape Disappointment, Washington.	Fish boat, no name.	Capelized on Peacock Spit, 1½ miles from the station. The occupants, two fishermen, were rescued by other fishermen, while the life-savers recovered the boat and a net, restoring them to the owner.
July 29	City Point, Massachusetts.	Gas. dory, no name.	Adrift in President Roads with engine disabled. Surfmen went out in steam launch and towed the dory to a wharf.
July 29	.....do .....	Gas. lch., no name..	Engine disabled and launch in danger of drifting foul of City Point pier, when the life-savers reached her in station launch, and towed her to the public landing.
July 29	Grand Marais, Michigan, Lake Superior.	.....do .....	Launch loaded with railroad ties and towing raft of same. While the midnight patrol was on his beat to the westward about 1½ miles from the station discovered vessel drifting along the shore apparently helpless. In response to his signal he was informed by those on board that their engine had broken down and that they desired assistance. He hastened back to the station and the life-saving crew came in the surfboat, and towed both launch and raft into harbor.
July 30	City Point, Massachusetts.	Slp. Myth.....	Mast carried away in a fresh SW. wind, rendering the vessel helpless. The life-saving crew went to her relief in station launch and towed her to a shipyard for repairs.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. July 30	Tawas, Michigan, Lake Huron.	Fish boat, no name.	Pounding against the dock in a fresh wind and rough sea and in danger of beating to pieces. The station crew went to the boat at 8.40 a. m. and by use of skids and tackles hauled it up on the beach.
July 30	Middle Island, Michigan, Lake Huron.	Am. sc. J. Duvall...	Missed stays in a fresh wind, was compelled to drop anchor in an exposed situation, and about 7.30 a. m. dragged aground on a reef 1½ miles S. of station. The lookout reported the casualty, and station crew in surfboat reached the vessel at 8.30 a. m. They ran out an anchor and attempted to heave the stranded craft afloat, but an increasing wind and sea forced them to scuttle her to save her from pounding to pieces. On the following day, the weather being more propitious, the surfmen pumped the vessel out, assisted to remove about 50 tons of her cargo of building material, made sail, got her off the reef, and worked her to a safe anchorage, she having sustained only slight injury.
July 30	Duluth, Minnesota, Lake Superior.	Slp. yt. Banshee ....	Capsized in the harbor, ¼ mile from the station, throwing overboard the crew of three men, who clung to her until the station crew arrived in surfboat, rescued them, and towed her to shore.
July 30	Racine, Wisconsin, Lake Michigan.	Gas. lch., no name..	Collided with sloop yacht Mirella at 8.20 a. m. and sank ½ of mile E. of the station. Four of the occupants were saved by the Mirella, but the fifth drowned. The life-saving crew learned of the casualty shortly after its occurrence from the crew of the Mirella, and immediately hastened to the scene in surfboat. After a thorough but unsuccessful search for the body of the drowned man, whose name was Theodore Larsen, the surfmen turned their attention to the sunken launch, and assisted a tug to take it to the station, where they hauled it ashore and bailed it out.
July 30	Cape Disappointment, Washington.	Fish boat, no name.	Capsized in the breakers on Columbia River Bar 4 miles SW. of station. The occupants, two fishermen, were rescued by another fishing boat, while the surfmen, in lifeboat, recovered the capsized boat and a fish net that had gone adrift.
July 31	City Point, Massachusetts.	Slp. Laura .....	Dragged ashore in Dorchester Bay, at 1.05 p. m., in a fresh SW. wind. Surfmen hauled her afloat with steam launch.
July 31	.....do .....	Slp. Florence .....	Collided with a schooner in Dorchester Bay, carried away rigging and mainsail, then made fast at City Point pier, where a strong wind and choppy sea rendered her situation precarious. The patrol discovered her at 9.10 p. m. and burned a Coston signal, to which the life-savers responded in steam launch and towed her to a safe berth.
July 31	Hereford Inlet, New Jersey.	Aux. slp. L. M. Green.	This vessel had been on a fishing trip outside with thirty-four people on board, and on the return trip, owing to insufficient power to make way against a strong tide with a rough sea, drifted into the breakers on the bar 1 mile ENE. of the station and set a signal of distress. It being the inactive season, the keeper employed a power boat, went to her relief, and towed her into harbor.
July 31	Charlotte, New York, Lake Ontario.	Sloop, no name ....	Capsized in a fresh wind 1 mile SE. of the station. The occupants were rescued by boats near by, and surfmen put out in dingy and towed the sloop to shore.
July 31	.....do .....	Slp. yt., no name...	Dismasted in Lake Ontario, ¼ 4 miles E. of station, during a brisk SW. wind with rough sea. The life-saving crew pulled to her relief in surfboat, hoisted the broken spar on board, and towed her to

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. July 31	Charlotte, New York, Lake Ontario.	Slp. yt., no name...	within a mile of the shore, when a passing steamer came to their aid and towed her into the harbor.
July 31	Niagara, New York, Lake Ontario.	Catboat, no name ..	At 2.50 p. m., during a SW. gale with rough sea, the lookout reported a small vessel about 4 miles N.E. of station rolling heavily, which appeared to have no sail set and to be in distress. The station crew put out to her in surfboat, and found that she had been overtaken by a gale while crossing the lake and had partly filled and become unmanageable. The life-savers took three of her crew of five into the surfboat and towed her toward the shore until the sea moderated. They then assisted her crew to put her in order, after which the latter proceeded on their way.
July 31	Duluth, Minnesota, Lake Superior.	Rowboat, no name.	Adrift and unoccupied $\frac{1}{2}$ mile S. of station. Surfmen recovered it and returned it to owner.
July 31	Keweenaw, Wisconsin, Lake Michigan.	Gas. lch. Morning Star.	Machinery disabled and launch lying helpless in the channel near the station. Surfmen towed her to a dock, where repairs were made.
July 31	Cape Disappointment, Washington.	Fish boats (3), no names.	At 7.30 p. m., in response to a telephone call from the lookout, the station crew launched the lifeboat, pulled to Peacock Spit, $1\frac{1}{2}$ miles distant, and towed these fish boats, containing two men each, out of dangerous situations near the breakers, they being unable to extricate themselves because of a strong NNW. gale, ebb tide, and rough sea.
Aug. 1	Cross Island, Maine.....	Am. sc. Mary Lee Newton.	The life-savers, hearing the continuous blowing of a vessel's fog horn, launched the surfboat, proceeded in the direction of the sound, and found vessel stranded on the bar between Double Shot Islands $\frac{1}{2}$ mile SE. of station. At the request of the master the keeper sent a surfman to Cutler to telephone for a tug, and the remainder of the crew ran out a kedge anchor, and taking the line to the capstan hove it taut. A moderate surf was running, and as there was danger of the vessel going to pieces the crew of five men with their personal effects were taken to the station. When the tide rose the vessel floated and the life-savers put her crew on board, hoisted sail, and hove her over the bar. She was not damaged, and proceeded on her way.
Aug. 1	City Point, Massachusetts	Gas. lch. Opaki.....	Engine disabled. In response to a signal the life-savers went to her assistance and towed her to a safe mooring.
Aug. 1	White River, Michigan, Lake Michigan.	Am. sc. Day Spring.	At 6.40 p. m. the lookout discovered a vessel about 15 miles NNW. of the station, with a signal of distress in her rigging. The keeper telephoned for a tug, which took the surfboat in tow and came up to the disabled craft about 9 p. m. The vessel was found to be water-logged, capsized, and abandoned. The crew of four men had escaped to the beach, where they were discovered endeavoring to dry themselves before a fire. They were taken to the station and given dry clothing and shelter. (See letter of acknowledgment.)
Aug. 1	South Chicago, Illinois, Lake Michigan.	Slp. Kitty Curan ...	Capsized. The life-saving crew proceeded to her, towed her to the station, and later delivered her to the owner.
Aug. 1	Jackson Park, Illinois, Lake Michigan.	Catboat, no name ..	The lookout saw the boat capsize and gave the alarm. The station crew launched the surfboat, and hastening to the river found one man clinging to the boat and another endeavoring to swim ashore. Both men were picked up and taken to the pumping station, where stimulants

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Aug. 1	Jackson Park, Illinois, Lake Michigan.	Catboat, no name ..	and other restorative agencies were administered, after which they were sent home in an ambulance. The man who had tried to swim to land was utterly exhausted when taken out of the water.
Aug. 2	Quoddy Head, Maine ....	Slp., no name .....	Stranded during foggy weather 2 miles N. of station. The life-saving crew launched small boat, went to her assistance and ran anchors, by which she was hauled afloat at high tide.
Aug. 2	Little Egg, New Jersey...	Nph. yt. Veranor...	Grounded while entering the harbor. The life-savers went to her assistance, and by weighting her bow, thereby altering her trim, got her afloat and took her into the harbor.
Aug. 2	Big Kinnakeet, North Carolina.	Am. sc. George H. Ames.	In response to a signal, this vessel was reported to her owners at Boston, Massachusetts.
Aug. 3	City Point, Massachusetts.	Am. sc. Thomas W. Knight.	Stranded on the Middle Ground 2 miles NE. of station. In response to a signal the life-saving crew went to her in launch Relief, and at high water hauled her afloat and towed her into the main channel.
Aug. 3	Ashtabula, Ohio, Lake Erie.	Small boat, no name.	Adrift. The life-savers picked her up and delivered her to the owner.
Aug. 3	Point Adams, Oregon ....	Catboat, no name ..	Capsized in surf, the occupants, two fishermen, landing on the beach. The life-savers righted the boat and secured the fishing net and returned them to the owners
Aug. 4	Point Judith, Rhode Is- land.	Gas. lch., no name..	At 7.45 p. m. unable to reach breakwater because of strong tide. The life-saving crew in surfboat towed her into the harbor, and sheltered her two occupants at the station overnight, there being no quarters on board the launch.
Aug. 4	Smith Island, Virginia...	Am. sc. Altama.....	Stranded on Ship Shoal 3 miles NE. of station. The life-saving crew went to her, ran out an anchor, and at high water hauled her afloat.
Aug. 4	Tawas, Michigan, Lake Huron.	Slp. yt. Ottawa.....	This yacht, with twenty-three passengers on board, stranded while trying to make a landing. The life-savers took her passengers in surfboat and landed them on the pier, then ran a line from the dock to the yacht, and hove her afloat and alongside the pier.
Aug. 4	Kewaunee, Wisconsin, Lake Michigan.	Am. sc. Eliza Day...	Leaking badly. At the request of the master the life-saving crew assisted to unload deck load and stood watch at the pumps during the night. The next day they finished unloading the vessel, located the leak, calked it, and reloaded the vessel.
Aug. 4	Point Adams, Oregon....	Gas. lch. Alexander, jr.	On the evening of August 3 this launch was disabled by getting a fishing net foul of her propeller and the strong ebb tide carried her out on the bar. The next morning she drifted into a dangerous position near the jetty. Owing to a heavy fog she was not seen by the lookout, but upon learning from another source of her situation, the life-saving crew went to her assistance in the surfboat and towed her into deep water. A tug then took her in tow.
Aug. 5	Little Egg, and Little Beach, New Jersey.	Am. sc. Rebecca M. Smith.	Stranded on Little Egg Harbor Shoals. The two station crews threw overboard part of her cargo of paving stones, ran out an anchor and line and tried to float her, in which undertaking two tugs also failed, both vessel and cargo becoming a total loss. Her master and crew were sheltered at Little Egg station for three days, when they secured transportation to Philadelphia. The life-savers stripped the vessel of sails and rigging and stored them at the Little Egg station.

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Aug. 5	Two Heart River, Michigan, Lake Superior.	Gas. lch. Marion....	Disabled by the sea breaking into the boat and wetting the batteries. The life-saving crew proceeded to the launch in the surfboat, towed her ashore, and hauled her out on the beach. The four occupants were taken to the station, furnished dry clothing from stores provided by the Women's National Relief Association, and sheltered for four days, when, the sea having subsided, the boat was launched, and she proceeded on her way.
Aug. 5	Duluth, Minnesota, Lake Superior.	Slp. yt. Invader ....	While the yacht was racing with another in the harbor she suddenly capsized. The life-saving crew hastened to the overturned craft in the surfboat, rescued the crew of four men, righted the boat, and bailed her out. She was then taken in charge by her owner.
Aug. 5	White River, Michigan, Lake Michigan.	Sailboat, no name..	Capsized. The life-savers righted her, bailed her, took her to the station and later delivered her to the owner.
Aug. 6	Fairport, Ohio, Lake Erie.	Nph. lch. Emmy Lou.	Sunk at moorings by sea breaking into her. At the request of the owner, the life-saving crew launched the surfboat, proceeded to the scene, towed the launch through the surf and hauled her up on the beach. (See letter of acknowledgment.)
Aug. 6	Marblehead, Ohio, Lake Erie.	Nph. lch. My Lady.	Machinery disabled. The life-savers went to vessel's assistance in the surfboat, and towed her to a place of safety.
Aug. 6	Marquette, Michigan, Lake Superior.	Gas. lch., no name..	Machinery disabled. Two surfmen in a power boat went to vessel's aid and towed her into the harbor.
Aug. 6	Holland, Michigan, Lake Michigan.	Slp. yt. Grayling ...	Sunk at her dock. At the request of the owner the life-saving crew went to her and bailed her out.
Aug. 7	Salisbury Beach, Massachusetts.	Gas. lch., no name..	In answer to a signal from this boat two surfmen went out to her in dory and found that her supply of gasoline had been exhausted and that the men in charge of her were afraid to land through the surf. The surfmen took the men ashore, and when they had procured a supply of gasoline carried them back on board the launch.
Aug. 7	Straitsmouth, Massachusetts.	Slp. Klondike .....	This boat while returning from the fishing grounds had her mast carried away by a sudden squall of wind. The life-savers manned the surfboat, went to her assistance, and towed her into Rockport Harbor.
Aug. 7	Muskeget, Massachusetts.	Slp., no name .....	Stranded. The life-savers went to her assistance, ran out an anchor, hove her afloat, and piloted her into the harbor.
Aug. 7	Niagara, New York, Lake Ontario.	Catboat, no name ..	Four small boys had taken this boat from its moorings, and being unable to manage it were drifting out into the lake before a fresh SW. wind. The life-savers put out in surfboat, took the catboat in tow, and returned it to its moorings.
Aug. 7	Charlevoix, Michigan, Lake Michigan.	Scow, no name.....	Parted her moorings. The life-savers took the station skiff, towed the scow to the wharf, and made her fast.
Aug. 7	Ludington, Michigan, Lake Michigan.	Gas. lch., no name..	Machinery disabled; fresh N. wind and high sea. The keeper notified a tug, which took keeper and two surfmen on board, went out to the disabled launch, and towed her into the harbor.
Aug. 7	South Haven, Michigan, Lake Michigan.	Canoe, no name.....	Capsized, throwing its two occupants into the water. The lookout gave the alarm, and the life-saving crew launched the surfboat, hastened to the scene, rescued the two men and took them to the station, then went out and picked up the canoe.
Aug. 7	Old Chicago, Illinois, Lake Michigan.	Slp. yt. Sathuma ...	While returning from a call to Lincoln Park the life-saving crew saw this sloop rolling heavily on the lake and apparently helpless. The keeper hailed a tug, and going to the yacht found that her

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Aug. 7	Old Chicago, Illinois, Lake Michigan.	Slp. yt. Sathuma ...	main boom was broken, so that it was impossible to carry sail. The surfboat tow line was passed to her and the tug towed both boats into the harbor.
Aug. 8	Oswego, New York, Lake Ontario.	Nph. lch. Norma ...	Stranded. At the request of the owner, the keeper and three surfmen manned dingey, proceeded to the place, hauled the launch afloat, and towed her to the station.
Aug. 8	Milwaukee, Wisconsin, Lake Michigan.	Slp. White Cap .....	Stranded 8 miles S. of station. At request of owner, the life-savers took an anchor and cable, proceeded to the vessel, placed skids under her, ran out her anchor, and launched her into deep water.
Aug. 8	.....do .....	Skiff, no name .....	Adrift. The life-savers picked it up and delivered it to owner.
Aug. 8	Pium Island, Wisconsin, Lake Michigan.	Rowboat, no name.	Adrift. The life-savers picked it up and delivered it to the station.
Aug. 9	Cranberry Islands, Maine.	Am. sc. Lucy Elizabeth.	Stranded on Bakers Island Bar. The life-saving crew went to her, ran out an anchor, and at high water hove her afloat.
Aug. 9	Manomet Point, Massachusetts.	Dory, no name .....	Adrift. Two surfmen picked her up, brought her to the station, and notified the owner.
Aug. 9	Atlantic City, New Jersey.	Catboat Louie S. Allen.	At 11 p. m. this boat disabled her steering gear while crossing the bar, anchored, and burned a signal of distress. The life-saving crew launched the surfboat, proceeded to her, and on the flood tide made sail and worked her into the harbor.
Aug. 9	Galveston, Texas.....	Slp. Katie Cook.....	Capized. The life-saving crew saw the accident, launched the surfboat, hastened to the scene, picked up the crew of two men, and righted the boat.
Aug. 9	Grand Marais, Michigan, Lake Superior.	Gas. lch., no name..	At anchor 8 miles E. of station and flying signal of distress. The life-saving crew proceeded to her in surfboat, found that her engine was disabled, and at request of owner towed her to the harbor and made her fast to wharf.
Aug. 9	White River, Michigan, Lake Michigan.	Slp. yt. Mawaja.....	Stranded on sand bar in White Lake and made signals of distress. The life-saving crew launched the surfboat, went to her, ran out an anchor, made an unsuccessful effort to float her, and then secured a tug, which hauled her afloat.
Aug. 9	South Chicago, Illinois, Lake Michigan.	Am. sc. O. Shaw.....	At 1 a. m. this vessel became water-logged, and the crew beached her about 2 miles N. of station. At 11 a. m. the master came to the station and requested aid. The surfboat was launched, and proceeding to the wreck the life-savers assisted in stripping the vessel. Two of the crew were furnished meals at the station.
Aug. 9	Sheboygan, Wisconsin, Lake Michigan.	Am. str. John Leatham.	In response to a signal from this tug the life-saving crew launched the surfboat, went to her, and at the request of the master ran a hawser to harbor crib which was adrift and which, because of the heavy sea, the tug was unable to approach. The tug then towed the crib into the harbor.
Aug. 9	Point Adams, Oregon.....	Catboat, no name....	Capized. The life-saving crew assisted to right the boat, haul fish net onto the dock, and then reload it into the boat.
Aug. 9	.....do .....	Am. sc. Robert R. Hind.	Stranded on Desdemona Shoal. The next day the life-saving crew proceeded to her and assisted to run out an anchor and in other necessary work to prepare the vessel for hauling off. On the evening tide, 11.30 p. m., she was hauled afloat by a tug.
Aug. 10	Gurnet, Massachusetts....	Rowboat, no name .	A surfman found this boat in surf, picked it up, and delivered it to owner.
Aug. 10	Hereford Inlet, New Jersey.	Am. slp. Geo. H. Bates.	Stranded on bar while endeavoring to leave the harbor. The life-saving crew launched surfboat, proceeded to her, ran out an anchor, and hauled her afloat.
Aug. 11	Burnt Island, Maine.....	Gas. lch., no name..	Machinery disabled. Two surfmen in a sailboat went to her assistance and towed her into Port Clyde Harbor.

## Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Aug. 11	City Point, Massachusetts.	Gas. lch. Mary C....	Engine disabled. The life-savers went to her aid, and, with station launch, towed her to Columbia Yacht Club float.
Aug. 11	Little Egg, and Little Beach, New Jersey.	Slp. yt. Jackpot ....	Stranded 1½ miles S. of Little Egg station. The life-saving crews immediately hastened to her assistance, found the sea breaking over her, and the four passengers much frightened. They ran out an anchor and line, and both crews wading into the water and heaving on the line soon got the vessel afloat.
Aug. 11	.....do .....	Am. str. Somerset ..	While attempting to enter the harbor this wrecking tug stranded on Anchoring Island Bar, 1½ miles SW. of Little Egg station. Both life-saving crews went to her aid, ran out an anchor and endeavored to haul her afloat, but without success. The next day the life-savers worked on her and at 8.30 p. m. succeeded in floating her.
Aug. 11	White River, Michigan, Lake Michigan.	Gas. lch., no name..	The owner of this launch came to the station and stated that her engine had become disabled, that she had drifted ashore 5 miles S. of the station, and requested the aid of the life-savers in getting her afloat. The surfboat was manned, and in tow of a tug the life-saving crew proceeded to the place, found the launch buried in the sand, dug a channel for her, hove her afloat, and towed her out to tug.
Aug. 11	Milwaukee, Wisconsin, Lake Michigan.	Rowboat, no name.	A surfman picked up this boat on the beach and delivered it to owner.
Aug. 11	Grays Harbor, Washington.	Am. str. Coronado..	At midnight the lookout reported that a steamer at the entrance of the harbor was blowing signals of distress. Tugs were notified, the lifeboat was manned, and the life-savers hastened to the scene and found this vessel ashore on Whitcomb Spit. They ran a line to the tug, which made an unsuccessful effort to haul her afloat. They then transferred the seven passengers to another boat and remained by the stranded vessel, sounding the water in the vicinity and running lines until at 1 p. m. she was hauled afloat. (See letter of acknowledgment.)
Aug. 12	Point of Woods, New York.	Catboat, no name..	Capsized. The life-savers launched surfboat, went to her assistance, righted her, towed her ashore, and bailed her out.
Aug. 12	Shark River, New Jersey.	Rowboat, no name.	Adrift. The life-savers picked it up, towed it ashore, and delivered it to owner.
Aug. 12	Beaver Island, Michigan, Lake Michigan.	Am. sc. Oneida.....	Stranded while entering the harbor. The keeper went on board of her, took the captain ashore to procure a tug, and assisted to run a line to tug, which hauled the schooner afloat.
Aug. 12	Frankfort, Michigan, Lake Michigan.	Rowboat, no name.	Drifting out of harbor. A surfman picked it up and delivered it to owner.
Aug. 14	City Point, Massachusetts.	Gas. lch., no name..	Engine disabled. At request of owner the life-savers, with launch Relief, towed launch to Columbia Yacht Club float.
Aug. 14	Erie, Pennsylvania, Lake Erie.	Skiff, no name.....	In response to a telephone message that this boat had capsized about 3 miles E. by N. of the station, the surfboat was launched, and the life-saving crew hurried to the rescue, found two men clinging to the overturned boat, rescued them, towed the boat ashore, took the men to a hotel, provided them stimulants, and telephoned for a carriage to take them home.
Aug. 15	Salisbury Beach and Newburyport, Massachusetts.	Am. sc. Edwina ....	Stranded while entering the Merrimac. The life-savers assisted tugs to float her by running lines, manning pumps, etc.
Aug. 15	Coskata, Massachusetts...	Slp. yt. Bonnie Doon	Stranded at 5.30 p. m. on Bass Shoals, 3 miles SW. of station. The life-saving crew launched the surfboat, proceeded to her, ran out anchor, and at high water, 1.30 a. m., hauled her afloat, made sail, and piloted her clear of danger.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Aug. 15	Tathams, New Jersey.....	Rowboat, no name.	This boat with two young men in her capsized in the breakers. The life-savers hastened to the rescue, righted the boat, and took her into safe water inside, when the men proceeded on their way.
Aug. 15	Oswego, New York, Lake Ontario.	Nph. lch., no name.	Engine disabled. The keeper and two surfmen manned the dingy, proceeded to her, and towed her into the harbor.
Aug. 15	Port Austin, Michigan, Lake Huron.	Slp. Monticello.....	Stranded on Port Crescent Reef, 10 miles W. by S. from the station. The life-saving crew assisted to lighter cargo and man the pumps, but after several attempts by a tug to haul her afloat the vessel was abandoned.
Aug. 16	Orleans, Massachusetts...	Slp. yt. Edith.....	This yacht losing her bearings in a thick fog, her master came ashore and requested that the keeper assist him in procuring a pilot to take him across Nantucket Shoals. As there were no other pilots in the vicinity the keeper sent a surfman on board, who took the vessel across the shoals in safety.
Aug. 16	Little Egg, New Jersey ...	Rowboats (2), no names.	These boats were crossing the inlet when the occupant of each became frightened, made fast the boat to a buoy, and made signals of distress with a horn. The life-saving crew launched the surfboat, proceeded to the rescue, and towed the boats ashore.
Aug. 16	Vermilion, Michigan, Lake Superior.	Am. str. Charles R. Van Hise.	Stranded 1 mile NE. of station. At the request of the master the keeper sent several messages to Sault Sainte Marie for tugs, which came and hauled her afloat.
Aug. 16	Grand Marais, Michigan, Lake Superior.	Am. str. Jay Gould..	Stranded when entering the harbor in a fog, and made signals of distress. The life-saving crew immediately proceeded to her assistance and, at the request of the master, made two trips to town to procure tugs, and also assisted in sounding the water in the vicinity of the vessel and running lines to the tugs, which, after several efforts, hauled the steamer afloat.
Aug. 16	White River, Michigan, Lake Michigan.	Slp. Spinster.....	Drifting helplessly with the current in calm weather. In response to a signal of distress the life-savers launched the surfboat, proceeded to her, and towed her into the harbor.
Aug. 17	Point Judith, Rhode Island.	Slp. yt. Narika.....	Stranded and full of water. The life-saving crew proceeded to her and took the crew of three men to the station. The next day the life-savers stripped the yacht of all articles belonging to the crew and brought them to the station. Two of the crew were sheltered over night and the other for three days.
Aug. 17	Duluth, Minnesota, Lake Superior.	Gas. lch. Delicate ...	Disabled by the exhaustion of her supply of gasoline. A surfman in dingy went to her assistance and towed her to her destination.
Aug. 17	Frankfort, Michigan, Lake Michigan.	Scow, no name .....	In the breakers, the sea breaking over her, and a man in her shouting for help. The lookout gave the alarm, and the life-saving crew launched the surfboat, hastened to the rescue, took the man ashore, and then towed the boat into the harbor. (See letter of acknowledgment.)
Aug. 17	South Haven, Michigan, Lake Michigan.	Gas. lch. Happy-Go-Lucky.	Engine disabled. The life-savers towed launch into the harbor.
Aug. 18	City Point, Massachusetts.	Slp., no name.....	Capsized and stranded. In response to a message from the South Boston Yacht Club the life-saving crew proceeded to sloop, righted her, and towed her with her master and four passengers to the yacht club float.
Aug. 18	Charlevoix, Michigan, Lake Michigan.	Rowboat, no name .	Adrift. A surfman picked it up and delivered it to owner.
Aug. 18	.....do.....	Catboat Ellen .....	This boat while out sailing with a party of eleven people on board was run into and wrecked by a steamer, the people being rescued and taken on board of her. The

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Aug. 18	Charlevoix, Michigan, Lake Michigan.	Catboat Ellen .....	life-savers picked up the spars, sails, and other gear, and took them to the station. Engine disabled. The life-savers went to her assistance, landed her six passengers, and then taking a mast and sail from the station rigged it on the launch and sailed her to a safe anchorage in Hampton River.
Aug. 19	Salisbury Beach, Massachusetts.	Gas. lch. Leonore...	Adrift. The life-savers picked her up and towed her to the station to await a claimant.
Aug. 19	Charlotte, New York, Lake Ontario.	Rowboat, no name.	Went adrift and stranded on a reef in the harbor. The life-saving crew took anchor and lines, kedged the lighter into deep water, and then ran a line to a tug, which towed her to wharf and made her fast.
Aug. 19	Harbor Beach, Michigan, Lake Huron.	Lighter, no name...	Overtaken by a gale of wind and rain storm, unable to carry sail, drifting helplessly, and in peril of stranding on dangerous sunken ledges. Being observed by the patrol, the surfboat was launched, the life-saving crew proceeded to her, and after a hard pull towed the boat to a safe landing.
Aug. 20	White Head, Maine .....	Slp., no name .....	In a SW. gale these vessels parted moorings and stranded on the beach. The life-saving crew went to their assistance and with launch Relief towed them to a safe mooring.
Aug. 20	City Point, Massachusetts.	Slps. (3) Natalie, Silva, and Alda.	In a SW. gale these sloops parted moorings, collided with the Castle Island bridge and were in danger of pounding to pieces. The life-saving crew took them in tow of launch Relief, and made them fast at secure moorings.
Aug. 20	.....do .....	Slps. (2) United and Ileen.	In a SW. gale the Albertina ran afoul of several yachts, parted her halliards and helplessly drifted toward an iron pier. The life-savers hastened to her aid, and with launch Relief towed her to a safe anchorage.
Aug. 20	.....do .....	Slp. Albertina .....	Parted moorings and collided with and fouled several other yachts. The life-savers went to her aid, ran a line to her, towed her clear, and anchored her in a safe place.
Aug. 20	.....do .....	Slp. Fanchon .....	Main boom carried away and vessel drifting helplessly. The life-savers ran a line to her and with launch Relief towed her to a safe mooring.
Aug. 20	Point Allerton, Massachusetts.	Slp. yt. Weona .....	In SW. gale vessel dragged anchor and stranded on the beach near the station. The life-saving crew went to her aid, ran out anchor, hove her afloat, safely moored her, and landed her crew of 4 men.
Aug. 20	Brant Rock, Massachusetts.	Slp. Cassacus .....	Parted her moorings and stranded 1½ miles S. of station. The life-saving crew assisted to discharge her ballast and haul her ashore above high-water mark.
Aug. 20	Race Point, Massachusetts.	Slp. yt. Ruth .....	At 3 p. m., during a heavy SE. gale, the lookout reported this vessel at anchor off the station, the seas breaking over her and a flag of distress in her rigging. The life-saving crew launched the surfboat, went out to her, and, at request of master, took the crew of 2 men with their personal effects to the station. At 6.30 the surfmen again boarded the yacht, and finding the anchor line chafed they parceled it, and made everything secure. At 5.30 the next morning, the gale having moderated, they took the men on board their boat.
Aug. 20	Virginia Beach, Virginia.	Sailboat, no name.	Capsized. The life-saving crew immediately launched the surfboat, hastened to her aid, took the crew into the surfboat, righted the overturned boat, bailed her out, towed her ashore, and landed the men.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Aug. 20	Tawas, Michigan, Lake Huron.	Br. sc. Sephie .....	Came into the harbor with a signal of distress flying. The life-saving crew launched the surfboat, went out to her, took the master ashore to telegraph for steam pump and tugs, then returned to the schooner, ran lines, hove her alongside some piles, where she rested on the bottom, and manned the pumps for five hours.
Aug. 20	Sturgeon Point, Michigan, Lake Huron.	Slp., no name .....	Sunk near dock 4 miles S. of station. The life-savers proceeded to her, raised her, bailed her out, and towed her into a place of safety.
Aug. 21	Quoddy Head, Maine.....	Small boat, no name	A surfman discovered this boat on the beach full of water. He bailed it out and anchored it in a safe place.
Aug. 21	City Point, Massachusetts	Sailboat Charlotte..	Capsized by a sudden squall. The life-savers hastened to her with launch Relief, rescued 2 men who were clinging to her, towed her ashore, landed the men, and righted and bailed the boat.
Aug. 21	.....do .....	Gas. dory Harry B..	In response to a signal from this boat, the life-savers went to her, found her engine disabled, and towed her to the yacht club landing.
Aug. 21	Point Allerton, Massachusetts.	Am. sc. Robert and Arthur.	Stranded on Gallups Island, 2½ miles NW. of the station. The life-saving crew launched the surfboat, proceeded to her, ran out an anchor, hove her afloat, and anchored her in a safe place. (See letter of acknowledgment.)
Aug. 21	Hereford Inlet, New Jersey.	Slp. Barleara .....	This boat, with 41 passengers, while endeavoring to sail out of the harbor stranded on the bar. The life-saving crew manned the surfboat, went to her assistance, landed 30 of the passengers, then returned to the sloop, ran out an anchor, and hove her afloat.
Aug. 21	Michigan City, Indiana, Lake Michigan.	Gas. lch., no name..	Engine disabled. The life-savers launched the surfboat, went to her assistance, and towed her into the harbor.
Aug. 21	Jackson Park, Illinois, Lake Michigan.	Sailboat, no name..	In response to a telephone message that about 3 miles N. of the station there was a sailboat in distress, the life-savers manned the surfboat, hastened to the place, found this boat, with disabled rudder and torn sails, drifting helplessly before the wind and sea, and at the request of the 4 passengers, who were very much frightened, took them into the surfboat and landed them. The boat was towed in by another boat.
Aug. 22	Smiths Point, New York.	Slp. Stringer.....	Capsized. The life-savers went to her assistance, towed her ashore, righted her, bailed her out, and delivered her to the parties who were sailing her.
Aug. 22	Buffalo, New York, Lake Erie.	Sc. Penobscot .....	This vessel, leaking badly, was towed to the breakwater, and, the crew being worn out by constant work at the pumps, the master requested the assistance of the life-saving crew. The life-savers went on board and manned the pumps from 4 to 7.30 a. m., when the crew of the vessel were able to resume work.
Aug. 22	Crisps, Michigan, Lake Superior.	Yt. Dream .....	Dragging anchors in a NW. gale. The life-saving crew manned the lifeboat, proceeded to the yacht, veered chain until she brought up, and, after the storm had subsided, assisted to pump her out, secured main boom, which had broken adrift, and assisted her to get underway.
Aug. 22	Beaver Island, Michigan, Lake Michigan.	Am. sc. X-10-U-8 .....	At daylight, during a NW. gale, this schooner was seen at anchor 3¼ miles SE. of station flying a signal of distress. The keeper (no crew employed) hired a tug, and, proceeding to the vessel, found that she had carried away her sails and centerboard and was leaking badly. A line was run to her, and she was towed into the harbor and her 5 passengers landed on the beach.

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Aug. 22	White River, Michigan, Lake Michigan.	Sailboat, no name ..	Capsized in White Lake. The life-saving crew hastened to her assistance, rescued a man who was clinging to her, towed her ashore, and bailed her out. The man was taken to the station and furnished with dry clothing.
Aug. 23	Burnt Island, Maine .....	Sc. Bee .....	Stranded and swamped on Mosquito Island Bar, 4 miles NE. by E. from station. The life-saving crew went to her on the 24th instant, took her master to Port Clyde, where he procured a motor launch, a scow, and other wrecking apparatus, and, working that day and the next, the life-savers assisted to raise the vessel and tow her to a safe place.
Aug. 23	Jerrys Point, New Hampshire.	Slp. yt. Heater .....	Stranded on a ledge 1 mile SSE. of station. The life-saving crew hastened to her assistance and hauled her afloat.
Aug. 23	Plum Island, Wisconsin, Lake Michigan.	Slp. yt. Phantom .....	At the request of the master of this yacht, which was leaking badly, the keeper and a surfman assisted to pump her dry and stop the leak and then piloted her to an anchorage in the bay.
Aug. 24	Beaver Island, Michigan, Lake Michigan.	Slp. Knap .....	Broke adrift from dock and stranded. The keeper procured a tug, went to the vessel, and assisted to haul her afloat.
Aug. 24	Frankfort, Michigan, Lake Michigan.	Sailboat, no name ..	Capsized. The life-saving crew immediately launched the surfboat, hastened to the aid of the overturned boat, rescued a man who was clinging to her, then righted her, and bailed her out.
Aug. 25	White Head, Maine .....	Sc. Ida Chase .....	During night this schooner collided with another vessel and carried away foremast and bowsprit, but managed to work in to Seal Harbor and anchor. At 7.30 a. m. the life-savers boarded her and made temporary repairs to bowsprit and mast.
Aug. 25	Two Heart River, Michigan, Lake Superior.	Slp. yt. Dream .....	Parted cable in a NW. gale and stranded. The life-saving crew hauled her out on shore, removed cargo and ballast, repaired broken tiller, put a patch on a hole in the stern, mended cable, recovered lost anchor, reloaded cargo and ballast, and, when sea subsided, launched the vessel.
Aug. 25	Portage, Michigan, Lake Superior.	Small boat, no name	Adrift, bottom up. The life-savers went to her, towed her to the station, righted her, bailed her out, and turned her over to owner.
Aug. 25	North Manitou Island, Michigan, Lake Michigan.	Rowboat, no name ..	Adrift. The life-savers picked her up and towed her to the station to await a claimant.
Aug. 25	Holland, Michigan, Lake Michigan.	Am. str. Saugatuck.	Stranded while leaving Saugatuck Harbor, 8 miles S. of station. The tugs in the vicinity not being able to get near her, because of the heavy surf and shoal water, one of them came to the station and requested the assistance of the life-saving crew. The surfboat was manned and towed to the scene, and the life-savers landed the 19 passengers, and then ran lines to the tug, which hauled the steamer afloat.
Aug. 25	Old Chicago, Illinois, Lake Michigan.	Rowboat, no name ..	Adrift. A surfman picked it up, brought it to the station, and later delivered it to owner.
Aug. 26	Burnt Island, Maine .....	Am. sc. Metamora ..	Missed stays, and stranded on Marshalls Point, 8 miles NE. of station. The life-savers ran an anchor, hauled her afloat, and sailed her to an anchorage in Port Clyde Harbor.
Aug. 26	City Point, Massachusetts.	Catboat Acme .....	This boat having torn her mainsail, the master came to the station and requested assistance. The life-savers went to her in launch Relief and towed her to a mooring off the Columbia Yacht Club.
Aug. 26	Maddequet, Massachusetts.	Catboat Moccasin ..	This vessel, containing a party of four men and two ladies, stranded about 4 miles NNE. of the station. The life-saving

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Aug. 26	Maddequet, Massachusetts.	Catboat Moccasin ..	crew manned the surfboat, pulled to the scene, ran out an anchor, and hove the boat afloat.
Aug. 26	Quogue, New York.....	Catboat Two Star...	Capsized in Quantuck Bay, 1 mile W. of station. The life-saving crew hurried to the rescue, but the occupant was picked up by a near-by boat. The life-savers righted the boat, bailed her out, towed her ashore, and delivered her to the owner.
Aug. 26	Spermaceti Cove, New Jersey.	Catboat Cynthia....	Carried away her rudder, became unmanageable, and was pounding bottom in the mouth of the Shrewsbury River. The keeper and a surfman manned a skiff, pulled to the vessel, ran her anchor, and assisted to haul her into deep water, after which the keeper piloted her over the bar.
Aug. 26	Lake View Beach, Michigan, Lake Huron.	Nph. lch. Newsboy .	This launch struck a submerged wreck, stove a hole in her bottom, and was beached. At request of the owner, the life-savers assisted to haul her upon the beach and when repairs were made to launch her.
Aug. 27	North Scituate, Massachusetts.	Dory, no name .....	The keeper, seeing this boat drifting to sea, with a man under the influence of liquor in her, sent the surfmen in a dory and towed her ashore.
Aug. 27	Watch Hill, Rhode Island.	Slp., no name.....	In response to a signal from this vessel, the keeper and two surfmen went on board of her, and at the request of the master piloted her through the Watch Hill Channel.
Aug. 28	Marblehead, Ohio, Lake Erie.	Nph. lch., no name.	Lying 3 miles NE. of station, with engine disabled and a signal of distress flying. Three surfmen in dingy went to her assistance, towed her to Kelleys Island, and made her fast to a pier.
Aug. 28	Coos Bay, Oregon .....	Gas. lch., no name .	Stranded in surf, 2½ miles S. of station, with engine disabled. The life-saving crew launched the surfboat, proceeded to the place, and the crew jumped overboard and hauled the boat into deep water, where she was taken in tow and made fast to breakwater wharf. During the night the patrol reported that the launch was caught under the wharf, and the life-savers found her nearly full of water and the master asleep. The master was aroused and the launch hauled from her dangerous position.
Aug. 29	Port Austin, Michigan, Lake Huron.	Ses. (2) Viola, and no name.	Stranded on the beach about ¼ mile from station. The life-saving crew procured tackles and gear, went to them, hauled them afloat, and made them fast to dock.
Aug. 29	Pentwater, Michigan, Lake Michigan.	Slp. Margery D .....	Stranded in the surf, the two occupants wading ashore. The life-saving crew launched the surfboat, proceeded to the place, towed the water-logged boat into the harbor, bailed her out, and turned her over to the owners.
Aug. 30	Point of Woods, New York.	Catboats Mamy Rosa and Lulu.	Stranded near the station. The life-savers went to them, hauled them afloat, and took them to safe moorings.
Sept. 1	Burnt Island, Maine .....	Am. sc. Laura and Marion.	Missed stays, and stranded at 3.55 p. m., on Davis Island, 1½ miles N. of station. The life-saving crew reached the vessel at 4.25 p. m. and at once began work upon her, but in listing over she opened some seams near the keel, and on the flood tide filled. The crew of three men were succored at the station while their quarters were not habitable. On the 2d the surfmen took the master to Port Clyde to procure wrecking appliances, and during their absence a party of fishermen removed the vessel's cargo of salt, then upon returning the surfmen went on board and at low tide calked the open seams temporarily, so that they were able to keep the water under control

## Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Sept. 1	Burnt Island, Maine .....	Am. sc. Laura and Marion.	with the pumps, and at high water, 3 a. m. of the 3d, they got the schooner afloat and took her into Port Clyde Harbor.
Sept. 1	Duluth, Minnesota, Lake Superior.	Gas. lches. (2) Happy Day, no name; slip. Feather; sailboat, no name.	At 10.30 p. m., during a NE. gale with heavy rain and high sea, the surfman on N. patrol discovered that these boats, which were in the slip at the Pearson Boat Company's dock, had parted their moorings, and were crashing together and in danger of being stove to pieces. He immediately procured a line, and with the assistance of the superintendent of the company succeeded in getting them clear and mooring them securely.
Sept. 2	Fenwick Island, Delaware.	Gas. lch., no name..	Engine broke down and launch with three people on board, lay helpless 1 mile from the station. She signaled for assistance and the life-saving crew manned the supply boat, pulled to her relief, and towed her to shore.
Sept. 2	Duluth, Minnesota, Lake Superior.	House boat, no name.	At about 3.30 a. m., during a violent gale, this house boat, which was occupied by Mr. and Mrs. J. B. Wanlass and four children, parted its moorings at Minnesota Point, drifted across the harbor, and brought up with a crash against a boom of logs at the Alger-Smith mill, 1½ miles S. of the station. Mr. Wanlass realized that the boat would soon be destroyed, and, plunging overboard, he swam to the shore and telephoned to the tug office and life-saving station for help. The life-savers pulled to the scene in surfboat and rescued the woman and children, who were standing waist deep in water, just as the house boat sank. They were transferred to a tug, taken to a dock, and sent to the houses of their friends.
Sept. 2	.....do.....	Gas. lch., no name..	Parted her moorings at 7.30 a. m. during a heavy gale, and was drifting rapidly toward the lake, when the life-saving crew, in surfboat, overhauled her and towed her to a safe place.
Sept. 2	.....do.....	Str. Rover .....	In danger of parting from her moorings in a heavy gale, and surfmen secured her.
Sept. 2	.....do.....	Sailboat Arretta....	Sprang a leak and became water-logged, while lying at a dock in a heavy gale. At the request of the owner the life-savers, after the storm subsided, assisted to raise her and bail her out.
Sept. 2	Holland, Michigan, Lake Michigan.	Yawl Dolma.....	Drifting unattended out of the harbor in a gale. Surfmen pulled after it and towed it to a pier, mooring it securely.
Sept. 3	Gloucester, Massachusetts.	Dory, no name.....	The surfman on patrol from midnight to 4 a. m. found a dory adrift 1½ miles N.E. of station, and took it to the station, where it was held until the owner arrived.
Sept. 3	City Point, Massachusetts.	Gas. lch. Gladys.....	Engine disabled and vessel lying helpless ½ mile WNW. of station; surfmen in station launch towed it to a wharf.
Sept. 3	Old Harbor and Chatham, Massachusetts.	Br. sc. Cora May .....	Stranded on Chatham Bars 2 miles S. of Chatham station at 8 p. m., during a thick fog, wind moderate, sea rough. At 9 p. m. the N. patrol from Chatham station heard her fog horn and caught a glimpse of her lights, and telephoned to the station. The keeper in turn telephoned to Old Harbor station, and the life-saving crews made vigilant search during the night, but were unsuccessful owing to the fact that a party of wreckers had found the schooner, after which her fog horn ceased blowing, and her lights were extinguished. In the morning both crews reached the stranded craft. Finding it impossible to get her afloat on account of the state of sea and weather, and her position being

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Sept. 3	Old Harbor, and Chatham, Massachusetts.	Br. sc. Cora May....	one of danger, the crew were taken to the Old Harbor station and succored there for the night. In the morning her crew and the life-savers returned to the vessel, which floated as the tide came in, and Keeper Doane piloted her to a safe anchorage. She was found to have sustained only slight injury, and later in the day proceeded on her voyage.
Sept. 3	Southside, California.....	Am. sc. James A. Garfield.	This schooner was carried by a strong tide toward the breakers $\frac{1}{2}$ mile S. of the station at about 4.20 a. m., and being unable to work offshore in the light breeze prevailing she dropped her kedge to hold her position. The wind soon died out and, as she began to drag in the tideway, she let go her port anchor, which carried away, with 35 fathoms of chain. The starboard anchor was then dropped, but the vessel had dragged into the surf and began to strike, while the breakers swept over her fore-castle head. A distress signal was hoisted but the vessel had already been reported by both lookout and patrol, and after telephoning for a tug, the crew launched the lifeboat, hastened to her relief, and lay by outside the breakers in waiting for the tug, which arrived in a short time. The life-savers then pulled into the breakers, took a line from the endangered craft, ran it to the tug, reaching it as the schooner's second anchor chain parted. The crew of the tug, however, quickly hauled a hawser from the schooner, and she was towed into deep water just as she appeared to be on the verge of destruction. (See letter of acknowledgment.)
Sept. 3	.....do.....	Br. shp. Dumbarton.	Stranded at 6.30 p. m., owing to a thick fog and treacherous current, 18 miles from the former and 15 from the latter station. The Fort Point crew reached the vessel the following morning in tow of a tug, and the Southside crew preceded them by an hour, having transported their boat by team 20 miles overland. The Dumbarton was found to be fast aground, and the life-savers were unable to render any assistance beyond transporting the master's wife and the personal effects of the officers and crew to a tug. The ship was turned over to a wrecking party on the 8th instant.
Sept. 4	City Point, Massachusetts.	Sailboat Tacoma ...	Carried away her sails in a fresh breeze, and came to anchor 2 miles SW. of station. Upon request of the owner, station launch went to the disabled craft and towed it to a yacht club landing.
Sept. 4	.....do.....	Slp. Clara.....	Stranded on Tompsons Island, $\frac{1}{2}$ miles SE. of station, at 8.10 p. m., and later listed over, capsizing a boiler of hot water, which severely scalded one of the crew. In response to a Coston signal, the keeper sent station launch to the island, brought nine of the crew to the station, and from there sent the injured man to a hospital in an ambulance. The sloop floated on the 8th.
Sept. 4	Block Island, Rhode Island.	Slp. Julia E. Simons.	Missed stays and stranded at 10 a. m., 3 miles N. of station; strong W. wind and rough sea. Station crew reached the vessel at 1 a. m. of the 5th in surfboat, rescued the crew, two men, took them to the station, and succored them until morning. The sloop became a total wreck.
Sept. 4	Grand Haven, Michigan, Lake Michigan.	Skiff, no name.....	Drifting out into the lake; a surfman recovered it and brought it to the station, where the owner found it.

## Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Sept. 4	Michigan City, Indiana, Lake Michigan.	Str. Lena .....	Fouled a pound net, got propeller fouled in the lines, and lay helpless $\frac{1}{2}$ mile W. of station. The life-saving crew went to her relief, and one of the surfmen dived with a knife in his hand, cut the lines away, and thus cleared the wheel, enabling the vessel to proceed on her way.
Sept. 4	Golden Gate, California ..	Am. str. Maggie.....	Stranded during a thick fog, at 8 p. m., 200 yards W. of station. The life-saving crew manned surfboat and went to her immediately, and the following day both the Point Bonita and Southside crews visited the vessel. Two tugs also went to her relief, and the surfmen ran lines between the vessels several times. The tugs experienced much difficulty through parting their hawsers, fouling their propellers, and touching bottom, but on the 5th they succeeded in hauling the steamer afloat and towed her into harbor.
Sept. 5	City Point, Massachusetts.	Gas. lch. Alme .....	Lying disabled in Dorchester Bay, $\frac{1}{2}$ mile from station, and surfmen towed her to a wharf with steam launch.
Sept. 5	Barnegat, New Jersey ....	Gas. lch., no name..	Capsized at 4.30 p. m. on Barnegat Shoals, $\frac{1}{2}$ mile SE. of station, throwing overboard the occupants, six men, who clung to the overturned boat. The lookout promptly reported the casualty, and the life-saving crew manned the surfboat, pulled to the scene, rescued the men, and landed them, then ran a line from the launch to another power boat, which towed the capsized craft into shoal water, where the surfmen righted it and bailed it out.
Sept. 5	Santa Rosa, Florida .....	Am. str. Mary Lee..	Ran aground near the station. Surfmen landed twenty of her passengers, and she then succeeded in backing out into deep water.
Sept. 5	Ashtabula, Ohio, Lake Erie.	Nph. lch., no name; st. lch. Laurino.	The former of these launches stranded 1 mile E. of station, and while trying to get her afloat the later swamped in the surf and then stranded. The life-saving crew learned by telephone of the casualty, and, proceeding to the place in surfboat, they succeeded in getting both vessels afloat and into harbor.
Sept. 5	Duluth, Minnesota, Lake Superior.	Slp. yt. Feather.....	Lost her rudder as she was passing the station, and the life-saving crew towed her to an anchorage with surfboat.
Sept. 5	Jackson Park, Illinois, Lake Michigan.	St. lch. Hattie .....	Machinery gave out while the launch was under way in a moderate sea and fresh wind, and after anchoring the vessel near a reef 2 miles N. of station, the crew, two men, went ashore to procure help. Receiving a telephone message regarding the casualty, the life-savers pulled to the vessel, ran her tow line to a steamer, and she was then towed from her dangerous situation into Jackson Park Harbor.
Sept. 5	.....do.....	Gas. lch. Norma.....	Lying helpless $\frac{1}{2}$ mile NE. of station, her engine having broken down. In response to her signal for help the life-savers went in surfboat to her relief and towed her into the harbor.
Sept. 5	Racine, Wisconsin, Lake Michigan.	Gas. lch. Torpedo ..	Adrift in the lake $\frac{1}{2}$ miles S. of station, six persons on board, and engine broken down; fresh wind and rising sea. Station crew in surfboat towed her to the harbor entrance, when, repairs having been made, she proceeded under her own power.
Sept. 6	Blue Point, New York.....	Am. slp. Carrie M...	Fouled her anchor and dragged ashore, $\frac{1}{2}$ mile W. of station. No one aboard. The lookout discovered her at 5.30 a. m., and surfmen pulled to her in station skiff, hoisted her sails, worked her afloat, and took her to a safe anchorage.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Sept. 6	Point of Woods, New York	Am. slp. Brunhilde.	At 12.30 p. m. the lookout reported this vessel, which was lying 2 miles SW. of station, to be in distress. Pulling to her in surfboat the life-saving crew found that she had unshipped her topmast and her crew of two were unable to secure it, while the spar, owing to a heavy sea running, was swinging back and forth over the deck in a dangerous manner. The surfmen went aloft and succeeded in hoisting the spar to place and securing it.
Sept. 6	Beaver Island, Michigan, Lake Michigan.	Gas. lch., no name..	Engine broken down, and the vessel, having no anchor, was in danger of drifting ashore. The crew made a signal for help, and the keeper and another man pulled out in Whitehall boat and towed the helpless craft to a dock.
Sept. 7	Manomet Point, Massachusetts.	Gas. lch. Laura .....	Lying helpless 1½ miles NE. of station, engine broken down, and seven people on board. In response to a signal of distress displayed by the master, surfmen put out in dory and towed the disabled craft to an anchorage.
Sept. 8	Ashtabula, Ohio, Lake Erie.	Gas. fish boat Ping Pong.	Batteries gave out and the vessel came to anchor in the lake 3 miles W. of station. The life-saving crew launched surfboat, went to the disabled craft in tow of a tug, ran a tow line between the vessels, then boarded the Ping Pong, hove up her anchors, and the tug towed her into port.
Sept. 7	Louisville, Kentucky.....	Flatboat, no name..	This flat, with two men on board, got into a dangerous situation in the Indiana chute of the falls, and surfmen towed it to station landing.
Sept. 7	Charlevoix, Michigan, Lake Michigan.	Gas. fish boat Dart..	Engine became disabled and the vessel, in endeavoring to make port, got into the breakers 400 yards N. of station and sounded a signal of distress. The life-savers in surfboat reached her just as she began to pound the rocky bottom and towed her from her perilous situation into the harbor.
Sept. 8	Hunniwells Beach, Maine	Am. sc. J. D. Ingraham.	Missed stays and struck on Fullers Rock, 4 miles SW. of station, at 8 p. m. The master and crew, four men, abandoned her in their boat, and proceeded to the station, where they were succored for the night. The following day the life-saving crew and a tug made an effort to get the vessel afloat, but were unsuccessful, and she became a complete wreck.
Sept. 9	Jerrys Point, New Hampshire.	Rowboat, no name.	Drifting unattended to sea and surfmen recovered it and restored it to owner.
Sept. 9	Highland, Massachusetts.	Am. str. Longfellow.	Sprang a leak in a rough sea and easterly wind, and at about 11 p. m. foundered 4 miles SSE. from the station. Shortly before she sank the crew abandoned her in two boats, each boat carrying eight men, one of them being in charge of the master and the other the mate. The steamer had been sighted at 7.30 p. m., at the Pamet River station, and the keeper telephoned to the Highland station, stating that she appeared to be in trouble. A raging surf upon the beach rendered it impossible to launch a boat to go to her. At 11.30 p. m. the Pamet River crew discovered that the steamer had disappeared, and they soon sighted her boats making for the shore, which facts were telephoned to Highland station. As the boats approached the breakers the life-savers warned them that it was dangerous to attempt a landing, and then followed them as they pulled along the shore outside the surf until they met the surfmen of Highland station, who took up the work, the Pamet

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Sept. 9	Highland, Massachusetts.	Am. str. Longfellow.	River crew returning to their station. At dawn the Highland crew repaired to their boathouse and launched the surfboat. While they were occupied in preparations the boat in charge of the mate entered the breakers and capsized, but two life-savers were immediately dispatched by the keeper to their aid, and with the help of these men all hands reached the shore and were taken to the station, where they were given food and shelter, and dry clothing from the supply of the Women's National Relief Association. Although the surfboat filled while in the surf, it weathered the breakers, and taking the other boat from the foundered steamer in tow, started to the westward. The surfboat from High Head station now arrived and joined in the towing, and later the keeper of Peaked Hill Bars station came out in his surfboat and piloted the other boats around the bar and to a place where a safe landing was effected. All hands proceeded to the Peaked Hill Bars station, and the shipwrecked men were there succored and provided with clothing from the stores of the Women's National Relief Association. (See letters of acknowledgment.)
Sept. 9	Monomoy Point, Massachusetts.	Br. sc. Franklin....	Sprung a bad leak in a rough sea with fresh easterly wind, filled, and at 4.45 a. m. sank to her decks in Pollock Rip Slue, 5 miles E. by S. from the station. The seas swept over her, and the crew, five men, holsted a signal of distress, then took to the rigging. The lookout discovered the signal at 5.30 a. m., and the life-savers put out to the rescue in the surfboat, took the imperiled men from the wreck, and succored them at the station for 24 hours. The surfmen of Monomoy station also started for this wreck, but were preceded by the other crew. The Franklin was condemned a few days later, a small part of her cargo being saved.
Sept. 9	Louisville, Kentucky.....	Flatboat, no name.	At 12 m. the lookout reported a flatboat carrying one man to be in danger in the Indiana chute, and the life-savers pulled to it and took it safely over the falls.
Sept. 9	Plum Island, Wisconsin, Lake Michigan.	Am. sc. Bertha Barnes.	At anchor 1½ miles SE. of station, her flag at half mast. The life-saving crew pulled to her in Mackinaw boat and, finding that she was short of provisions and had no boat fit for service, took the master to the station, and from there sent him to Detroit in a sailboat to enable him to secure supplies.
Sept. 10	Burnt Island, Maine.....	Am. sc. Charlie A. Sproul.	At 11.45 a. m. the lookout observed this vessel, which lay 2½ miles N. of station, to be flying a signal of distress. Upon boarding her the life-savers found her to be leaking and her crew nearly exhausted by working at the pumps to keep her from sinking, as she was granite laden. The surfmen turned to at the pumps and kept the vessel afloat, and finally a favorable breeze sprang up and they worked her to a wharf near the marine railway at Port Clyde.
Sept. 10	Orleans, Massachusetts...	Slp., no name.....	Dragged anchor in a fresh wind and choppy sea, and finally sank about 1½ miles W. by S. of the station. The life-saving crew raised it, bailed it out, and hauled it up on the beach in a secure place.
Sept. 10	Duluth, Minnesota, Lake Superior.	Am. str. Homer Warren.	Stranded during a fog, on the shore 12 miles NE. of the station. Upon request of the master the life-saving crew went

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Sept. 10	Duluth, Minnesota, Lake Superior.	Am. str. Homer Warren.	to the vessel the following day in surfboat, towed by a tug, and assisted in removing the coal from the steamer's bunkers, and the day thereafter tugs hauled her afloat.
Sept. 10	Ludington, Michigan, Lake Michigan.	Gas. lch. Flora V....	Supply of gasoline gave out leaving the launch helpless 1 mile SW. of station in a rough sea with high winds. The life-savers discovered her plight, and pulling in surfboat to her aid, towed her to a shelter behind the north pier.
Sept. 10	Coquille River, Oregon...	Gas. lch. Dixie.....	While crossing the bar in a heavy sea the Dixie took a sheer, struck on the south jetty, and filled. The life-savers hastened in lifeboat to her relief, hauled her afloat, and towed her into smooth water inside, and a tug then took charge of her.
Sept. 11	Newburyport, Massachusetts.	Slp. Roxie .....	Owing to a rough sea on the bar this sloop, with a crew of two, and seven passengers, was compelled to anchor in an exposed situation $\frac{1}{4}$ of a mile E. by N. of station. The life-savers went to her in surfboat and carried the passengers to the station. One of them, a little girl, was chilled, wet and nearly overcome by exhaustion, and she was given restoratives and provided with dry clothing from the stores of the Women's National Relief Association.
Sept. 11	City Point, Massachusetts.	Am. slp. Violet.....	Struck on Tompsons Island $1\frac{1}{2}$ miles SE. of the station, stove a hole in her bottom and filled. Surfmen went to her aid in launch Relief, stripped her, and took her crew, with her sails and other fittings, to the station.
Sept. 11	.....do .....	Gas. lch. Pippin.....	Engine became disabled while the launch was underway $1\frac{1}{2}$ miles SW. of the station having only one man aboard. He set a signal of distress, and station launch towed the disabled craft to a convenient landing.
Sept. 11	Point Reyes, California...	Am. bk. Big Bonanza.	At request of master of bark, which lay at anchor 2 miles N. of station, the keeper telephoned for a tug, which came to the vessel and towed her into port.
Sept. 12	Manomet Point, Massachusetts.	Gas. lch., no name..	Lying helpless near Fishing Rocks 1 mile E. of station, her machinery having broken down. Surfmen went to her aid in dory and towed her to secure moorings.
Sept. 13	Oak Island, North Carolina.	Slp. Manana.....	Carried away her rudder, rendering her unmanageable; came to anchor 6 miles SSE. of station and made a signal of distress. The life-saving crew launched surfboat, pulled to the sloop and got her underway, and by steering her with the surfboat enabled a tug to tow her to a safe anchorage.
Sept. 13	Sullivans Island, South Carolina.	Bateau, no name...	Capsized in the breakers $\frac{1}{2}$ mile SW. of the station, throwing overboard three men, and the life-savers rescued the men and towed their boat to shore.
Sept. 13	Beaver Island, Michigan, Lake Michigan.	Am. str. John Schroeder.	At 10 a. m. the master of this vessel came to the station and reported that during a fog she had gone ashore 12 miles S. of the station, and requested the keeper to go to her, while he proceeded to Charlevoix for a tug. The keeper employed a temporary crew (no regular crew employed at station), went in surfboat to the steamer, remained on board overnight, and the next day took soundings and planted buoys about the stranded craft, then assisted in shifting her coal to alter her trim, and at 8.30 p. m. two tugs hauled her afloat.
Sept. 13	Jackson Park, Illinois, Lake Michigan.	Gas. lch. Wim.....	Drifted ashore near the station in a strong wind, and surfman hauled it afloat.

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Sept. 13	Racine, Wisconsin, Lake Michigan.	Am. str. Penobscot..	Ran aground on Racine Reef 2 miles E. of station at 9.50 p. m. The lookout at once discovered the casualty, and the crew pulled to the vessel in surfboat. At request of the master they signaled to the station for tugs to be sent and then assisted to jettison part of the cargo, working until noon of the next day, when tugs succeeded in releasing the stranded craft.
Sept. 13	Southside, California.....	Br. shp. Ditton.....	Stranded during hazy weather, at 9 p. m., 2½ miles S. of station. The lookout reported seeing a light to the southward, and a surfman who was dispatched alongshore on horseback found the stranded vessel, and after firing a Coston signal hastened back to the station with the tidings. The keeper telephoned for tugs and also to Fort Point and Golden Gate stations, then started alongshore with the crew, transporting the surfboat by wagon. The Golden Gate crew also repaired to the scene of casualty, and surfmen pulled to the ship and informed the master that tugs had been called to his relief. The life-savers remained by the vessel until 5.30 next morning, when tugs arrived and hauled her afloat, she being apparently uninjured.
Sept. 14	Erie, Pennsylvania, Lake Erie.	Nph. lch., no name.	Engine broke down and the crew anchored the launch in an exposed position 3 miles E. by N. of station, then landed in small boat and telephoned the keeper for help. The life-saving crew pulled to the disabled craft, hove up her anchor, and towed her to the station.
Sept. 14	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	Drifting down the river, no one on board, and a surfman recovered it and returned it to owner.
Sept. 15	Cranberry Islands, Maine..	Br. sc. Ida M.....	Stranded at 2 a. m. on Long Ledge, 4 miles WSW. of station. At 12.45 p. m. the keeper received telephonic information of the casualty, and immediately called away surfboat and went to the vessel. Being unable to release her, the life-savers took master and crew to Southwest Harbor for safety, and the next day the master procured a tug which hauled the schooner afloat.
Sept. 15	Burnt Island, Maine.....	Br. sc. Free Trade...	During a storm on the night of the 14th this schooner lost her yawl, and the life-saving crew searched for the boat this date, found it, and returned it to the vessel.
Sept. 15	City Point, Massachusetts.	Sc. Nettie.....	Dragged anchor in a strong NNE. wind, fouled another vessel, and received considerable damage. Surfmen went to her in steam launch Relief, towed her clear, and took her to a safe anchorage.
Sept. 15	.....do .....	Yawl Katharina....	Dragging anchor in a strong wind and in danger of striking upon rocks under her lee, when surfmen reached her in steam launch and towed her to a secure anchorage.
Sept. 15	Peaked Hill Bars, Massachusetts.	Am. str. Joseph Church.	Stranded on the bar ¼ mile W. of station at 9 a. m., during a violent northerly gale, and the crew of twenty-five abandoned her in the boats and landed on the beach. The keeper had witnessed the accident, the life-saving crew hastened alongshore and met the shipwrecked men, whom they took to the station and provided with food and shelter. The steamer was lost.
Sept. 15	Gay Head, Massachusetts.	Catboat, no name..	In danger of dragging upon rocks under her lee during a strong NW. gale, and surfmen pulled to her in surfboat, put out an extra anchor from the boat, then took the only occupant to the station, where he was provided with food and shelter until the storm abated.

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Sept. 15	Gay Head, Massachusetts.	Gas. lch. Mabel D.; catboat, no name; catboat, Two Brothers; slp. O. I. C. U.	These small craft stranded in Menemsha Bight about 3 miles E. of station during the violent gale of this date. Surfmen succeeded in floating the launch and catboats the following day, and the sloop on the 17th, none of them having received material injury.
Sept. 15	.....do .....	Yawl Dona Almeida.	Lying at anchor in a dangerous situation $\frac{1}{2}$ of a mile NE. of the station during a violent NW. gale. The life-savers put out in surfboat to her relief, but being unable to help the vessel in the storm they took the crew, three men, to the station and gave them food and shelter, also dry clothing from the stores of the Women's National Relief Association. These men undoubtedly would have perished but for the life-savers, as their vessel parted her moorings later in the day and was dashed to pieces on the rocks.
Sept. 15	Brenton Point, Rhode Island.	Fish boat, no name.	Swamped at her moorings near the station, and the life-saving crew hauled it up on the beach and bailed it free of water.
Sept. 15	.....do .....	Rowboat, no name.	Pounding on the rocky shore in a rough sea, and station crew removed it to a place of safety.
Sept. 15	.....do .....	Catboat Dick .....	Parted her moorings in a heavy gale and struck upon rocky shore, staving a hole in her hull. The life-saving crew hove her off the rocks and hauled her up on the beach.
Sept. 15	Point Judith, Rhode Island.	Catboat Posidon....	This boat lay at anchor about 2 miles WSW. of the station while a cyclone was raging, and at 7 a. m. a sudden shift of wind drove her against the rocks of the breakwater, where she bilged and sank. The crew, two men, clung to the rocks until rescued by the crew of the schooner John L. Maloy. Later in the day the life-saving crew took them to the life-saving station, succored them overnight, and provided them with dry clothing from the supplies donated by the Women's National Relief Association. After the storm abated the boat was saved.
Sept. 15	New Shoreham, Rhode Island.	Am. slp. Lindsay...	During a heavy gale this sloop dragged afoul of a vessel lying at a dock, and was in danger of being stove to pieces, when the surfmen boarded her and hauled her to safe moorings.
Sept. 15	.....do .....	Am. slp. Theresa...	Dragged anchor in a heavy gale, and at 6.30 a. m. struck the outer breakwater, and was in danger of destruction upon the rocks. Surfmen put out to her in a dory, dropped an anchor to windward of her, then took the cable to the vessel and warped her to secure moorings. (See letter of acknowledgment.)
Sept. 15	.....do .....	Am. slp. Bessie .....	Dragged ashore $\frac{1}{2}$ mile SE. of the station in the heavy gale prevailing and was hauled afloat and made fast to the stern of the sloop Theresa by the life-saving crew.
Sept. 15	Hither Plain, New York..	Am. slp. Mary E. Davis; Am. sc. S. Greenwood; slp. Engeborg.	During the heavy gale of this date these vessels were driven high up on the beach about $\frac{1}{4}$ miles N. of the station. On the 16th the life-saving crew worked upon the first-mentioned and got her afloat the 17th; they then turned their attention to the schooner, jacked her up, skidded her down to the water's edge, and at high water of the 20th got her afloat. On the 23d, by the same means, the surfmen worked the Engeborg off the beach, and she floated at high water. Neither vessel received apparent injury.
Sept. 15	Tiana, New York.....	Catboat, no name ..	Dragged offshore in the gale and capsized, there being no one on board. Surfmen in another catboat towed her to the beach, then righted her, and bailed her out.

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Sept. 15	Blue Point, New York....	Dory, no name .....	Drifted into the surf, and was then in danger of being swept offshore, when surfmen recovered it.
Sept. 15	Point of Woods, New York.	Catboats (13); slps. (4).	During a violent gale these vessels (all small craft) were driven ashore in the vicinity of the station, no lives being lost. Station crew worked upon them until the 20th, when the last one was floated.
Sept. 15	Oak Island, New York....	Am. slp. Flyaway ..	Parted her cable and drifted ashore, 2 miles NE. of station, during a violent gale. The life-saving crew went to her relief and soon got her afloat.
Sept. 15	Spermaceti Cove, New Jersey.	Catboat Romola ....	Stranded at 5 a. m., during a heavy gale, on the shore 1½ miles NW. of the station. Her crew landed in safety, but as the boat was in danger of beating to pieces on the rising tide, the life-savers went to her relief, got her afloat, and under close-reefed sail worked her to a safe anchorage.
Sept. 15	Great Egg, New Jersey...	Gas. lch., no name..	Stranded near the station during a heavy gale and filled with sand and water. Surfmen bailed her out and got her afloat uninjured.
Sept. 15	.....do .....	Gas. lches. (2) Imp and Sarah Jane.	Foundered at a landing near the station during the gale of this date, and the life-saving crew raised them and bailed them out.
Sept. 15	Hereford Inlet, New Jersey.	Am. slp. Pittsburg..	Dragged ashore in the harbor during a NW. gale, and was floated by the station crew.
Sept. 15	.....do .....	Am. slp. Leslie.....	Foundered at her anchors in the harbor during the gale of this date. Surfmen assisted in raising her and in taking her to a wharf for repairs, as she had received considerable damage.
Sept. 15	Lewes, Delaware .....	Am. sc. E. C. Allen ..	At about 3 a. m., during a violent NW. gale, this schooner dragged upon an old ice break, 1½ miles NNE. of the station, and became a complete wreck. One seaman lost his life, while the remainder of the crew was rescued by the employees of the Maritime Exchange, stationed at the breakwater. At daybreak the life-savers discovered the wreck, and pulling to the breakwater they carried the shipwrecked men to the station and provided them with food and shelter. (For detailed account see caption "Loss of life.")
Sept. 15	Assateague Beach, Virginia.	Am. sc. Maggie E. Davis.	Foundered in shoal water, 1 mile SE. of the station, in a fresh gale and rough sea, the crew taking to the rigging. The life-savers, who at daybreak had started in surfboat to a stranded steamer, discovered the sunken schooner, rescued the crew, and landed them on shore. For several days thereafter the surfmen rendered assistance in removing the cargo of coal, and this work being completed, the schooner was floated and taken to a wharf at Chincoteague, Virginia.
Sept. 15	Duluth, Minnesota, Lake Superior.	Slp., no name .....	Parted her moorings in a fresh SW. wind and drifted ashore near the station. Surfmen hauled her afloat, took her to safe moorings, and notified the owner as to the location of his vessel.
Sept. 15	.....do .....	Slp. Miss Modesty...	Fouled her anchor and dragged ashore near the station. Surfmen put out in dingey, cleared the anchor, and hauled the vessel to a good anchorage in deep water.
Sept. 15	.....do .....	Sailboat Freighter..	Dragged into the surf in a strong wind, and surfmen hauled it up on the shore.
Sept. 15	.....do .....	Gas. lch. Watsonwan..	Engine broken down and launch lay disabled, ¼ mile from station. A surfman pulled out in dingey and towed the launch to a wharf.

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Sept. 15	Frankfort, Michigan, Lake Michigan.	Am. str. Business ...	At 4.30 p. m. this vessel, which was seeking a shelter, arrived off the port and signaled for a pilot. The station crew responded to the signal, and putting out in surfboat, piloted her to a berth inside.
Sept. 16	Aransas, Texas .....	Am. bge. No. 4 .....	At 8.45 a. m., during a heavy NW. squall, this barge parted her cable and went adrift in Aransas Pass Channel, there being no one on board. Station crew hastily secured an anchor and lines, intercepted the barge as she was about to strand upon a shoal, and kedged her to a good anchorage.
Sept. 16	Grand Haven, Michigan, Lake Michigan.	Scows(2), no names.	Cast adrift by a tug at 1.20 a. m., in a fresh wind and rough sea, and drifted ashore ½ of a mile NW. of the station. The life-saving crew in surfboat ran a hawser from tugs to the stranded craft, and they were hauled afloat uninjured.
Sept. 16	Milwaukee, Wisconsin, Lake Michigan.	Am. str. Ramapo....	Stranded at 8 p. m., 7 miles N. of station. The life-saving crew launched the surfboat, went to the scene of casualty in tow of a tug, and by handling and running lines, and transporting men and messages, assisted in the work of releasing the vessel, which was accomplished the following day.
Sept. 16	Coquille River, Oregon...	Am. str. Elizabeth ..	At 5 p. m., during an unusually thick fog, the life-savers heard this steamer's whistle, and put out to her in surfboat, as the keeper feared that she would meet with disaster. Upon reaching her they found her heading for the beach to the northward of the north jetty, and shouted to her in warning. She immediately turned and stood to sea, but the warning came none too soon, as she struck bottom, carrying away a portion of her shoe, and undoubtedly would have stranded but for the forethought of the keeper.
Sept. 17	Old Chicago, Illinois, Lake Michigan.	Sc. Idler.....	At 11.50 a. m. a fisherman came to the station and reported that two intoxicated men had stolen a schooner and while sailing her into the lake had run her upon the breakwater, where she was in danger of pounding to pieces. The life-saving crew at once pulled to the vessel, brought her back to her moorings, and delivered the men to a police officer.
Sept. 17	Two Rivers, Wisconsin, Lake Michigan.	Gas. lch. Gertie B.; Am. str. Allie E. Shipman.	At 11.50 p. m. information reached the station that the gasoline launch Gertie B. lay disabled 12 miles N. of the station, the wind being fresh from SW. and sea rough. The crew launched the surfboat and, in tow of the tug Allie E. Shipman, proceeded to the launch, arriving there at 2.15 a. m. The keeper put a surfman aboard the launch to assist her crew, then passed a line on board the tug, which started for port with launch and surfboat in tow. After covering about half the distance the tug broke down and the surfboat pulled to the shore, landed a surfman through the breakers, and he walked to the station and procured a tug, which went out and towed the disabled vessels into the harbor.
Sept. 17	Plum Island, Wisconsin, Lake Michigan.	Am. sc. John Schutte.	At 1.05 p. m. this schooner, which lay in a dangerous situation near a reef at the NW. end of Plum Island, hoisted her ensign for help. The life-saving crew pulled to her, and at the request of the master assisted to get her underway, and the keeper then piloted her to a safe anchorage.
Sept. 18	Hunniwells Beach, Maine.	Slp. Marguerite.....	Anchored close to a lee shore in a strong wind, the occupant being unable to extricate her from her dangerous situation. Surfmen pulled to her, got her underway, and worked her to a safe anchorage up the river.

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Sept. 18	City Point, Massachusetts.	Gas. lch., no name..	Lying disabled $\frac{1}{2}$ mile SW. of the station, and launch Relief, with surfmen in charge, towed her to a landing at Savin Hill.
Sept. 18	.....do .....	Slp. Ileen.....	Carried away mast while sailing in Dorchester Bay, and station launch took her to an anchorage in Pleasure Bay.
Sept. 18	Big Sandy, New York, Lake Ontario.	Am. str. Dexter.....	At midnight the lookout reported this vessel, a small steamer, to be outside blowing her whistle for help, and the crew pulled out in surfboat, and finding that she had run short of fuel, piloted her into the harbor.
Sept. 18	Middle Island, Michigan, Lake Huron.	St. yt. Saxon.....	Picked up a fish net in her wheel, then blew a glass gauge out of her boiler, and lay helpless a short distance from the station. Surfmen manned surfboat, pulled to the yacht, towed her to a wharf, and cleared her propeller.
Sept. 18	Duluth, Minnesota, Lake Superior.	Slp. yt. Invader.....	Capsized in the harbor, $\frac{1}{4}$ miles SE. of the station, while sailing with a pleasure party of four on board. Three of the party were rescued by rowboats near at hand, while the fourth remained by the sloop until the life-saving crew arrived, rescued him, and towed his sloop to a landing.
Sept. 19	Gurnet, Massachusetts ...	Dory, no name.....	Capsized off Saquish Head and was drifting to sea with the tide, carrying a man. Surfmen overtook the boat, rescued the man, and assisted him to right the boat and take it to an anchorage.
Sept. 19	Point of Woods, New York.	Catboat, no name..	Stranded in the harbor, and at request of owner surfmen assisted to launch it.
Sept. 19	Grand Haven, Michigan, Lake Michigan.	Scow Mary L.; Am. sc. Argo.	Lying in exposed situations at the end of the pier, and surfmen went to them during the midwatch and assisted to warp them to secure berths inside.
Sept. 20	Point of Woods, New York.	Catboats (3), no names.	Stranded in the harbor, and at request of owner surfmen assisted to get them afloat.
Sept. 20	Harbor Beach, Michigan, Lake Huron.	Slp., no name.....	Dragging anchor in a NW. gale and in danger of stranding on a reef about a mile S. of the station. The life-saving crew pulled to the vessel, towed it to the shore, and hauled it out in a secure place.
Sept. 20	Duluth, Minnesota, Lake Superior.	Canoe, no name....	Two young women who were rowing in the harbor, in this canoe, found themselves unable to handle the boat in the fresh breeze prevailing, and surfmen hastened to their assistance and took them to shore.
Sept. 20	.....do .....	Skiff, no name.....	Drifting out of the harbor, no occupant, and surfmen recovered it and took it to safe moorings.
Sept. 21	Fire Island, New York...	Am. sc. G. W. Porter.	Arrived off the bar and signaled for a pilot; but none being available, the keeper boarded the vessel and took her into port.
Sept. 21	Rocky Point, New York..	Am. sc., name unknown.	At 7 a. m., during a NW. gale, the W. patrol returned to the station and reported a small schooner, bottom up, in the breakers, $2\frac{1}{2}$ miles W. of the station. The crew repaired to the place and with blocks and falls succeeded in heaving the vessel up on the beach. They also recovered her spars and sails, which were found some distance away, in the breakers. It was impossible for them to identify the vessel, as her name and hull port had been washed away.
Sept. 21	Cold Spring, and Cape May, New Jersey.	Am. sc. Golden Rule.	Carried away sails, broke her rudder, shifted her cargo of logs, and became partly filled with water during the night, and at 8 a. m. was towed by a fishing steamer to an anchorage off Cape May City. The life-saving crews went to her relief, pumped her free of water, and restowed her cargo, after which the steamer towed her to her destination.

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Sept. 21	Cold Spring, New Jersey.	Fishing skiff, no name.	At 8.45 p. m. two men came to the station and reported that they had heard cries for help coming from the direction of a boat that could be seen outside the surf, $\frac{1}{2}$ mile E. of the station. The life-savers immediately launched the surfboat and, making all possible speed to the place indicated, rescued two men whom they found in an exhausted condition, clinging to the bottom of a capsized skiff. The surfmen took the boat to the shore and the men to the station, where they provided them with food and shelter, and with dry clothing from the stores of the Women's National Relief Association.
Sept. 21	Portage, Michigan, Lake Superior.	Rowboat, no name.	At 9 a. m. Surfman Johnson, on duty in the watchhouse, left the lookout to ferry two men across the canal. In attempting to land the men capsized the rowboat, and all were precipitated into the water. One of the passengers was rescued by Keeper Bennett, of the Light-House Service, the other drowned, and the surfman clung to the overturned boat until picked up by the life-savers, who, in response to cries of distress, hastened to the scene in surfboat. The surfmen by grappling soon recovered the body of the drowned man, but their efforts at resuscitation were of no avail. The rescued man was supplied with dry clothing from the stores of the Women's National Relief Association. (For detailed account see caption "Loss of life.")
Sept. 21	Milwaukee, Wisconsin, Lake Michigan.	Am. sc. bge. Olga ...	At 7.37 a. m. the keeper learned that a vessel flying a signal of distress had been seen about 22 miles NE. of the station. A NE. storm was raging, with sea running high, and the life-saving crew being unable to row against the storm, launched the surfboat and, in tow of the tug Welcome, set out in search of the distressed craft. They found her lying water-logged in the trough of the sea, which constantly swept over her decks, while the crew, five men and one woman, had taken to the fore rigging. The surfmen cast off from the tug, and by courage and skill succeeded in transferring the crew from the barge to the tug. They then returned to the barge and the keeper and four surfmen boarded her. After lashing one man at the helm the others set to work and secured a part of the deck load of lumber, the rest having washed overboard, and the tug then took the barge in tow and got her safely into port.
Sept. 21	Coquille River, Oregon...	Am. str. Chico and Elizabeth.	At request of the masters of these vessels the life-saving crew went out in surfboat and sounded the channel and bar, after which they escorted the vessels until they were safe outside.
Sept. 22	Dam Neck Mills, Virginia.	Am. shp. Henry B. Hyde.	This ship stranded February 11, 1904, and was turned over to wreckers, who succeeded in getting her afloat on the 21st, but at 7 a. m. of this date, during a strong northerly wind, with sea running high, she parted her cable and stranded $2\frac{1}{2}$ miles S. of the station. The lookout reported the casualty and, after telephoning to Little Island station, the life-saving crew hastened alongshore, transporting the beach apparatus, the Little Island crew joining them on the beach near the stranded ship. The surfmen soon succeeded in firing a line aboard the vessel, with the Lyle gun, and the crew of wreckers, eight men, were safely landed by the breeches buoy.

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Sept. 22	Dam Neck Mills, Virginia.	Am. shp. Henry B. Hyde.	They were provided with one meal at the station and then proceeded to Norfolk.
Sept. 22	Portsmouth, North Carolina.	Am. sc. Osprey.....	Carried away her mainsail in a NE. gale and anchored in an exposed position 5 miles NW. of station. The life-saving crew went in surfboat to her and assisted to get her underway and work her to a safe anchorage.
Sept. 22	Tawas, Michigan, Lake Huron.	Skiff, no name.....	Drifting unattended into the lake, and surfmen recovered it and returned it to the owner.
Sept. 23	Mosquito Lagoon, Florida	Br. sc. Frances.....	Parted anchor chains in a gale, and to save her from total shipwreck the master ran her ashore 8 miles SE. of the life-saving station (house of refuge). The master proceeded to the station and was provided by the keeper with quarters for eight days to enable him to be in telegraphic communication with his agents. The keeper visited the vessel and rendered all the aid within his power by giving the use of his boat, and also giving information regarding the tides and other local matters. On October 7th, following, wreckers succeeded in floating the schooner, and took her to Jacksonville. (See letter of acknowledgment.)
Sept. 23	Charlotte, New York, Lake Ontario.	Sailboat, no name..	Capsized in the lake, $\frac{1}{4}$ mile NE. of the station, throwing the occupant into the water. Surfmen in dingey rescued the man and towed the boat to shore.
Sept. 24	Cape Elizabeth, Maine...	Am. str. Alice Howard.	At about 1.30 p. m., a strong SW. wind prevailing, with rough sea, the life-saving crew were watching this vessel and saw her smokestack suddenly go over the side. They immediately telephoned for a tug, then went in surfboat to the vessel, but could render no further aid as the tug soon arrived and towed her into port.
Sept. 24	City Point, Massachusetts.	Catboat Duster.....	Carried away her boom while sailing in Dorchester Bay in a strong wind, and station launch Relief towed her to moorings.
Sept. 24	.....do.....	Slp. Omar.....	Beating against a stone abutment in a strong wind and rough sea, and in danger of being stove to pieces. She was discovered during the midwatch by the station patrolman, who hauled her out to a safe anchorage.
Sept. 24	Potunk, New York.....	Catboat Passaic.....	Capsized near the station during a gale, throwing overboard a man and woman. Surfmen immediately set out in a small boat, rescued the imperiled persons and righted the boat.
Sept. 25	Point Allerton, Massachusetts.	Gas. lch. Ebba.....	Arrived at station at 1.25 p. m. and reported that one of her crew had been seriously injured by the machinery. Surfmen brought the man ashore and sent him in an ambulance to a hospital.
Sept. 25	.....do.....	Am. sc. Monarch...	Stranded at 4 a. m. on False Spit, $\frac{1}{2}$ miles N. of station; fair weather, smooth sea. Surfmen boarded her, hoisted her sails, and hove up her anchor, and a tug that had arrived then hauled her afloat and took her in tow for Boston.
Sept. 26	Newburyport, Massachusetts.	Am. sc. M L. Weatherell.	At 7 p. m. the N. patrol discovered a schooner aground $\frac{1}{2}$ mile N. of station, and after burning a Coston signal to apprise the crew of help at hand he returned to the station and reported. The life-savers pulled in surfboat to the vessel, ran out an anchor, hoisted her sails, hove her afloat, and assisted in working her to a safe anchorage.
Sept. 26	Fire Island, and Oak Island, New York.	Am. sc. Emily Baxter.	Stranded on Fire Island Bar, about 12.30 p. m. Both life-saving crews boarded her at 1.30 p. m. and assisted in throwing overboard about 25 tons of her cargo of coal and the vessel then floated. As

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Sept. 26	Fire Island, and Oak Island, New York.	Am. sc. Emily Baxter.	she was leaking, they manned the pumps and kept her afloat until they worked her to the Fire Island station, where they beached her to save her from sinking. The following day the remainder of the cargo was lightered and at a later date the schooner was floated and towed to Patchogue, New York.
Sept. 26	Dam Neck Mills, Virginia.	Am. shp. Henry B. Hyde (wreck).	The life-saving crew assisted wreckers at work upon this vessel, on this and the date following by transporting them back and forth in the surfboat and by providing three of them with lodging the night of the 26th.
Sept. 26	Old Chicago, Illinois, Lake Michigan.	Slp. yt. Ethel III.	The pier watch, at 4 a. m., observed this yacht adrift $\frac{1}{2}$ of a mile SE. of the station. He pulled to her in small boat, towed her to the station, and moored her at the wharf.
Sept. 27	Gloucester, Massachusetts.	Dory, no name .....	Two boys sailing in this dory in the outer harbor found themselves unable to handle her under sail and resorted to oars, but lost an oar and were drifting to sea when the life-savers in station dory reached them, and after towing them to a safe position provided them with an oar and thole pins.
Sept. 27	City Point, Massachusetts.	St. Ich. Orontes ....	Sank at her moorings $2\frac{1}{2}$ miles SW. by W. of station. At request of owner the life-saving crew went to her in steam launch and, making a line fast to her at low tide, hauled her on the flats at high water, so that she could easily be bailed out and floated.
Sept. 27	.....do .....	Gas. Ich. Sinner .....	Became disabled $2\frac{1}{2}$ miles E. of the station and hoisted a signal of distress. Surfmen went to her in steam launch Relief and towed her to safe moorings.
Sept. 27	.....do .....	Gas. Ich., no name..	Became disabled $2\frac{1}{2}$ miles E. of station and was towed to the public landing by station launch Relief.
Sept. 28	Grand Marais, Michigan, Lake Superior.	Am. sc. J. Duvall...	Came to anchor at 7.30 p. m. off harbor pier and burned a torch for assistance. The life-savers went in surfboat to her relief and, at request of the master, pulled into the harbor and secured a tug, which towed her into port.
Sept. 28	Duluth, Minnesota, Lake Superior.	Gas. Ich. Perhaps...	Broke down 1 mile S. of station, and surfmen went to her in launch and towed her to moorings alongside a dredge in the harbor.
Sept. 29	City Point, Massachusetts.	Catboat Solitaire ...	Carried away main boom in a squall and lay helpless 1 mile E. by N. of station. Surfmen steamed to her in launch Relief and towed her to her moorings.
Sept. 29	Duluth, Minnesota, Lake Superior.	Slp. yt. Miss Modesty.	While sailing in the harbor in a high wind, this sloop struck an obstruction, carried away her centerboard, and became unmanageable. The keeper and a surfman went to her aid in launch and towed her to the clubhouse landing.
Sept. 30	City Point, Massachusetts.	Slps. (3) Hester, Maiaa, no name.	During strong westerly gale of this date these vessels, all small craft, were observed to be dragging upon the lee shore. Surfmen went to them in launch and anchored them securely.
Sept. 30	.....do .....	Rowboats (2), no names.	Two men and a woman in a rowboat in Pleasure Bay were overtaken by a heavy squall and were in imminent danger of capsizing when the life-savers in surfboat rescued them. A man and woman in another boat, in similar circumstances, were rescued by a volunteer crew, who were unable to reach the shore, and the Relief hastened to their aid and took them to a landing.
Sept. 30	Charlotte, New York, Lake Ontario.	Slp., no name.....	Two men sailing in this sloop in the harbor during a NW. gale found themselves unable to manage the boat. Station crew observing their danger, pulled to them in surfboat and towed them to a landing.

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Sept. 30	Racine, Wisconsin, Lake Michigan.	Skiff, no name.....	Broke adrift from her moorings and was being blown out into the lake when surfmen pulled to it and towed it into the harbor.
Oct. 1	Jerrys Point, New Hampshire.	Am. str. Mitchell Davis.	Lost her propeller at 6.30 p. m., $\frac{1}{2}$ mile NE. by N. of station, and sounded a signal for assistance. The N. patrol answered the signal with a Coston light, then hastened to the station and reported. The keeper telephoned to Portsmouth for a tug, which came promptly to the relief of the helpless craft and towed her into port.
Oct. 1	City Point, Massachusetts.	Aux. yawl Katharina II.	Parted her chain during a gale and collided with the station, receiving slight damage. Surfmen in station launch towed her to spare moorings near by and secured her.
Oct. 1	.....do.....	Slp. Neptune.....	Dragged ashore during a northerly gale, 1 mile WSW. of station. The life-saving crew hauled her afloat with launch Relief, and towed her to a safe anchorage.
Oct. 1	.....do.....	Sailboat, no name..	Capsized near the station during a squall, throwing overboard two men. The life-savers, in station launch, picked up the men, provided them with dry clothing from the stores of the Women's National Relief Association, then towed the boat to the beach, bailed it out, and took it to an anchorage.
Oct. 1	Middle Island, Michigan, Lake Huron.	Am. sc. Charles E. Wyman.	At anchor in a dangerous position, $5\frac{1}{2}$ miles NW. of the station, flying a signal of distress—wind blowing a NW. gale and sea rough. The life-savers launched the lifeboat, and after a hard struggle of four hours against wind and sea reached the schooner and assisted her crew to get her underway and work her to a safe anchorage.
Oct. 2	City Point, Massachusetts.	Gas. lch. Helen.....	Engine broke down, leaving vessel helpless, and surfmen in steam launch towed her to moorings in the bay.
Oct. 2	.....do.....	Am. slp. Amero....	Carried away rigging in a strong westerly wind, and lay helpless, $6\frac{1}{2}$ miles ESE. of station. In response to a telephone message surfmen, in launch Relief, went to her assistance and towed her to the City Yacht Club float.
Oct. 2	Duluth, Minnesota, Lake Superior.	Sailboat, no name..	Aground 3 miles SE. of station, and at request of owner surfmen got her afloat and towed her into harbor.
Oct. 2	Beaver Island, Michigan, Lake Michigan.	.....do.....	Stranded 1 mile SE. of station, while in charge of an intoxicated man, and keeper employed a small tug, hauled the boat afloat, and took it to the station.
Oct. 3	Quonochontaug, Rhode Island.	Motor lch. Buffalo..	Batteries gave out and vessel, with two persons on board, lay disabled, 3 miles W. of station. Station crew in surfboat pulled to the helpless craft and towed her to a dock at Watch Hill, a distance of 5 miles.
Oct. 3	Tawas, Michigan, Lake Huron.	Catboat, no name...	Hoisting bolt to sail carried away, leaving boat disabled, $\frac{1}{2}$ mile S. of station. The life-saving crew towed her to the station and assisted her crew to make repairs.
Oct. 3	Milwaukee, Wisconsin, Lake Michigan.	Slp., no name.....	Stranded at 10.40 p. m., $1\frac{1}{2}$ miles NNW. of station. A surfman on patrol discovered her and reported by telephone to keeper. The crew launched surfboat, went in tow of a tug to the stranded craft, laid out an anchor, and soon released the vessel from her dangerous situation.
Oct. 4	Hunniwells Beach, Maine	.....do.....	Stranded at 6.30 p. m., on Stage Island, 1 mile ESE. of station. Surfmen soon boarded her, and being unable to get her afloat, guyed her boom so as to list her inshore on the falling tide, then took the only man on board to the station and gave him food and shelter. At 4 a. m. the next morning they again repaired to the vessel, ran out an anchor, and as the tide rose hove her afloat.

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Oct. 4	Fire Island, New York...	Am. sc. G. M. Porter.	In response to a signal displayed upon this vessel the keeper boarded her and piloted her to sea.
Oct. 4	Grand Marais, Michigan, Lake Superior.	Am. str. Sitka.....	Stranded at 6 p. m. on a rocky ledge 9 miles W. of station. Upon learning of the casualty the life-savers pulled in surfboat to the steamer, reaching her at 11 p. m. At request of master a surfman was dispatched to procure tugs, while the rest of the life-saving crew stood by the ship. At 5 next morning the wind and sea so increased as to endanger the lives of those on board the vessel, and, loading their personal effects into two yawls, all hands, 17 men, were taken to a sand beach near Big Sable light-house, where a safe landing was effected. The wind had now increased to a gale and the sea was running high; the stranded ship soon broke in two, later becoming a complete wreck, and was stripped by wreckers, the surfmen assisting in this work.
Oct. 4	South Manitou Island, Michigan, Lake Michigan.	Am. str. Congress...	Took fire while lying at a pier in South Manitou Bay, 1 mile N. of station, and was destroyed. The live-saving crew learned of the circumstances by telephone at 10 p. m., and hastening to the vessel in surfboat succeeded in getting her clear of the dock and of other vessels, then dropped her anchor and boarded her, but their efforts to extinguish the flames were futile, and at 11 a. m. of the 5th she sank.
Oct. 4	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	Drifting unattended into the lake, and a surfman in a skiff recovered it and restored it to owner.
Oct. 4	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Fish boat, no name.	Parted her moorings and was in danger of beating to pieces in the surf; station crew went to her relief and hauled her up on the shore.
Oct. 5	Monomoy Point, Massachusetts.	Am. sc. John C. Smith.	Missed stays and stranded on Shovelful Shoals, 1½ miles SSW. of station, at 8 p. m. Station crew boarded her at 8.50 p. m., and as she was leaking badly worked her pumps all night, but were unable to float her. The crew, four men, remained by the schooner until the 8th, but on that date their position became dangerous on account of the weather, and the surfmen transported them to the station, where they were succored for five days. The schooner was lost.
Oct. 5	Duluth, Minnesota, Lake Superior.	Canoe, no name....	Two women, who had started out rowing in this canoe in a fresh breeze, lost control of their boat and were in danger of being carried out into the lake, when two surfman in a small boat overtook them and brought them to shore.
Oct. 6	Burnt Island, Maine .....	Am. sc. B. L. Eaton.	Stranded on Old Man Ledge, 2 miles SW. of station. The crew landed in their own boat and were taken to the station by the surfmen and provided with food and shelter. The life-saving crew transported the master to Port Clyde, and he there employed wreckers, who stripped the vessel and abandoned her.
Oct. 6	North Scituate, Massachusetts.	Lch. Ella.....	Stranded on rocks ½ mile N. of station at 8.30 p. m.; fresh N. wind and rough sea. The only man on board reached the shore unaided, and was provided at station with dry clothing, after which the surfmen went to the launch, got her afloat, then hauled her up on the shore in a suitable place.
Oct. 6	Oak Island, and Fire Island, New York.	Am. sc. Glide.....	Struck on Fire Island Bar at 8 a. m. Both life-saving crews promptly boarded the vessel and threw overboard her cargo of sand, but despite their efforts she filled and sank in shoal water. At request of master the surfmen then stripped the schooner of sails and rigging, removing the gear to the stations, and the crew

## Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Oct. 6	Oak Island, and Fire Island, New York.	Am. sc. Glide.....	(four men) were provided with food at the Oak Island station, after which a surfman carried them to Babylon, whence the keeper furnished them with sufficient money to defray their expenses to New York.
Oct. 6	Metomkin Inlet, Virginia.	Am. sc. Mary Virginia.	Stranded on a sand bar $\frac{1}{4}$ of a mile S. of station, and surfmen boarded her, worked her afloat at high water, and piloted her into the harbor.
Oct. 6	Milwaukee, Wisconsin, Lake Michigan.	Yawl, no name.....	During the mid watch the N. patrol found this yawl drifting near the breakwater and water-logged. He bailed her out, rowed it to the station, and the following day the keeper sent it to the owner.
Oct. 6	Fort Point, California....	Gas. lch. Alphonso..	Engine broken down and launch drifting to sea, carrying three men. The lookout sighted the vessel and station crew pulled to her in surfboat and towed her to a dock in the harbor.
Oct. 7	City Point, Massachusetts.	Am. sloop. Gracie Belle.	Stranded on Long Island 4 miles SE. of station at 9.30 p. m. The occupants were taken ashore by a police tug and the life-saving crew went to the relief of the sloop the following morning. They found her afloat and took her in tow of steam launch to moorings in the harbor.
Oct. 7	Cape Lookout, North Carolina.	Am. sc. Kate Spencer.	Stranded at 10.45 p. m. $\frac{1}{2}$ of a mile SE. of station during a strong NNE. gale, with rough sea. The S. patrol discovered the casualty and, after burning a Coston signal, he hastened to the station with the news. The life-savers transported the beach apparatus to the place of the wreck, but found the vessel so close to the surf that they waded in and assisted the crew of six to the shore. The shipwrecked men were succored at the station for a day, and were provided with clothing from the stores of the Women's National Relief Association. The schooner went to pieces soon after the crew was rescued, nothing being saved but her spars, rigging, and part of her sails, which were hauled ashore by the surfmen on the 8th instant.
Oct. 7	Humboldt Bay, California.	Skiff, no name.....	Drifting out of the harbor with two men who were unable to stem the strong current by rowing. The men finally succeeded in making fast to a piling near the north jetty, where they held on until the surfboat reached them and towed them into harbor.
Oct. 8	Bayhead, New Jersey.....	Scow, no name.....	Parted her moorings in a strong breeze and stranded on the lee shore of the bay. Surfmen went to her relief and assisted her crew to get her afloat.
Oct. 8	South Haven, Michigan, Lake Michigan.	Gas. lch. Nita.....	Machinery broke down and launch with two persons on board, lay helpless in the lake 1 mile N. of station; wind fresh, sea moderate. The lookout reported the vessel and station crew in surfboat pulled to her and towed her into the harbor.
Oct. 9	Virginia Beach, Virginia.	Dory, no name.....	At 12.30 p. m. five women, while bathing at Virginia Beach, $\frac{1}{4}$ mile S. of the station, were carried out by the undertow, and three men launched this dory and pulled to the rescue, while a third man ran to the life-saving station for help. A fresh SE. wind was blowing, with a strong sea, and the dory capsized, the men clinging to it for their lives. Two surfmen ran alongshore and launching a dory put out and rescued four of the women, while the rest of the life-saving crew hastened in surfboat to the scene and rescued the men who were clinging to the dory. The fifth woman, Miss Bettie H. Wilson, was found floating in the water by the surfmen, who, with the aid of a physician, exerted every effort at resuscitation, but life proved extinct.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Oct. 9	Hammond, Michigan, Lake Huron.	Am. sc. Oliver Mitchell.	Sprung a leak in a heavy gale, and upon coming to anchor in Hammond Bay the master sent a message to the station requesting help. Surfm <sup>n</sup> boarded the vessel, manned her pumps, and in three hours succeeded in freeing her of water, after which they assisted in getting her underway.
Oct. 9	Old Chicago, Illinois, Lake Michigan.	Slp. yt. Farragut....	Capsized in a fresh wind and sank in the lake, 14 miles SE. of station, at 9 p. m. Three of the occupants, Miss Dollie Gray, Mr. Donald Campbell, and Mr. Walter Kennedy, lost their lives, while the fourth, Mr. Harry Gray, clung to the masthead all night, and was rescued at 8 in the morning by the U. S. light-house steamer <i>Dahlia</i> . The steamer hailed the life-saving station soon after, and the crew launched the surfboat and proceeded to the scene of disaster in tow of a tug, which, with the aid of the <i>Dahlia</i> , raised the <i>Farragut</i> and towed her to the station, where the tug pumped her out. The bodies of the persons drowned were not found in the vessel, as was expected, and later the surfmen recovered them by grappling, and by directions of relatives delivered them to an undertaker.
Oct. 9	Milwaukee, Wisconsin, Lake Michigan.	Am. str. Wawatam..	Stranded 5 miles N. of station, during foggy weather at 10.15 a. m. The life-saving crew pulled in surfboat to the ship, and brought the mate ashore to enable him to procure a tug. At the first attempt the tugs failed to get the vessel afloat, but after jettisoning 450 tons of her cargo of coal she was released. The surfmen rendered assistance by helping remove the cargo, running and handling lines, and transporting provisions from shore to the vessel.
Oct. 9	Baileys Harbor, Wisconsin, Lake Michigan.	Am. sc. Wolverine..	At 8 p. m. the lookout discovered a torch burning upon this vessel, which lay at anchor 2 miles S. of the station. The crew pulled to her in surfboat, found that she had sprung a bad leak and become water-logged by pounding over a reef, and assisted her crew to shift her cargo of posts and free her of water. At a later date the schooner's crew succeeded in making the necessary repairs.
Oct. 10	Burnt Island, Maine .....	Am. sc. Ned P. Walker.	Anchored in a dangerous situation 3½ miles ENE. of station, during a thick fog; on the following day the life-saving crew assisted to get her underway and work her into Port Clyde Harbor.
Oct. 10	Point Allerton, Massachusetts.	Rowboat, and gas. launch; no names.	The rowboat capsized 1 mile ENE. of station, while trying to take a pilot from a passing steamer, and threw overboard two men, who clung to the overturned craft until picked up by a small launch. The launch had fouled her propeller with a line, and the life-savers, who had hastened to the scene in surfboat, towed both craft into smooth water.
Oct. 10	South Manitou Island, Michigan, Lake Michigan.	Am. str. Allie E. Shipman.	Dragged anchor in a fresh wind, and at 1.30 a. m. stranded, 1½ miles N. of station. The surfmen reached the vessel at 3 a. m. and, at request of the master, returned to the station and telegraphed for a tug, which arrived on the 12th, and hauled the stranded craft afloat, the surfmen assisting by running lines and heaving on the anchor.
Oct. 11	Cuttyhunk, Massachusetts.	Slp. Helen.....	Dragged ashore ½ mile NW. of station during a heavy squall. Surfm <sup>n</sup> boarded her in a dory, and finding no one on board, got her afloat and sailed her to an anchorage in Cuttyhunk Pond.

## Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Oct. 11	Portage, Michigan, Lake Superior.	Am. sc. Jeremiah Godfrey.	At 12.15 p. m., while entering the canal in tow of a steamer, this schooner parted her lines and collided with the pier. Surfmen warped her clear of the pier, then into the harbor.
Oct. 12	City Point, Massachusetts.	Slps. (2) Sadle B., no name; yawl Katarina; sc. Lena S.	Dragging toward the leeshore in Dorchester Bay, during a NE. gale, and surfmen in launch Relief went to their aid and moored or anchored them securely, according to the circumstances in each case.
Oct. 12	.....do.....	Am. sc. Ocean Lily; slp. Sans Peur; catboat Veronica.	Parted moorings and in danger of stranding in Dorchester Bay, during a NE. gale. Station launch went to their relief, and towed them to spare moorings.
Oct. 12	.....do.....	Yawl Hawk; slp. Lillian; gas. lch. Rosebud.	During the gale of this date these vessels, small craft, stranded within range of station operations, and were hauled afloat by the life-saving crew, and moored or anchored in secure places.
Oct. 12	Fire Island, New York ...	Am. sc. Sarah E.....	Parted her cable in a NE. gale and at 1 p. m. stranded, 1 mile N. of station. The lookout immediately reported the casualty, and the crew pulled in surfboat to the vessel, ran her anchor, and the following day hove her afloat uninjured.
Oct. 12	Harvey Cedars, New Jersey.	Yt., no name .....	Parted her cable and went adrift in a NE. gale. Surfmen pulled to her and towed her to secure moorings.
Oct. 12	Hereford Inlet, New Jersey.	Skiff, no name.....	Dragged anchor in a gale and station crew boarded her, cleared her anchor, let it go, and then landed the owner, who was the only person on board.
Oct. 12	Hog Island, Virginia.....	Slp. Christina (mail boat).	Carried away mainsail in a gale, then dropped her anchor, but was rapidly drifting to sea. Surfmen carried an extra anchor and cable to the vessel, anchored her securely, and then took her crew of 2 men to shore.
Oct. 12	Harbor Beach, Michigan, Lake Huron.	Sailboat, no name..	Capsized $\frac{1}{2}$ mile SE. of station, throwing overboard the occupants, 2 intoxicated sailors. A patrolman heard their cries for help, and after telephoning to station, he put out in a rowboat and rescued 1 of the men, while the crew in surfboat picked up the other. The men were provided at station with dry clothing, and later were taken, with their boat, to a steamer to which they belonged.
Oct. 12	Middle Island, Michigan, Lake Huron.	Slp. yt. Saxon .....	Broke steering gear at 7.30 p. m. and sounded whistle for help. The surfboat towed her to a dock and the next morning the surfmen hauled her out on station ways and made the necessary repairs.
Oct. 13	Plum Island, Massachusetts.	Am. sc. Newell B. Hawes.	Sprung a leak while lying at anchor 3 miles S. of station. She was deeply laden with sand, and at master's request surfmen assisted to remove a portion of the cargo, and to pump the water from her hold.
Oct. 13	City Point, Massachusetts.	Slp., no name .....	Parted moorings at 2.30 a. m., and collided with a bridge to Castle Island. Two patrolmen got her clear of the bridge, then to save her from damage, beached her; the following afternoon the station launch Relief hauled her afloat, and turned her over to her owner.
Oct. 13	Old Harbor, Massachusetts.	Br. sc. Wentworth..	Stranded during thick weather with a strong wind from northward and eastward, rough sea, and very high surf, became a total wreck, and all hands, 11 persons, were lost. The wreck was discovered at 7.30 p. m. by the S. patrol, who flashed a Coston signal, then hastened to the station. The life-savers repaired to the scene of disaster and used every effort to rescue the crew by means of the breeches buoy, but failed. The crew of Orleans station also joined in the effort, having been called by tele-

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Oct. 13	Old Harbor, Massachusetts.	Br. sc. Wentworth ..	phone by the Old Harbor keeper. Owing to the heavy surf breaking upon the beach it was impossible to launch a boat, and beyond the recovery of two bodies the surfmen were unable to render effective assistance. (For detailed account see caption "Loss of life.")
Oct. 13	Metomkin Inlet, Virginia.	Am. sp. Ida C. Brown.	Stranded at Gartha Inlet, 7 miles NNE. of station. At request of master surfmen assisted for several days in digging a channel from the sloop to deep water, and on the 19th she was floated uninjured.
Oct. 14	Gloucester, Massachusetts	Slp. Nan.....	Stranded at 4 p. m., 1½ miles E. of station; the occupants landing in safety. Station crew went to her relief in surfboat, and as she was pounding heavily they ran an anchor from her, set taut the cable, and left her resting easily. At 1.30 a. m. they returned to the sloop; and working until 3 a. m., succeeded in getting her afloat.
Oct. 14	Peaked Hill Bars, Massachusetts.	Am. sc. Elwood Burton.	Stranded at 11 p. m., on the inner bar, 1½ miles NNW. of station, during a heavy NE. gale, and became a total loss. The disaster was reported promptly by the W. patrol, and the station crew hastened along shore with the beach apparatus, arriving abreast of the wreck at 12.15 a. m., and at 1.30 the Race Point crew joined them. Several futile efforts to establish communication with the schooner were made. Wreckage and lath, with which the vessel was laden, soon filled the surf and formed a barricade along the beach, rendering it impossible to launch a boat. The life-savers rescued two men from the wreckage, and Keeper Cook threw a line to another in the surf, rescuing him, but the rest of the crew, four men, lost their lives. (For detailed account see caption "Loss of life.")
Oct. 14	Galveston, Texas.....	Slp., no name.....	Capsized in the channel ¼ mile N. of station at 8 a. m., throwing overboard the crew of 3 men, one of whom was carried unconscious to the station, where he was restored by the Service method of resuscitation. All of the rescued men were provided with dry clothing from the stores of the Women's National Relief Association, and were cared for until able to proceed to their homes. Surfmen righted the sloop and took it to shore.
Oct. 14	Oswego, New York, Lake Ontario.	Br. sc. Clara Yuell..	Pounding dangerously against a pier ¼ mile W. of station, and the master, being unable to procure a tug, telephoned to the life-saving crew, who went to the vessel and warped her to a safe berth.
Oct. 15	Fletchers Neck, Maine...	Am. sc. Billow.....	Stranded upon rocks ¼ mile S. of station at 12.25 a. m. The crew of three abandoned the vessel in a small boat, pulled to the outer edge of the breakers and shouted for help, their cries being heard by the W. patrol, who admonished them to remain where they were until aid could reach them, then hastened to the station, and surfmen pulled to the men and took them in safety to the station. The Billow rapidly broke to pieces, becoming a complete wreck. The crew were succored at the station until the 17th, when the keeper procured transportation for them to their homes in Harrington, Maine.
Oct. 15	Gloucester, Massachusetts	Am. sc. Annie M. Allen.	Sprung a leak 15 miles off Cape Ann. The crew, 7 men, worked her to a point off Gloucester Harbor, when, being unable to control the leak, they abandoned the vessel in their boat, and she stranded on

## Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Oct. 15	Gloucester, Massachusetts	Am. sc. Annie M. Allen.	the beach 2 miles W. of the station. The master proceeded to the station and telephoned his agent in Boston, after which the life-saving crew took him to his vessel, but they were unable to release her, and wreckers, who arrived later, stripped and abandoned her.
Oct. 15	Chatham, Massachusetts.	Am. sc. yt. Fortuna.	Stranded on the flats 2½ miles W. of station, at 8.30 a. m. The casualty was observed by the lookout, and the crew in surfboat pulled to the vessel, where they were soon joined by the crew of Manomet station. The surfmen ran out the yacht's anchors, then by heaving on her cables and working her sails got her afloat uninjured.
Oct. 15	Pentwater, Michigan, Lake Michigan.	Nph. lch., no name.	Engine broken down and launch drifting helpless before wind and sea, about 1 mile W. of station; no one on board. The life-savers sighted the vessel, put out in surfboat, and towed it into the harbor.
Oct. 16	Gurnet, Massachusetts.	.....do.....	Early in the morning a party of hunters left this launch at anchor in an exposed situation, and later in the day two surfmen shifted it to a safe anchorage, as a rising sea threatened to work it serious damage.
Oct. 16	Manomet Point, Massachusetts.	Schooner, no name.	Anchored in a dangerous situation and surfmen assisted the owner to haul it up on the beach.
Oct. 16	Gilberts Bar, Florida.	It. bk. Georges Valentine.	Became unmanageable during a violent NE. storm, and at 9 p. m. stranded on the beach, 500 yards E. of the station, becoming a complete wreck. Five of the crew lost their lives and seven were saved. The keeper worked all night in assisting men from drifting wreckage, carrying them to the station, and there ministering to their needs. All were chilled, exhausted, destitute, and more or less injured. They were provided with dry clothing from the stores supplied by the Women's National Relief Association, and were succored at the station for six days. After the storm abated the keeper sent to the mainland for a physician, who came and attended to the injuries of the shipwrecked men. (For detailed account see caption "Loss of life;" also see letter of acknowledgment.)
Oct. 17	.....do.....	Span. shp. Cosme Colzada.	Stranded 3 miles N. of station, at about noon, during a NE. gale with heavy rain, becoming a total wreck. Shortly after the ship struck one man became tangled in the running rigging and drowned. There then remained fifteen men on the vessel, and one of these swam to the beach with a small line, and then hauled a 3-inch rope ashore, by which all hands landed in safety. They were sheltered at a small dwelling near the beach until the following day, when they proceeded to the station (house of refuge in charge of one man), where the keeper provided them with clothing from the supplies of the Women's National Relief Association and succored them for six days, after which they were taken in charge by the Spanish consular agent, to whom the keeper had telegraphed. Owing to the isolated location of the station, to the thick weather during the storm, and to the fact that seven shipwrecked men demanding constant attention were already at the station, it was practically impossible that the keeper should know of this wreck at the time of the occurrence.

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Oct. 17	Fort Lauderdale, Florida.	Ger. bkn. Zion.....	Lost her sails in a heavy gale, and at 2 a. m. stranded on a coral reef 4 miles N. of the house of refuge, and with her cargo of lumber became a total loss. The keeper learned of the casualty at 9 a. m., and with several other men hastened along shore to a point near the wreck. The vessel broke up gradually, and all of the crew, 14 men, upon rafts and wreckage, reached the shore during the day, and upon landing were given hot coffee that had been provided and prepared by the keeper. All were furnished at the house of refuge with dry clothing from the stores of the Women's National Relief Association, and were succored until the following day, when the keeper secured them transportation to the mainland.
Oct. 17	Sabine Pass, Texas.....	Am. sc. Glide (pilot boat).	Disabled in a collision with a steamer, and came to anchor off the bar and set a signal of distress. The lookout reported the signal, and the surfmen pulled to the vessel and assisted to heave up her anchor, then ran her line to a tug, which towed the disabled craft into the harbor.
Oct. 17	Galveston, Texas.....	Am. sc. Lewis W. Moore.	Sprang a leak, and at 5 p. m. foundered on Pelican Spit, 4 miles NNW. of station. The life-saving crew, having learned of the casualty by telephone, pulled to the schooner, took off her crew of 2 men, carried them to the station, and provided them with food and dry clothing from the stores of the Women's National Relief Association. The vessel was raised by the owner at a later date.
Oct. 18	Frankfort, Michigan, Lake Michigan.	Skiff, no name.....	At 2 a. m. a surfman on watch recovered a skiff that had gone adrift, and in the morning it was restored to the owner.
Oct. 18	Grays Harbor, Washington.	Am. str. Chehalis...	The Chehalis, lumber laden and carrying 16 passengers and a crew of 24, stranded on a sand spit 3 miles N. by E. of station, at 10.30 a. m., during foggy weather. She was at once discovered by the N. patrol, and the life-saving crew boarded her in surfboat. The tug Daring also arrived and the surfmen assisted her in getting the steamer afloat, which was accomplished at 9.30 p. m., she having sustained no injury. (See letter of acknowledgment.)
Oct. 19	Aransas, Texas.....	Slp. Lizzie.....	At 9.30 a. m. the Lizzie attempted to shift anchorage from an exposed position inside the bar, but owing to a strong tide and head wind she drifted into the breakers and was forced to drop anchor there. The lookout reported her danger and the life-saving crew went to her in surfboat, ran out her anchor, hove her into smooth water, and then kedged her to a safe anchorage.
Oct. 19	Brazos, Texas.....	Am. sc. Pierce Simpson.	Dragged aground at 9.20 a. m. in a strong wind, ½ mile WNW. of station, and set a signal of distress. The station crew put out in surfboat and assisted a lighter to carry the schooner's anchor into deep water and then to heave her afloat.
Oct. 20	Buffalo, New York, Lake Erie.	Yt., no name.....	Stranded ¼ mile SE. of station, and the life-savers in surfboat assisted a gasoline launch to get her afloat.
Oct. 20	Duluth, Minnesota, Lake Superior.	Skiff, no name.....	Capsized a short distance from the station, throwing overboard the occupants, 3 children, who were in imminent danger of drowning. The life-savers promptly pulled to the rescue, picked up the children, and towed the skiff to shore.
Oct. 20	Milwaukee, Wisconsin, Lake Michigan.	.....do.....	Adrift in the river and a surfman recovered it and returned it to owner.
Oct. 21	City Point, Massachusetts.	Slp. Cosey; sc. Veta.	Dragged foul of each other in a strong SSW. blow and were receiving considerable damage when surfmen boarded and cleared them.

## Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Oct. 21	City Point, Massachusetts.	Catboat Chispa; sc. Annie B.; slps. Echo, Roma, Veronica, and Nomet.	During a SSW. gale, with rough sea, on the afternoon of this date, these vessels, all small craft, parted from their moorings in Dorchester Bay and stranded. The life-saving crew got them afloat and moored or anchored them, according to the circumstance in each case.
Oct. 21	.....do.....	Slps. (2) Gracie Belle, Josie C.	Parted moorings in Dorchester Bay during a gale with rough sea, collided with the public landing, and were in danger of receiving serious injury, when the surfmen, in launch Relief, reached them and towed them to secure moorings.
Oct. 21	.....do.....	Slp. Nordeck; sailboat, no name.	During a strong wind the sailboat collided with the Nordeck, which lay at moorings in Dorchester Bay, the latter craft receiving considerable damage. The surfmen parted the vessels, dropped the sailboat astern of the sloop, then cleared up the wreckage, and adjusted the sloop's moorings, which had nearly chafed off.
Oct. 21	Little Egg, New Jersey...	Am. sc. Nellie Frank.	Stranded on flats in the harbor, 2 miles N. of station, during a strong SE. wind. The life-saving crew worked upon her every high water until the 25th, when they succeeded in floating her uninjured.
Oct. 21	Rehoboth Beach, Delaware.	Am. slp. Annie T. Ruland.	Foundered in a strong SE. wind and rough sea, 15 miles SE. of the station. The crew, two men, took to their small boat, and one of them was swept overboard by a heavy sea and drowned. The other succeeded in reaching the land, and was succored at the station, and given dry clothing from the stores of the Women's National Relief Association, and the following day the keeper took him to Lewes and secured him a pass to his home.
Oct. 21	Lake View Beach, Michigan, Lake Huron.	Catboat, no name ..	Capsized at 2.30 p. m., in a puff of wind, $\frac{1}{2}$ mile N. of station. The crew immediately put out in surfboat, rescued the occupant, a fisherman, righted the boat, and towed it to shore.
Oct. 21	Michigan City, Indiana, Lake Michigan.	Rowboats (8), no names.	Broke adrift in a gale of wind with rough sea, and were in danger of being beaten to pieces against a dock. Surfmen hastened to the scene and hauled the boats up on the dock.
Oct. 21	South Chicago, Illinois, Lake Michigan.	Nph. lch. Harvey ..	Machinery disabled and launch, with one man on board, drifting seaward before a strong wind, flying a signal of distress. Station crew promptly put out in surfboat and towed the helpless craft into harbor.
Oct. 21	Old Chicago, Illinois, Lake Michigan.	Am. sc. Lake Forest.	Lying at a wharf near the station, leaking badly, and her crew exhausted from incessant pumping. At the request of the master a crew of surfmen boarded the schooner, manned her pumps, freed her of water, and then assisted in taking her to her discharging dock.
Oct. 21	Point Adams, Oregon ....	Catboat, no name ..	Parted her moorings in a strong wind, drifted foul of a net rack, and was in danger of sustaining serious damage, when surfmen boarded her and took her to safe moorings.
Oct. 22	Cleveland, Ohio, Lake Erie.	Nph. lch. Ida May..	Parted anchor cable and was rapidly drifting ashore before the wind. Surfmen pulled to her relief, towed her to a dock, and notified the owner.
Oct. 23	Burnt Island, Maine .....	Am. sc. Carrie C. Miles.	Stranded at 2.05 p. m. on Allens Ledge, $\frac{1}{2}$ miles NE. of station. The life-saving crew went in surfboat to her relief, and got her afloat by working her sails. She had lost her keel and leaked badly, but the surfmen manned her pumps and succeeded in working her to a marine railway at Port Clyde.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Oct. 23	Santa Rosa, Florida .....	Nph. lch. Nancy ...	Lying helpless 1½ miles WNW. of station, engine broken down. Surfmen towed her to station wharf, and she then took tow to Pensacola.
Oct. 23	Ludington, Michigan, Lake Michigan.	Rowboat, no name.	Went adrift in harbor and surfmen recovered it and took it to station.
Oct. 24	Plum Island, Massachusetts.	Am. sc. Olive May..	Stranded on Ipswich Bar, 3¼ SSE. of station, her crew of four abandoning her in a dory. The lookout saw the vessel strike, and the crew, in surfboat, hastened to her relief, but, being unable to board her as she lay in the midst of heavy breakers, they could render no aid beyond piloting her crew to a safe landing and directing to the light keeper's dwelling, where they obtained shelter. During the night the schooner pounded over the bar and stranded. The owner and master decided to abandon her to the underwriters, and surfmen assisted to strip her. At a later date she was floated and towed into Gloucester for repairs.
Oct. 24	Plum Island, Wisconsin, Lake Michigan.	Am. str. Pentland..	Disabled by three boiler fires giving out and came to anchor 13 miles SSE. of station. At 6.32 a. m., the following day, the tug Tomlinson arrived off the station with a request for the assistance of the life-saving crew. The crew at once manned the surfboat, went to the disabled craft in tow of the tug, and assisted in heaving up her anchor and running lines, after which the Tomlinson towed her into port. (See letter of acknowledgment.)
Oct. 24	.....do .....	Am. sc. Hustler.....	Dragged anchor in a gale of wind and stranded 3 miles NNE. of station. Upon learning of the casualty, at 7.45 a. m., the life-savers manned the Mackinaw boat, proceeded to the vessel, and, finding no one on board, removed a portion of her cargo of wood, ran her anchors, hove her afloat, replaced the cargo of wood, and left the vessel riding securely at her anchors.
Oct. 25	Cape Disappointment, Washington.	Am. bge. Defender..	Dragged anchor and was in danger of being carried to sea, when surfmen reached her in a rowboat, ran her lines to a dock, and moored her securely.
Oct. 26	Aransas, Texas.....	Sc. Lone Star.....	Missed stays in a strong NW. wind and struck on the breakwater, ¼ mile NE. of station, where she was in danger of beating to pieces. Foreseeing the accident, the life-savers were already on their way to the vessel in surfboat when she struck, and they immediately ran out anchors, hove her afloat and assisted her crew to make sail.
Oct. 26	Hammond, Michigan, Lake Huron.	Fish boat, no name.	Parted from her moorings near the station, in a NW. gale, drifted to leeward, and had begun to pound bottom, when the station crew in surfboat reached her and towed her back to her moorings.
Oct. 27	Point of Woods, New York.	Aux. slp. Gilbert Husch.	Stranded 1,000 feet N. of station during a fresh NW. wind. Surfmen went to her relief, ran out her anchors, set her sails, and succeeded in working her afloat.
Oct. 28	.....do .....	Aux. sc. yt. Edris...	Stranded 1 mile N. of station, and surfmen pulled to her in skiff, ran her anchor, and hove her afloat.
Oct. 28	Sandy Hook, New Jersey.	Am. str. P. H. Beckwith.	Stranded on the Point of Hook at 8.15 p. m., and lay in a precarious situation. The life-saving crew carried a hawser from the station in surfboat, ran it from the stranded vessel to some fishing steamers, and they hauled the Beckwith afloat uninjured.
Oct. 28	Tawas, Michigan, Lake Huron.	Fish boat, no name.	Swamped in a heavy surf, ¼ mile NE. of station, no one on board, and surfmen bailed it out and secured it at a dock.

## Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904.			
Oct. 29	Middle Island, Michigan, Lake Huron.	St. yt. Saxon .....	The Saxon, a vessel of about 5 tons, stranded on a reef about $\frac{1}{2}$ mile SW. of station, and the life-saving crew got her afloat, and then put her on station ways and stopped some leaks that started when the vessel was aground.
Oct. 29	Duluth, Minnesota, Lake Superior.	Slp. yt. Miss Modesty.	Parted moorings in a strong wind and was adrift in the harbor, when surfmen in station skiff reached her and towed her to a dock.
Oct. 29	Coquille River, Oregon...	Am. str. Antelope ..	At 8 p. m., during a strong NE. gale, the Antelope was blown ashore on the flats 2 miles N. of station. She sounded her whistle for help and, pulling to her in surfboat, the life-saving crew landed the passengers, 8 in number. The vessel floated without assistance the following morning.
Oct. 30	Newburyport, Massachusetts.	Yt. tender, no name.	Drifting to sea before a NNW. wind and surfmen recovered it and returned it to owner.
Oct. 30	Cuttyhunk, Massachusetts.	Slp. Mikoga .....	Stranded $\frac{1}{2}$ mile NW. of station, springing a bad leak. Surfmen, aided by a naphtha launch, got her afloat, took her to a wharf in Cuttyhunk Pond, then took the crew, who were wet and cold, to the station, provided them with dry clothing from the stores of the Women's National Relief Association, and succored them until the next day.
Oct. 30	Brenton Point, Rhode Island.	Slp. Young America.	Missed stays in a NW. gale at 1 a. m., stranded close to shore, $3\frac{1}{4}$ miles NNW. of station, listed over, and filled. At 5 a. m. the master reached the station in a delirious condition, and, being taken in by the keeper, became unconscious. The life-savers revived him, stripped him, and put him to bed. After regaining consciousness he stated that he had had a companion upon the sloop, and feared that he was lost. Surfmen made vigilant search for the man, but later learned that he had reached Newport. The master was provided with clothing from the stores of the Women's National Relief Association, and at 11 a. m. was removed to his home in a carriage. The surfmen hauled the sloop up on the beach, where it remained in safety until Nov. 1, when they launched it, and it was towed to Newport.
Oct. 30	Bellport, New York .....	Catboat Bonita .....	Dragging anchor and in danger of stranding in a NW. wind. Surfmen boarded her, took her to station landing, and telephoned the facts to the owner.
Oct. 30	Hog Island, Virginia .....	Slp. Mary .....	Dragging anchor in a fresh gale and in danger of being carried to sea. The life-saving crew boarded her, reefed and set her sails, then worked her to a secure anchorage.
Oct. 31	Cape Elizabeth, Maine...	Dory, no name .....	The morning watch reported a dory adrift 2 miles off the station, and the crew put out in surfboat and towed it to shore.
Nov. 1	Coquille River, Oregon...	Am. sc. Advance .....	Arrived off the bar at about 5 p. m., a light wind blowing, and shaped a course into the river. As a heavy sea was breaking upon the bar, the life-saving crew launched the lifeboat and pulled to the bar, in order to be on hand should their assistance be needed. The wind soon died out and the vessel lost steerage way, drifted into the breakers, and stranded upon the spit on the N. side of the river. The surfmen hastened to her relief, ran her hawser to the tug Triumph, which had also hastened to the scene, and she hauled the imperiled craft afloat, and towed her to a wharf at Bandon.
Nov. 2	Saluria, Texas .....	Am. sc. Flower of France.	Weather-bound in the harbor, the bar being rough and dangerous. At 8 a. m. the sea moderated, the bar becoming

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Nov. 2	Saluria, Texas.....	Am. sc. Flower of France.	passable, and the keeper set range flags, by which the vessel was guided safely to sea.
Nov. 2	Old Chicago, Illinois, Lake Michigan.	Fish tug, no name..	Having learned from a passing steamer that a disabled fish tug lay helpless about 10 miles ENE. of the station, the keeper telephoned the facts to Waukegon, whence a tug went to the vessel and towed her into harbor.
Nov. 3	Pentwater, Michigan, Lake Michigan.	Am. str. John Leatham.	Arrived off the harbor at 7.20 p. m., with a stone-laden scow in tow, and sounded whistle for assistance. The life-saving crew put out to her in surfboat, and at the master's request the keeper piloted the vessel into port.
Nov. 4	Cranberry Islands, Maine.	Sloop, no name.....	Adrift and abandoned, lying 3 miles from station, and surfmen pulled to it and towed it into harbor.
Nov. 4	Nahant, Massachusetts...	Am. sc. Ella G. Eells.	At anchor in a dangerous position 1½ miles NE. by N. from station, weather threatening. The life-saving crew boarded her and the master and mate being unfamiliar with the waters of the locality, the keeper piloted the schooner to a safe anchorage in Lynn Harbor.
Nov. 4	Monmouth Beach, New Jersey.	Am. str. Little Silver.	Ran aground in Shrewsbury River, 1 mile N. of station, and station crew, in surfboat, rendered her assistance by transporting to shore the master and nine passengers, also several articles of freight.
Nov. 5	Maddequet, Massachusetts.	Aux. catboat, no name.	Parted her moorings in a strong wind, stranded in Broad Creek, and was in danger of pounding to pieces, when the surfmen reached her, ran her anchors, and hove her afloat.
Nov. 5	Ashtabula, Ohio, Lake Erie.	Am. str. Corsica.....	At 9 p. m. while leaving the harbor this vessel stranded on the breakwater. The life-saving crew promptly pulled to her relief and ran her hawser to a tug, which succeeded in hauling her afloat.
Nov. 5	Sheboygan, Wisconsin, Lake Michigan.	Am. sc. Harvey Ransom.	At 3.30 a. m. the lookout reported that a small schooner had made fast at the south pier and that some one on board of her was calling for help. Pulling to the vessel, the surfmen found that the master had been severely burned about the face and hands by the explosion of a signal torch, and his assistant had shouted to them for help. They carried the injured man to the station, where a physician dressed his injuries, and a tug having towed the schooner to a dock the surfmen assisted to make her fast and secure her sails.
Nov. 7	City Point, Massachusetts.	Skiff, no name.....	Adrift in the bay, and surfmen recovered it and took it to the station, where it was held for the owner.
Nov. 8	Point Lookout, New York.	Am. sc. Enterprise..	Stranded on Meadow Island 2 miles E. of station; smooth sea and light wind. At 8 p. m. station crew in power boat went to her relief and, with the help of surfmen from Short Beach station, hauled the vessel afloat on the rising tide and took her to a safe anchorage.
Nov. 8	Portsmouth, North Carolina.	Am. sc. Meteor.....	Stranded at 4 p. m. one-fourth mile ENE. of station. Surfmen ran the vessel's anchor and hove her afloat uninjured.
Nov. 8	Duluth, Minnesota, Lake Superior.	Gas. lch., no name..	Machinery gave out and launch lay helpless one-fourth mile from station. The keeper and a surfman put out in launch and towed the helpless craft into port.
Nov. 9	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	Adrift in the river, and a surfman recovered it and restored it to owner.
Nov. 10	Burnt Island, Maine.....	Am. str. Andrew J. Smith.	While attempting to make the harbor for shelter, with a lighter in tow, this vessel took bottom upon the Middle Ground. The keeper boarded her and upon request of the master, who was unacquainted with the waters of the vicinity, piloted the vessel to a berth at a dock in the harbor.

## Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Nov. 10	Chicamacomico, North Carolina.	Am. sc. Myra W. Spear.	Stranded at 10:30 a. m., 3½ miles S. of station, and 300 yards from the beach, the sea smooth, weather smoky. The surfman on S. patrol discovered the casualty at once and after flashing a night signal he hastened to report at the station. The keeper telephoned to New Inlet and Little Gull stations for help, called the crew, and started alongshore, transporting the surfboat upon the beach wagon. All three life-saving crews reached the scene at about midnight and the crew of the stranded vessel was safely landed in surfboat and taken to the station, where all of them were succored until the 14th, and the master and mate until the 25th. The surfmen attempted to heave the schooner afloat by running out an anchor, but were unsuccessful. Upon the 25th a wrecking tug arrived, and the following day she hauled the schooner afloat, the station crew assisting by running lines and transporting men back and forth. (See letter of acknowledgment.)
Nov. 11	Cobb Island, Virginia ....	Am. sc. Rebecca Palmer.	Stranded at 8:20 a. m., during smoky weather, 4 miles SE. of the station. The crew pulled in lifeboat to her, and under the keeper's direction the vessel was forced afloat by the manipulation of her sails. She sustained no injury.
Nov. 11	Coos Bay, Oregon.....	Am. bk. William Baylies(aux.str).	About 6 p. m. the keeper observed a flare-up light in the rigging of a whaling bark anchored outside the bar and he immediately called away the lifeboat and started for the vessel. Upon reaching the bar the life-savers encountered a whaleboat containing the master and eight men from the bark, and warned the master that he was steering for the breakers on N. spit, where he would be in danger of losing himself and crew. Both boats then pulled to the bark, and, upon the master's urgent request, the keeper piloted the vessel into the bay, and the next tide to a coal wharf at Marshfield. A storm was brewing at the time, the master did not know the channel, and the vessel's supply of coal and provisions was nearly exhausted (she carried 42 men), therefore the aid of the life-saving crew was timely and valuable in the extreme. (See letter of acknowledgment.)
Nov. 12	Wood End, Massachusetts.	Dory, no name .....	Swamped in the surf at 1.30 a. m., and the life-savers assisted the occupants, two fishermen, to land, helped them to haul their boat ashore, and succored them at the station until morning.
Nov. 12	Barnegat, New Jersey ....	Nph. lch. Hicknek.	Grounded on a shoal ¼ miles NE. of the station, and surfmen ran her anchor and hove her afloat.
Nov. 12	Port Austin, Michigan, Lake Huron.	Am. str. Wyoming ..	The Wyoming, while on her way to a Canadian port, laden with timber, and carrying a crew of twelve, the cook being a woman, encountered a heavy gale the night of the 12th, sprang a leak, became unmanageable, and caught fire from her boilers. She finally became water-logged, sinking gradually, and at 2 a. m. the crew took to the yawl boat and held on to some running rigging, the submerged wreck breaking the sea and affording them somewhat of a lee. They lay about 9 miles NE. of the station, the wind blowing a strong gale, the sea running high, and the weather very cold, so that the crew huddled in the yawl found themselves in a desperate and almost hopeless plight. At 12 midnight the station patrol reported to the keeper

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Nov. 12	Port Austin, Michigan, Lake Huron.	Am. str. Wyoming.	that he had heard a whistle, and upon close observation the keeper described the steamer going down the lake. He continued to watch the vessel, and at 12.35 a light appeared upon her, causing him to think that she might be on fire. He instantly called the crew, and launching the lifeboat, they pulled into the lake, made sail, and ran before the gale at rapid speed. The light and vessel soon disappeared, but the surfmen continued on their course until about 2 a. m., when they encountered floating timber and soon after located the shipwrecked crew in their yawl. The lifeboat hove to to leeward of the wreck and the yawl let go the line and dropped down, and eight of her crew were taken into the lifeboat, which then took the yawl containing the rest of the crew in tow, and headed for shore. The wind and sea had meantime increased in violence, and unable to return to their own station, the life-savers set their foresail, manned their oars and made for Pointe aux Barques. After a hard struggle, the lifeboat being once thrown upon her beam ends by a mighty sea, they gained Pointe aux Barques, reaching the station at 5.05 a. m. There all hands were given breakfast, and the shipwrecked people were provided with clothing from the stores of the Women's National Relief Association. At 10 a. m. the shipwrecked crew left for Saginaw, and later the Port Austin crew, having procured horses to haul their boat, proceeded overland to their station. The Wyoming was a total loss.
Nov. 12	Thunder Bay Island, Michigan, Lake Huron.	Fish boat, no name.	Lying at anchor $\frac{1}{4}$ mile NE. of station, flying a signal of distress, a SW. gale prevailing and rough sea. Launching the surfboat the life-savers pulled to the distressed craft and found it occupied by two men, a woman, and two small children, the woman and children being ill and in a pitiable plight. The boat had been several days in making a passage and the people had exhausted their stock of provisions. The surfmen took the boat into the harbor, and the people were succored at the station for three days, one man and the woman, who was his wife, being provided with clothing from the stores of the Women's National Relief Association, and the children by the wives of the keeper and Surfman Matthewson.
Nov. 12	Coquille River, Oregon...	Am. sc. C. A. Klose.	This vessel appeared off the bar about 10 a. m. and shaped her course into the river, but as the bar was rough and the wind very light from the southward, she drifted to leeward and stranded in a small cove $\frac{1}{2}$ mile W. of station. Anticipating an accident, the life-saving crew had already put out in the lifeboat and they pulled quickly to the stranded vessel and ran her hawser to the tug Triumph. The tug tried in vain to haul the schooner afloat and finally gave up the attempt, the strong tide and close proximity of rocky ledges rendering the work dangerous. The surfmen then pulled to Bandon and procured a hawser, which they bent to the schooner's hawser, ran them to the south jetty, and by use of her donkey engine the vessel hove herself afloat. She suffered considerable damage, and without doubt would have pounded to pieces but for the aid of the life-savers.

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Nov. 13	White Head, Maine .....	Am. sc. Chase .....	Stranded at 5.10 p. m., during a NE. gale, on Long Ledge, 1 mile NE. of station. She was immediately discovered by the patrol, and the life-saving crew launched a surfboat, pulled to the vessel, and, finding that it was impossible for them to get her afloat, they took the crew, four men, to the station and succored them for four days. During the night the vessel drifted off the ledge and struck upon Browns Island Bar, where the surfmen found her in the morning, full of water and badly stove. They assisted her crew to strip her, after which she was abandoned.
Nov. 13	Gloucester, Massachusetts.	Am. sc. Nautilus ...	At about 6 p. m., during a heavy NE. gale and rain storm, the Nautilus came to anchor off Dog Bar Breakwater, about 1 mile SE. of station, but the anchor failed to hold and the vessel dragged upon the breakwater and was lost. Her crew of four men had made a distress signal, and the life-savers launched the surfboat and, though a terrific sea was running, reached a mooring to windward of the wreck, and, making fast to it, dropped the surfboat down to the Nautilus and rescued the crew, who, one by one, climbed down a fall at the after davits and were taken into the boat. The surfmen then pulled to a schooner at anchor near by and held on to her until a passing tug gave them a tow to a point from which they made a fair wind to the station, landing in safety. The shipwrecked men were succored at the station for two days, and were provided with clothing from the stores of the Women's National Relief Association.
Nov. 13	Sandy Hook, New Jersey.	Am. scow America ..	Broke adrift from a pier at Stapleton during a heavy northerly gale, was driven down the channel, and finally stranded on Sandy Hook, $\frac{1}{2}$ mile NNW. of station. Although the sea was very rough the life-saving crew succeeded in boarding her, but finding no one on board, returned to the station. The following day they ran lines from the scow to prevent her from pounding upon rocks that lay close on either side of her, and on the 15th ran lines to a tug, which soon hauled the vessel afloat.
Nov. 13	Hog Island, Virginia.....	Am. sc. Robert J. Poulson.	Missed stays during a heavy gale and at 9.30 a. m. stranded upon Rogers Island Bar, $\frac{1}{2}$ mile SW. of station, and was in danger of pounding to pieces. Surfmen boarded her with surfboat, ran her anchors, hove her afloat, and worked her into harbor.
Nov. 13	.....do .....	Am. sc. Leonora.....	Stranded 2 miles N. of station during a heavy gale, and the life-saving crew removed her cargo of oysters, and after three days' work succeeded in floating her uninjured.
Nov. 13	Hatteras Inlet, North Carolina.	Sc. Allison Miller...	This schooner, a small undocumented vessel, stranded upon the Middle Ground, $1\frac{1}{2}$ miles NW. of station, at 9 a. m., during a high SW. gale, and set a signal of distress. The surfmen went to her in supply boat, took off her crew of three, and five passengers, provided them with dry clothing from the stores of the Women's National Relief Association, and with food and shelter for the night. The following day the schooner floated, and the storm having subsided the life-savers returned the people to her and she proceeded on her way.
Nov. 13	Cleveland, Ohio, Lake Erie.	Nph. lch. Ida May..	Parted moorings during a gale and was in danger of stranding upon a lee shore, when station crew in surfboat reached her and towed her to secure moorings.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Nov. 13	Cleveland, Ohio, Lake Erie.	Am. str. John Gregory.	Shortly before 8 p. m., during a strong northerly gale, with sea running high, the tug John Gregory, while attempting to tow a loaded mud scow from the outer breakwater into the river, capsized and sank about 800 feet NW. of the station. The lookout immediately sounded the alarm, and the life-savers pulled to the scene and rescued two men, whom they found clinging to floating débris. From these men they learned that the master had gone down. After making a thorough but fruitless search for the missing man the surfmen took the survivors to the station and provided them with hot drinks, also with clothing from the stores of the Women's National Relief Association. The surfmen and two tugs endeavored to secure the drifting scow, but in spite of their efforts she stranded. For several days the surfmen searched for the body of the master without avail. (For detailed account see caption "Loss of life.")
Nov. 13	Michigan City, Indiana, Lake Michigan.	Lch. Pug .....	Parted anchor cable in a strong gale and stranded. Surfmen hauled her afloat and took her to secure moorings.
Nov. 13	..... do.....	Rowboats (4), no names.	Beating in the surf and in danger of going adrift. Surfmen hauled them up on shore.
Nov. 13	Old Chicago, Illinois, Lake Michigan.	Rowboat, no name.	Parted painter in a gale and went adrift. Surfmen recovered it and restored it to owner.
Nov. 13	Milwaukee, Wisconsin, Lake Michigan.	Am. sc. S. A. Wood..	At 3.30 a. m., during a NW. gale, this vessel came to anchor under the lee of the breakwater, about ¼ mile E. of the station. Later on she dragged her anchors and, while lying in a heavy sea off the harbor piers, carried away her mainmast and fore and mizzen topmasts, the master, John Meyer, being killed by a falling spar. In response to a torch burned upon the vessel the life-saving crew boarded her and, with the keeper in charge, slipped her cables, and then passed a line to a tug, which towed the vessel into the harbor. The body of the deceased master was taken in charge by the authorities, and the keeper telegraphed to relatives regarding his death. On the 22d instant surfmen recovered one of the anchors that had been slipped, but could not locate the other one.
Nov. 13	Coquille River, Oregon...	Am. sc. Western Home.	Stranded upon N. jetty of Coquille River, ¼ mile W. of station, at 4 p. m., owing to a shift of wind while she was crossing the bar. As a precaution the life-savers had put out in lifeboat before the vessel struck, and they went to her, took off the master's wife, carried her to Bandon, and returned to the vessel with two hawsers, which they bent together, and ran from the stranded craft to the S. jetty, but were unable to get the schooner afloat. They remained by her all night, and succeeded in rigging up a set of beach apparatus, and at 5 a. m., as the vessel began to break up, they landed the crew of six men with this gear. Later they assisted the master to strip the wreck, which he then abandoned.
Nov. 14	Quoddy Head, Maine.....	Br. sc. Abana.....	At about 2 p. m., during a strong NNE. gale, the Abana which had been lying at anchor in Quoddy Bay parted her chains, and the master, being unacquainted with the waters of the bay, was steering directly for some ledges in an attempt to beach his vessel. Recognizing his mistake, the life-savers ran along shore and by signaling with a flag indicated to him the place best suited to his purpose, and

## Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Nov. 14	Quoddy Head, Maine ....	Br. sc. Abana.....	he succeeded in running the schooner upon a sand beach, after which the surfmen boarded her, and as the tide flowed forced her up to a position of security. Upon the 15th and 16th the master having recovered his anchors, surfmen assisted him to lay them out, and on the 20th they assisted a tug in getting the vessel afloat, she having sustained no injury.
Nov. 14	Hunniwells Beach, Maine	Br. sc. Clayola.....	At anchor in a dangerous position during stormy weather with a high-running sea, and the keeper procured a tug which towed the vessel into harbor.
Nov. 14	Brenton Point, Rhode Island.	Sailboat, no name..	In danger of dragging to sea or stranding upon rocks during a violent NW. gale, and the life-saving crew, by providing an extra hawser, assisted the crew of two men to secure their vessel, and also gave the men two meals at station.
Nov. 14	New Shoreham, Rhode Island.	Catboat Lawrence..	Stranded in the surf about $\frac{1}{2}$ of a mile NW. of station during a NE. gale of hurricane force, and station crew went to her relief, and by use of a sand anchor and tackles hove her up on the beach to a safe position.
Nov. 14	Durants, North Carolina..	Slp. Idle Hours.....	Lost yawl boat and anchor, and in response to a signal from the master, surfmen boarded the sloop and piloted her to a safe harbor.
Nov. 14	Portsmouth, and Hatteras Inlet, North Carolina.	Am. str. Grit; house boat Drift Lodge.	Upon the evening of the 12th instant the Drift Lodge, occupied by the owner, Frank W. Hutchins and wife, arrived at Royal Shoal in tow of the Grit, and the tug came to anchor under the lee of the shoal, 7 miles NW. of Portsmouth station. During the night the wind increased to a heavy gale, and the tug made an ineffectual attempt to take her tow into Portsmouth Harbor, after which the house boat was made fast astern of a large schooner anchored near, and the tug, after taking Mr. and Mrs. Hutchins on board, returned to an anchorage. Soon after this the master of the schooner, fearing that his own vessel would not hold on, cast the house boat adrift, and she drifted to leeward, finally stranding on Legged Lump Reef, 3 miles NW. of Hatteras Inlet life-saving station. Upon the morning of the 13th the storm had abated, and, as the Grit was short of coal and provisions, she hoisted a signal of distress, which, in spite of the great distance, was sighted by the lookout of Portsmouth station, and the crew put out in surfboat, took off Mr. and Mrs. Hutchins, carried them to the station, succored them until the following day, and then carried them to Ocracoke in quest of their house boat. At 8 a. m. of the 14th the lookout at Hatteras Inlet descried the house boat on Legged Lump Reef. The crew pulled to it in supply boat, but as heavy seas were constantly breaking over the vessel, they were unable to accomplish anything beyond removing a quantity of clothing and provisions from the boat to the shelter of the station. At 2 a. m. of the 15th the surfmen returned to the Drift Lodge, balled her out, got her afloat, and towed her to a safe harbor near the station. She had suffered damage to about the amount of \$4,000. At 8 p. m. of the 15th the owner and wife arrived at the station, where they were provided with food and lodging, and the following day the keeper delivered their property to them. (See letters of acknowledgment.)

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Nov. 14	Manistee, Michigan, Lake Michigan.	Am. sc. Mary Ludwig.	Lying at outer pier and pounding dangerously in a rough sea. At 9.40 p. m. surfmen went to her relief and assisted in warping her to a secure berth inside.
Nov. 14	Sheboygan, Wisconsin, Lake Michigan.	Gas. lch. Stodyk Brothers.	Machinery disabled and vessel, with two men on board, drifting out into the lake. She was discovered by a surfman and the life-saving crew pulled in surfboat to her aid, and towed her into the harbor.
Nov. 14	Humboldt Bay, California.	Gas. lch., no name.	At 3 p. m. the light keeper was working his way down the bay, in his launch, against a heavy SE. gale, and when about 1,000 yards from shore his machinery gave out and he was compelled to come to anchor. Surfmen in supply boat went to his assistance, carrying an anchor and hawser, with which they secured the launch, then took the light keeper to shore.
Nov. 15	Wood End, Massachusetts.	Am. bkn. Hattie G. Dixon.	At anchor in an exposed situation, 2 miles W. of station; wind fresh SW. and sea rough. She displayed a signal of distress, and in response thereto the life-saving crew went to her in surfboat, in tow of a tug, and assisted in getting her underway and working her to a safe anchorage.
Nov. 16	Straitsmouth, Massachusetts.	Am. sc. General Hancock.	At 7 p. m. this schooner, a vessel of 7 tons, attempted to enter Rockport Harbor, but missed the entrance, stranding 1 mile W. of the station. The surfman on N. patrol saw her strike and ran to the beach to assist her crew, if possible. The crew threw him a line, which he hauled taut, and by it all hands, four men, reached the shore in safety. Upon learning of the wreck the station crew hastened to the vessel and, although she was breaking up and heavy seas were sweeping over her, they succeeded in saving her mast and stripping her of rigging and sails. During the night the wind and sea increased, and the following morning the schooner had broken up.
Nov. 16	Holland, Michigan, Lake Michigan.	Am. str. Argo.....	Upon request the life-saving crew sounded out the channel and piloted the Argo to sea.
Nov. 17	Gurnet, Massachusetts ...	Dory, no name .....	Surfman on night patrol found this boat pounding in the surf and hauled it above high-water mark.
Nov. 17	Manomet Point, Massachusetts.	Aux. nph. sc. Lily S.	At 6.15 p. m. of the 16th a surfman on patrol sighted this schooner standing in dangerously close to rocks, and warned her off by flashing two Coston signals. The keeper put out toward her in dory, but returned to shore upon her coming to an anchor under the lee of Stage Point, $\frac{1}{4}$ of a mile S. of the station. During the night the wind increased to a gale, the sea becoming very rough, and the morning of the 17th a distress signal was displayed upon the vessel. Transporting their boat overland to a convenient place, the life-savers put out to the distressed craft, shifted her to the best anchorage attainable, and took her master and crew of two to the station, where they were succored until the storm abated two days later. (See letter of acknowledgment.)
Nov. 17	Wallops Beach, and Assateague Beach, Virginia.	Am. sc. J. Howell Leaps.	Driven offshore during the gale of the 13th and lost her rudder. After the gale subsided her crew succeeded in working her toward shore, and when about 5 miles SE. of Wallops Beach station she was sighted by the lookout flying a signal of distress. The station crew boarded her in surfboat and were later joined by the crew of Assateague station. The schooner's crew had become exhausted from incessant labor, and the life-savers took

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Nov. 17	Wallops Beach, and Assateague Beach, Virginia.	Am. sc. J. Howell Leeds.	charge of the vessel and worked her to an anchorage in Toms Harbor. The master was given meals and quarters at Assateague station until the 19th, and upon that date a tug for which the keeper had wired arrived and took the disabled vessel in tow for Philadelphia. (See letter of acknowledgment.)
Nov. 17	Oswego, New York, Lake Ontario.	Rowboat, no name..	Capsized in harbor entrance $\frac{1}{2}$ mile W. of station, throwing overboard the occupants, two sailors, and surfmen in Whitehall boat rescued the men and took them and their boat to the vessel to which they belonged.
Nov. 17	Harbor Beach, Michigan, Lake Huron.	Fish boat, no name.	In danger of dragging upon rocks during a strong northerly wind, and surfmen carried an anchor and line to her, ran the anchor, and kedged her to a secure anchorage offshore.
Nov. 17	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Am. sc. Oneida.....	Sprang a leak and arrived in port with five feet of water in her hold. The crew had become exhausted by overwork and, at the request of the master, surfmen boarded the vessel, manned her pumps, and freed her of water.
Nov. 18	Sturgeon Point, Michigan, Lake Huron.	Fish boat, no name.	Filled and sank at a pier near the station. Surfmen assisted in raising her and bailing her out.
Nov. 19	Bayhead, New Jersey ....	Skiff, no name.....	Capsized in the surf $\frac{1}{2}$ mile N. of station at 8.10 a. m., two of the occupants drowning, while the third was assisted to shore by men near at hand. All were fishermen. The names of those who lost their lives were Elwood Vannote and Jesse G. Schulthorp. The body of the former soon washed ashore and every effort was made at resuscitation by fishermen, but without result. The life-savers, who learned of the accident a short time after its occurrence, hastened to the place and took charge of the recovered body until the arrival of the coroner. Later in the day they recovered the other body and delivered that also to the coroner. (For detailed account, see caption "Loss of life.")
Nov. 19	Sturgeon Point, Michigan, Lake Huron.	Am. str. Bob Teed..	Stranded 8 miles N. of station, during thick weather, at 3 a. m. Her whistle for help was heard at the life-saving station and the surfmen pulled in surfboat to her, arriving at 5 a. m. They transported the master to shore to procure tugs, which arrived later, and the surfmen ran lines by which the tugs hauled the steamer afloat.
Nov. 20	Newburyport, Massachusetts.	Am. sc. Braddock ..	Parted hawser while entering Merrimac River in tow of a tug, and stranded upon a shoal $\frac{1}{2}$ of a mile N. of station. The life-savers put out in surfboat, and by running and handling lines assisted the tug to get the stranded craft afloat.
Nov. 20	Long Beach, New York ..	Br. str. Sicilian Prince.	Stranded on Long Beach, $\frac{1}{2}$ mile W. of station, at about 5 a. m. A surfman on watch discovered the casualty and burned two Coston lights, the second one being answered from the steamer. The station crew immediately proceeded to the scene, but beyond telephoning to the quarantine authorities and assisting the master, who had landed in his own boat, to a telephone station, nothing could be done. The vessel was floated on the 2d instant by a wrecking company.
Nov. 20	Point Betsie, Michigan, Lake Michigan.	Am. str. Jesse Spalding.	Stranded at 1 a. m. during a fog, on Platte River Reef, 9 miles N. of station and $\frac{1}{2}$ mile from shore. The news of the casualty reached the station at 9 a. m., and procuring horses to haul their surfboat, the life-saving crew proceeded overland to a point abreast the vessel, where they launched the boat and pulled to her.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Nov. 20	Point Betsie, Michigan, Lake Michigan.	Am. str. Jeseo Spalding.	Owing to a rough sea they could not get alongside, but took off two seamen by means of a life line, and landed them, they proceeding to Frankfort to procure a tug. The tug arrived at 11.30 a. m. of the 21st, and the evening of the following day, after a portion of the cargo of iron ore had been removed, succeeded in hauling the steamer afloat. The life-saving crew assisted in the operation by transporting tools and men back and forth, and by running and handling lines.
Nov. 21	Hampton Beach, New Hampshire.	Fish boats (2), no names.	These boats, each occupied by a fisherman, were caught outside in a high NW. wind, and were in danger of being carried to sea. The keeper immediately called away the dory, put out to their relief, and placed in each boat a surfman, who assisted the occupant to reach shore. The rescued men were cold and wet, and were succored at the station until they had recovered from the effects of the hardship encountered by them.
Nov. 21	Straitsmouth, Massachusetts.	Dory, no name . . . .	An aged man in this dory was caught off shore in a strong NW. wind, and arrived off the station in an exhausted state. The keeper assisted him to land, hauled his boat up, and succored him at the station until he had recovered.
Nov. 21	Nahant, Massachusetts...	Fish boat, no name.	Caught outside in a strong northwester, the occupant, a fisherman, being unable to pull to the shore. Station crew went out in surfboat, towed the fish boat to an anchorage under the lee of Little Nahant, and at request of the fisherman, telephoned for a naphtha launch to tow him to Swampscott.
Nov. 21	Point of Woods, New York.	Am. sc. Charles W. Lynde.	Ran aground on the flats $\frac{1}{2}$ mile N. of station, at 3.40 p. m. Station crew pulled in lifeboat to the vessel, and ran out an anchor, to which she swung at high water.
Nov. 22	Gloucester, Massachusetts.	Gas. lch. Blanche . . .	Dragging anchor in a fresh SW. wind and in danger of stranding upon rocks $1\frac{1}{2}$ miles NE. of station. The surfmen went to her in dory and, finding no one on board, kedged her out of danger and anchored her securely.
Nov. 22	Portsmouth, North Carolina.	Am. sc. Virginia Dare.	Stranded on Casey Point, $\frac{1}{2}$ mile NNW. of station, at 8 a. m. The surfmen reached her soon after she struck, and finding that the master had already run out an anchor, they assisted in heaving the schooner afloat; then with the keeper's launch towed her clear of danger.
Nov. 22	Chester Shoal, Florida . . .	Gas. lch. Widgeon . . .	The master of this launch ran her aground on a shoal to keep her from sinking, as she had sprung a bad leak, and the keeper assisted in floating her the next day.
Nov. 22	Louisville, Kentucky . . . .	Shanty boat, no name.	At 4.20 p. m. a surfman reported a shanty boat with two men on board, in a dangerous situation at the Indiana chute of the falls. The station crew pulled to the rescue and towed the imperiled craft to a safe position, then directed her crew to the route through the canal.
Nov. 23	Cape Fear, North Carolina.	Slp. Kraht . . . . .	Stranded on the beach 1 mile N. of station and in danger of beating to pieces in a rough sea. The life-saving crew, assisted by the light-house keepers, removed the sloop's ballast, then hove her up above high-water mark.
Nov. 23	North Manitou Island, Michigan, Lake Michigan.	Gas. lch. Bessie . . . . .	The Bessie ran out of gasoline and lay helpless 3 miles N. of the station; wind fresh, sea moderate. She set a signal for help, which was at once reported by the lookout, and the life-saving crew went to her relief in surfboat and towed her to the island, where she could procure a supply of gasoline.

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Nov. 24	Cobb Island, Virginia ....	Am. sc. Shamrock..	At 1 p. m. the keeper received a telephone message informing him that a schooner had grounded upon Ship Shoal Lump, 10 miles S. of the station, the accident having occurred in a fog. He at once called away the lifeboat and proceeded to the vessel. She was leaking badly and the surfmen assisted at the pumps until the vessel floated with the tide, after which they helped to work her into a harbor.
Nov. 25	Fire Island, New York...	Am. sc. Robert McClintock.	Came to anchor 8 miles W. of station and set a signal of distress—wind strong NW., sea moderate. Crews from Fire Island, Gilgo, and Oak Island stations boarded her, but found nothing the matter except that the master feared that he would not be able to get a pilot. The Fire Island crew took the vessel into port, while the others returned to their stations.
Nov. 25	Atlantic City, New Jersey..	Am. sc. Frank W. McCullough.	Stranded upon the Middle Ground in Absecon Inlet at 10.30 a. m. The lookout sighted her at once and station crew pulled to her in surfboat, ran out anchor, and at high water attempted to heave her afloat, but without success. On the following day they procured a longer line, which they ran from the schooner to shore, and at 10.30 a. m., high water, succeeded in floating her uninjured.
Nov. 25	Cobb Island, Virginia.....	Am. sc. Mattie F. Culver.	Fouled her anchor and stranded, $\frac{1}{2}$ mile N. of station, during a NW. gale. The lookout reported her promptly, and station crew pulled in surfboat to her, ran her anchor, and assisted to heave her afloat. Although the vessel was pounding dangerously when the surfmen reached her, she sustained no injury.
Nov. 26	Chatham, Massachusetts.	Br. sc. H. A. Holder.	Carried away rudderhead and came to anchor in an exposed position on Nantucket Shoals, 2 $\frac{1}{2}$ miles SE. of station. At the request of the master the life-savers, who boarded the vessel at 7.30 a. m., pulled to shore and wired for a tug, which arrived at 3 p. m. and took the distressed craft in tow for a harbor.
Nov. 26	Big Kinnakeet, North Carolina.	Am. sc. Luther B. May.	During a gale upon the 13th instant this schooner, a small vessel, was blown ashore high and dry, and upon this date the station crew, assisted by four surfmen from Little Kinnakeet and five other men, got the vessel upon makeshift ways and succeeded in launching her.
Nov. 26	Portsmouth, North Carolina.	Am. sc. Georgie F. Golden.	Stranded 5 miles ENE. of station, the master being unacquainted with the waters of the locality, and surfmen ran her anchor and hove her afloat.
Nov. 26	Cape Fear, North Carolina.	Skiff, no name.....	Drifting offshore before a fresh wind and surfmen pulled after it, brought it to shore, and delivered it to owner.
Nov. 27	Monomoy Point, Massachusetts.	Am. sc. Eliza Jane.	At 8.30 p. m., during a snowstorm with strong NNW. wind and rough sea, the surfman on S. patrol observed that this vessel was dragging toward the beach, and she soon struck bottom near shore, $\frac{1}{2}$ of a mile to southward and westward of the station. The crew of two lowered their boat, but it swamped at once, and they then became frightened and jumped overboard, whereupon the patrolman rushed into the surf and assisted them to shore. They were provided at the station with dry clothing from the stores of the Women's National Relief Association, and succored for three days. The surfmen worked upon the stranded vessel the 29th and 30th, and at 5.30 p. m. of the latter date succeeded in floating her uninjured.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Nov. 27	Point Bonita, and Fort Point, California.	Am. sc. Lizzie Prien.	At 8 p. m., during calm weather, this schooner drifted in among rocks and breakers at the Seal Rocks, $\frac{3}{4}$ miles S. by E. from Point Bonita station, dropped anchor and flashed a signal of distress. The keeper of Golden Gate station first learned of the vessel's danger, and communicated with the Fort Point keeper, who in turn telephoned to Point Bonita station. The crew of the last-named station, in surfboat, was first to reach the schooner, and finding her abandoned, they pulled seaward, and found the crew of six men in a very small boat, provided with only one pair of oars, and trying vainly to stem a strong current that was sweeping them into rough water. The life-savers took the men back to their vessel, and then ran a line to a tug that had arrived, but the tug disabled her steering gear, and had to let go this line in order to make repairs. Meanwhile the Fort Point crew arrived, and the Golden Gate crew assembled on the shore with beach apparatus, in readiness should they be needed. The life-savers remained by the imperiled craft, rendering assistance by running lines, heaving up anchors, etc., until after midnight, when the vessel was towed out of her dangerous situation.
Nov. 28	Atlantic City, New Jersey.	Nph. lch. Pequot...	Ran ground $\frac{1}{2}$ mile ESE. of station, and surfmen pulled to it, jumped into the water, it being shoal, and assisted the crew to work the vessel into deep water.
Nov. 28	Marblehead, Ohio, Lake Erie.	Nph. lch. Norton B., and lighter, no name.	At 8.30 p. m., this launch with the lighter, which was laden with a miscellaneous cargo, in tow, endeavored to make a landing at a quarry dock 3 miles SE. of the station, but both vessels missed the dock and struck upon the beach. The life-saving crew, having learned of the casualty by telephone, hastened overland to the scene. The launch was found full of water, therefore the surfmen boarded the lighter, and though heavy seas were sweeping over her, they succeeded in saving part of her cargo, and the following morning they assisted in hauling both vessels up on the shore.
Nov. 28	Tawas, Michigan, Lake Huron.	Am. str. John H. Pauly.	At 9.55 p. m., during a SSE. gale, with rough sea and a snowstorm, a telephone message reached the station to the effect that a steamer had stranded about 4 miles NW. of the station. Launching the surfboat the life-saving crew reached the stranded craft in about 40 minutes, and in two trips succeeded in landing the crew of eleven in safety. On the 29th they put the crew back on board the vessel and a tug succeeded in releasing the stranded ship.
Nov. 28	Thunder Bay Island, Michigan, Lake Huron.	Am. str. B. W. Blanchard; Am. sc. John Kelderhouse; Am. sc. John T. Johnson.	These vessels, lumber-laden, the schooners being in tow of the steamer, were en route from Cheboygan to Detroit, and off Middle Island encountered a strong SSE. gale with very rough sea, became unmanageable, and at about 11.45 p. m. struck upon North Point Reef 4 miles SW. of the station, eventually becoming total wrecks. They burned torches for help, but owing to the fury of the storm the life-saving crew was unable to reach them until the following morning. At day-break the surfmen succeeded in launching their lifeboat and then pulled to the Blanchard, but finding that her crew had gained the shore in the ship's boat the life-savers pulled to the Johnson and landed her crew of seven, then turned to

## Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Nov. 28	Thunder Bay Island, Michigan, Lake Huron.	Am. str. B. W. Blanchard; Am. sc. John Kelderhouse; Am. sc. John T. Johnson.	the Kelderhouse and rescued her crew, also seven in number. For several days thereafter the surfmen rendered assistance by transporting men, running lines, and saving property from the wrecks.
Nov. 28	North Manitou Island, Michigan, Lake Michigan.	Gas. lch. Bessie .....	At 6.40 p. m. the mail boat Bessie, at anchor off the station, parted her chains and the high wind and sea drove her upon the beach. By means of a heavy tackle the life-saving crew hauled her up on shore, and the following day assisted to launch her.
Nov. 28	Frankfort, Michigan, Lake Michigan.	Am. sc. Lettie May..	Unable to fetch into harbor, and surfmen assisted her by taking her lines at the pierheads and warping her to a berth inside.
Nov. 28	.....do .....	Rowboat, no name.	At about 6 p. m. four railroad officials, while crossing the lake in this boat, were jammed in the ice and shouted for help. Surfmen responded to their call and in station skiff succeeded in clearing a passage and assisted them to shore.
Nov. 29	Gloucester, Massachusetts	Dory, no name .....	Parted moorings in a strong wind and was in danger of beating to pieces upon the beach, when surfmen reached it and took it to moorings in a creek near by.
Nov. 29	Wood End, Massachusetts.	.....do .....	Capsized 4 mile NW. of station while under canvas in a strong wind and threw the crew, two men, overboard. The lookout immediately reported the accident and station crew launched surfboat, rescued the imperiled men, took them to the station, and provided them with stimulants and with clothing from the stores of the Women's National Relief Association.
Nov. 29	.....do .....	Gas. dory, no name.	Engine broke down during a strong wind with rough sea and dory with two men on board anchored outside the breakers 34 miles NW. of station. The surfmen, who had just rescued two men from a capsized boat, hastened alongshore to a point abreast the endangered craft. An hour later, in response to a telephone call, the crew of the Race Point station arrived bringing their beach apparatus. Just as the surfmen were about to fire a life line the men in the boat pulled up their anchor and headed for shore, whereupon the life-savers rushed into the surf, assisted them to land, and hauled their boat up on the beach.
Nov. 29	Race Point, Massachusetts.	.....do .....	At 12.30 p. m., during a strong NW. blow, the keeper and crew were upon the shore, and observed this boat, occupied by two fishermen, heading for the beach. The keeper signaled the men not to attempt a landing, and the crew then planted a sand anchor, laid out a tackle and hawser, and brought a horse to the place. They then signaled the fishermen to head for shore, and when the boat entered the surf the life-savers hooked their tackle to it, hitched the horse to the fall, and hauled dory and occupants safely upon the beach.
Nov. 29	Velasco, Texas .....	Slp. Ludlow .....	Capsized in a squall, in shoal water, 12 miles NNE. of station. The crew, three men, proceeded to the station, where they were given dry clothing from the stores of the Women's National Relief Association, and were succored until the following day, when the life-saving crew, in surfboat, took them to their vessel and assisted them to right it and bail it out.
Nov. 29	Pentwater, Michigan, Lake Michigan.	Ferryscow, no name	At 4.30 p. m. this scow, with two loaded teams on board, parted the cable by which it was hauled back and forth across the channel and went adrift. Surfmen immediately put out in a skiff and ran a line by which the helpless craft was hauled to shore.

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Dec. 1	Buffalo, New York, Lake Erie.	Rowboat, no name.	The keeper of the breakwater light, in returning to the shore, capsized in this boat, in shoal water. Surfmen assisted him to get the boat to shore, and provided him with hot drinks at the station, and with dry clothing from the stores of the Women's National Relief Association.
Dec. 2	Point of Woods, New York.	Nph. lch., no name.	Machinery disabled and launch, with owner and two women on board, lying helpless in an exposed position ¼ mile NE. of station. The life-saving crew put out in surfboat, towed the disabled craft to a safe anchorage, then took the women to the station and succored them until the following morning, when a tug for which the keeper had wired arrived and took launch and occupants into port.
Dec. 2	Little Kinnakeet, North Carolina.	Gas. lch. Sea Skiff ..	Disabled by a broken propeller and her crew of three men were succored at the station overnight. The following morning a mast was obtained, and the vessel continued on her way under sail.
Dec. 2	Portsmouth, North Carolina.	Am. sc. Susan E. Porter.	Ran aground at 1.40 p. m. in Ocracoke Swash, 5½ miles NE. by N. of station. The life-saving crew reached her at 3 p. m., in surfboat, ran out an anchor, and made an unsuccessful endeavor to heave her afloat. They then removed her cargo of lumber, building it into a raft for safety, and at 3.40 the following morning got the vessel afloat, replaced her cargo, and piloted her to Ocracoke.
Dec. 2	Vermilion, Michigan, Lake Superior.	Br. str. Turret Court	At 6.30 a. m., during a snowstorm, the Turret Court stranded 3 miles ENE. of station, wind fresh NE., sea rough. An hour later the snowstorm abated, enabling the lookout to see the vessel, and the crew pulled to her in surfboat. Five of the ship's crew had been sent ashore in their lifeboat, which they left in the surf, and at the request of the master the surfmen pulled to the beach and hauled the boat up to a safe position on shore. They then returned to the station, and finding that the keeper's wife had wired for tugs to assist the vessel, at the request of the seamen who had landed, the surfmen went back to the steamer's lifeboat and helped the crew to launch it. The next day the life-savers pulled to the stranded vessel with a message from the owners, and tugs that arrived at the same time succeeded in hauling her afloat. (See letter of acknowledgment.)
Dec. 3	San Luis, Texas .....	St. lch. Admiral Schley.	Engine broke down and vessel, with master and engineer on board, lying helpless, 4 miles SW. of station. The master set a signal of distress, and the life-saving crew went in surfboat to the disabled craft, towed her to a safe anchorage, and took the occupants to the station. In the afternoon the keeper accompanied the engineer to Galveston, where they procured material for repairing the launch, and on the 6th all hands, surfmen, master, and engineer, went to the launch and repaired her machinery. The master and engineer were given two nights' lodging at the station and several meals.
Dec. 3	Charlevoix, Michigan, Lake Michigan.	Am. str. Illinois ....	At about 4 a. m., during thick weather, the Illinois ran aground ¼ mile N. of the station. The keeper heard her signals for help, and, it being the inactive season, he hastened to the village and notified several tug boats, at the same time gathering up a crew, which consisted of four of the regular surfmen and three volunteers. The life-saving crew proceeded to the stranded ship and assisted in removing a portion of her cargo, after which the tugs released her without injury.

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Dec. 5	Port Austin, Michigan, Lake Huron.	Rowboat, no name.	At about 7 a. m. the assistant keeper of Port Austin light-house endeavored to row to the light on the reef, but his boat became jammed in slush ice and he was unable to extricate it. The life-savers promptly pulled in surfboat to his relief and towed him to the light.
Dec. 6	White Head, Maine .....	Br. sc. Wanderian ..	Carried away jib boom and head gear in a heavy squall and put in to Seal Harbor for shelter. The surfmen boarded the disabled craft and assisted the crew to make temporary repairs, after which the vessel continued on her voyage.
Dec. 6	Galveston, Texas.....	St. lch. Abby.....	Engine broke down and vessel was lying helpless, $\frac{1}{4}$ mile NNE. of station. The lookout reported the casualty, and surfmen went to the vessel in surfboat and towed her into the harbor.
Dec. 7	Point Allerton, Massachusetts.	Am. sc. Mary G. Powers.	Stranded at 2 a. m. upon Rams Head Bar, $2\frac{1}{4}$ miles NNW. of station. Soon after daylight she was sighted by a surfman on watch, and the crew pulled in surfboat to the stranded vessel, assisted her crew in running an anchor, hoisting sail, and heaving her afloat, she having sustained no apparent injury.
Dec. 7	Metomkin Inlet, Virginia.	Am. slp. Ruth .....	Dragging to sea in a strong tideway, and the life-saving crew hastened to the shore with beach apparatus and fired a shot line on board the vessel. However, her anchors brought her up, and at the turn of tide surfmen boarded her and assisted her crew to work her to a safe anchorage.
Dec. 7	Wachapreague, Virginia..	Slp. M. Owen.....	This sloop, a small craft with four men on board, grounded upon Dawson Shoal, $\frac{1}{4}$ mile S. of station, and surfmen assisted her crew to get her afloat.
Dec. 8	.....do.....	Am. sc. Thomas P. Jones.	Missed stays and stranded upon Dawson Shoal, $\frac{1}{4}$ mile S. of station, at 10.30 a. m. She was immediately reported by the lookout, and the life-saving crew went to her relief, ran out her anchor, hove her afloat upon the flood tide, and assisted her crew to work her into the harbor.
Dec. 8	Portsmouth, North Carolina.	Am. sc. Meteor.....	Owing to the master's unfamiliarity with the channel the Meteor ran aground 2 miles W. of station and the surfmen ran her anchor and hove her afloat.
Dec. 10	Oswego, New York, Lake Ontario.	Am. str. Hinckley..	Became jammed in ice at the harbor entrance. The surfmen carried a 4-inch line from the station to the pier, ran it to the vessel, and she held on by it until a shift of wind blew the ice away, enabling her to proceed into the harbor.
Dec. 11	High Head, Massachusetts.	Am. sc. Fish Hawk.	At 6.45 p. m., during a thick snowstorm, with fresh NE. wind and rough sea, the Fish Hawk, a fishing vessel carrying 18 men, struck upon Peaked Hill Bars, $1\frac{1}{4}$ miles SE. of station. She flashed a torch and it was answered by a surfman, who hastened to report at the station. The vessel's crew became alarmed and launched a dory, but it went adrift; two more dories were then launched and nine men foolishly abandoned the schooner in them, the master and four men in one and four men in the other. The first boat reached Provincetown safely, but the other capsized and its occupants lost their lives. Soon afterwards the schooner worked clear of the bar, uninjured, and continued on her way, one of the crew taking charge. The life-savers, who were launching a boat, sighted the vessel, and then turned their attention to patrolling the beach. They found the dory that had gone adrift, and the one that had capsized, and with a horse hauled them up on the shore. At 11.45 a. m. the next day they found the body of one of the unfortunate fisher-

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Dec. 11	High Head, Massachusetts.	Am. sc. Fish Hawk.	men, and upon later dates two more were found, one by a Race Point surfman, and one by a member of the Farnet River crew.
Dec. 11	Pea Island, North Carolina.	Am. sc. Montana...	Shortly before midnight, during a heavy NNW. gale with thick snowstorm and rough sea, the Montana, a three-masted schooner laden with salt and carrying a crew of seven, all told, struck the beach $\frac{1}{2}$ mile N. of station and 300 yards from shore. Heavy seas swept over her, and the crew, after burning a torch for help, took refuge in the fore-rigging. The N. patrol promptly reported the disaster, and keeper and crew, provided with beach apparatus, reached the shore abreast of the wreck at 12.10 a. m., the keeper having telephoned for assistance to Oregon Inlet and New Inlet stations, the former crew arriving at 1 a. m. and the latter some time later. It was impossible to launch a boat through the heavy surf, and after lighting a bonfire the life-savers placed the wreck gun and fired several lines, some of them going adrift and some to the wreck, but none in such position that the shipwrecked crew could reach it. At daylight the surfmen laid a line over the spring stay, which the crew succeeded in reaching, and after several hours of difficult work six men were landed. The seventh man, the ship's cook, being of advanced years, was washed overboard during the night and lost. Four of the rescued men were sheltered at the station for eleven days, and two for sixteen days. The Montana became a total wreck, and was sold by the master for a small sum. (For detailed account see caption "Loss of life.")
Dec. 11	Durants, North Carolina.	Lch., no name.....	Dragged anchor in a NW. gale and stranded on the beach in Pamlico Sound, 1 mile from the station, at 8 p. m. The surfmen went to the vessel early the following morning, and finding her high and dry on shore, they procured blocking and skids, got her afloat, and took her to an anchorage in Durants Bay. (See letter of acknowledgment.)
Dec. 13	Point Allerton, Massachusetts.	Am. sc. Irene and May.	Stranded on Nixs Mate, 2 $\frac{1}{2}$ miles NW. of station. The life-saving crew boarded in surfboat and assisted her crew in getting her afloat.
Dec. 13	Fire Island, New York...	Slp. Minion.....	Dragging down the channel and surrounded by drift ice; no one on board. The station crew ran a line to the vessel, hauled her to the beach, and hove her up on shore.
Dec. 18	Buffalo, New York, Lake Erie.	Am. str. Canisteo...	Stranded on Horseshoe Reef, 2 miles WSW. of station. The life-saving crew assisted tugs in getting her afloat by handling and running lines.
Dec. 14	Umpqua River, Oregon...	Am. sc. Lucy .....	Stranded at 4.30 p. m., 2 $\frac{1}{2}$ miles SW. of station, wind strong from SE., and sea rough. The lookout reported her at once, and the crew manned the lifeboat and pulled to within about 30 yards of the stranded vessel, but could not get alongside on account of the high surf and darkness. The keeper then landed two surfmen on the S. beach, instructing them to light a bonfire on the shore abreast of the schooner, and with the rest of the crew returned to the station and transported the beach apparatus to the scene. Meantime the schooner had pounded off the shoal into deep water inside and came to anchor. The crew of eight men then took to their boat and, with the help of the surfmen, landed in safety and were taken to the station, where they were pro-

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Dec. 14	Umpqua River, Oregon...	Am. sc. Lucy .....	vided with dry clothing from the stores of the Women's National Relief Association, and succored for three days. The surfmen made several trips with them to the Lucy, and on the 17th they returned on board, and the wind being favorable made sail and worked the vessel over the shoal into good water. The life-savers, in lifeboat, and the tug Hunter were standing by to assist her, but before they could run a line she stranded in the breakers on N. spit. The tug made an ineffectual attempt to get her afloat, after which the lifeboat took off her crew and put them on board the tug. On the 18th the vessel floated and the tug towed her to Gardiner. She suffered no serious injury beyond the loss of her rudder.
Dec. 14	Coos Bay, Oregon .....	Am. sc. Esther Buhne.	Stranded upon the Middle Ground, 1 mile SE. of station, and the surfmen ran a hawser from the schooner to a tug, which soon hauled the stranded craft afloat.
Dec. 14	.....do .....	Slip., no name .....	At 10 a. m., during a rain storm, with strong wind and rough sea, the lookout telephoned the keeper that a large sailboat, about 1½ miles NE. of station, appeared to be in trouble. Upon inspection with the glasses the keeper discovered that it was a sloop that appeared to have swamped in the heavy sea, and he called away the surfboat. Just as the life-savers reached the vessel she rolled over, and they promptly rescued the occupant (only one man on board), who was clinging to the mast, took him to the station, and provided him with food and some dry clothing from the stores of the Women's National Relief Association. After the man had recovered from his rough experience the surfmen took him back to his sloop, which they then righted, hauled ashore, bailed out, and launched again.
Dec. 15	Cape Henlopen, and Lewes, Delaware.	Am. sc. John R. Halladay.	Stranded upon the point of Cape Henlopen, about 2 miles from either station and 100 yards from shore, at 4 a. m.; wind fresh, NE., and a heavy surf breaking about the vessel. As she made no signal of distress the life-savers did not discover the casualty until daybreak, when both crews assembled on the beach. They launched the boat kept in the half-way house and surfmen from both crews manned it and pulled to the Halladay. Owing to the dangerous surf breaking about the vessel it was decided not to attempt to rescue the crew in the surfboat, and the life-savers returned to the shore, procured the beach apparatus, fired a line to the schooner, and by means of the breeches buoy safely landed eight men, the master remaining alone upon his vessel. Later in the day he also was landed by the breeches buoy. Five of the crew were succored at Lewes station until the next day, when they proceeded to their homes.
Dec. 15	Assateague Beach, Vir- ginia.	Rowboat, no name..	Swamped in the surf and filled with sand in the absence of its crew. Upon the return of the crew the surfmen assisted them to free the boat of sand and launch it.
Dec. 15	Galveston, Texas.....	St. lch. Admiral Schley.	At 11.30 a. m. the light keeper displayed a preconcerted signal to the life-saving crew, indicating a vessel in distress, and the crew put out in surfboat and found the Admiral Schley stranded upon a rock jetty, 2½ miles NE. of the station. They succeeded in floating the vessel, but little damaged, and a yacht towed it into the harbor.

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Dec. 17	New Shoreham, Rhode Island.	Gas. lch. Peggy .....	Sprang aleak and foundered in the harbor. At request of owner the life-saving crew assisted in raising the vessel.
Dec. 17	Niagara, New York, Lake Ontario.	Rowboat, no name..	At 4.25 p. m., three men, William Gordon, Lewis Morion, and Bernia Hart, started to row across the Niagara River from Youngstown, New York. When about 40 feet from the dock the boat capsized, Gordon and Morion clinging to it, calling for help, while Hart went down. The accident occurred 1 mile from the station, which had closed for the winter season. However, Surfmen Andrew Schultz and John Fitzpatrick, who were at Youngstown, heard the cries for help, and running to the river, throwing off their overcoats as they ran, plunged into the water, swam to the drowning man, grasped him as he rose to the surface the second time, and supported him until Mr. Harry Rice, who was working on the shore, reached them in a skiff and helped them to the shore. Hart was unconscious and was carried to the Hotel Eldorado, where the two surfmen, after working upon him for half an hour by the Service methods, succeeded in resuscitating him. Gordon and Morion succeeded in reaching shore unaided. This brave deed of the surfmen was performed at the risk of their lives, because the water was extremely cold, as evidenced by floating ice in the river, the ground was covered with snow, and the thermometer stood at 22 degrees. (See letter of acknowledgment.)
Dec. 18	Monomoy Point, Massachusetts.	Am. sc. Eliza Jane..	At 9 a. m., during a NW gale and snowstorm, the S. patrol reported a small schooner, with colors in her rigging, lying at anchor 1 mile SW. of the station. The life-savers pulled in surfboat to the vessel and found that she had carried away her mainmast and lost one of her anchors. As she was in a dangerous situation, the crew of two wished to be taken ashore until the storm abated, and the life-saving crew carried them to the station, supplied them with some needed clothing from the stores of the Women's National Relief Association, and when the weather had moderated took them back to the schooner.
Dec. 18	Fishers Island, New York.	Am. sc. Alburtils....	Stranded at 1.40 a. m., 3½ miles WSW. of the station, while in tow of the steamer Conestoga, the casualty being due to the steamer's master losing his bearings in a thick snowstorm and NE. gale. At 8 a. m. the snowstorm ceased, and the lookout immediately discovered the vessel. The crew put out in surfboat, but, being unable to release the stranded craft, took the crew, five men, to the station and there succored them for seven days.
Dec. 18	Bayhead, New Jersey ....	Am. sc. Lizzie H. Brayton.	Lost her reckoning in a heavy snowstorm and at 2 a. m. stranded 1¼ miles N. of the station and 160 yards from shore. A surfman on patrol reported the disaster, and the life-saving crew, provided with beach apparatus, reached a point abreast the wreck at 3.20 a. m. The first shot from the Lyle gun was successful, and all hands, nine men, were safely landed upon the beach by the breeches buoy, the crew of Squan Beach station assisting in the work. The shipwrecked men were succored at the station for four days. The schooner and her cargo of coal were lost.
Dec. 19	Humboldt Bay, California.	Rowboat, no name..	Drifted unoccupied to sea. Station crew put out in surfboat and towed it into the harbor.

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Dec. 20	Saluria, Texas.....	Sharpie, no name...	This boat, laden with fresh fish, lay tide bound in a lagoon, and the fish being in danger of spoiling, surfmen assisted to get the vessel into deep water.
Dec. 22	Quoddy Head, Maine.....	Slp. Xantha .....	Stranded upon a ledge 2½ miles E. of the station and lay on her beam ends. Surfmen went in small boat to her relief, ran an anchor, righted the sloop as the tide came in, and succeeded in floating her uninjured.
Dec. 22	Wachapreague, Virginia..	Am. slp. Crown.....	Stranded upon the point of Dawson Shoal, ¼ mile S. of station, and as the tide flooded surfmen assisted her crew to get her afloat.
Dec. 23	Maddequet, Massachu- setts.	Catboat Emily.....	Caught in drift ice and dragging upon a lee shore; no one on board. The life-saving crew manned the surfboat, pulled to the boat, towed her clear of the ice, moored her in a safe place, and telephoned the facts to the owner.
Dec. 23	Oak Island, and Fire Is- land, New York.	Am. sc. Frank W. McCullough.	Ran aground on Fire Island Bar, 2 miles from the former station and 4 from the latter, at about 9 a. m.; wind strong from SW. and sea running high. The Oak Island crew reached the vessel at 10.30 a. m. and the Fire Island crew a half hour later. They found her pounding heavily and leaking badly and immediately manned the pumps and assisted the crew in throwing overboard the cargo of lumber; but on the flood tide the sea began to break over the wreck and the men were obliged to give up the work for fear of being washed overboard. The Fire Island surfboat, a metallic boat, filled in the seaway and foundered. At midnight the sea moderated and all hands, 14 surfmen and 5 of schooner's crew, abandoned the wreck in the Oak Island surfboat and at 2 a. m. reached the shore. One of the shipwrecked men was succored at the Oak Island station and the others at Fire Island, for seven days. The vessel was lost.
Dec. 23	Portsmouth, North Caro- lina.	Gas. sc. Meteor.....	Ran aground in the channel 2 miles W. of the station. Surfmen ran out an anchor and assisted her afloat.
Dec. 24	Durants, North Carolina..	Gas. lch. Annie .....	At 8 a. m. the lookout reported the Annie, a small mail boat, ashore, with colors in her rigging. Surfmen pulled in station skiff to the launch, and found that she had broken her connecting rod, become unmanageable, and stranded upon a shoal. They procured a rod, with which repairs were made, then assisted to get the vessel afloat and into deep water.
Dec. 24	Bethel Creek, Florida ....	Gas. lch. Dione .....	Missed channel and grounded 1 mile N. of station. The keeper assisted the occupants to get the boat afloat, then piloted her into good water.
Dec. 25	Great Egg, New Jersey...	Fishing skiff Eliza- beth.	During the night this skiff broke away from a towboat, and later drifted ashore 2½ miles NE. of station. At 3 a. m. a surfman on patrol found it, and with the help of a patrolman from Absecon station hauled it to a safe point on the beach.
Dec. 25	Ocean City, New Jersey ..	Am. slp. Lillie .....	Stranded on the bar, 1 mile E. of station, during thick weather. Surfmen assisted her crew in floating her.
Dec. 26	Oak Island, and Fire Is- land, New York.	Br. str. Drumelzier..	At about 3 a. m., during a blinding snow-storm, with strong NE. wind and sea running high, the Drumelzier, a large freight steamer carrying a crew of 30 men, stranded upon Fire Island Bar, 2½ miles from Oak Island station, 4 miles from Fire Island station, and 2½ miles from shore. At 5.30 a. m. an Oak Island patrolman sighted a distress signal burning on board the vessel and promptly

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Dec. 26	Oak Island, and Fire Island, New York.	Br. str. Drumelzier.	<p>reported to Keeper Doxsee, who telephoned the news to Keeper Frost, of Fire Island station. Both life-saving crews manned their surfboats and boarded the steamer, the Oak Island crew reaching her at 7.30 a. m., and the Fire Island crew an hour later. At the suggestion of Keeper Frost the master set the ship's numbers, in order that the telegraph operator on shore might report the vessel, and later in the day the wrecking tug I. J. Merritt arrived upon the scene and lay to near the steamer. As the Drumelzier's crew did not wish to abandon the ship, the life-savers arranged for the master to telephone them in case of need, then returned to their duties on shore. During the 27th, 28th, and 29th high winds and bad weather continued, and directions were sent through the inspector's office at New York for the keeper of Sandy Hook station to endeavor to reach the wreck. Keeper Patterson received the order at 9.30 p. m. of the 28th, and at once telegraphed for a tug, and finally succeeded in employing the Catherine Moran. At 2.45 a. m. of the 29th the surfmen launched the lifeboat, boarded the tug, and with the lifeboat in tow started for the wreck, 42 miles distant. At 8 a. m. the tug lay to off the stranded ship, about which a turbulent sea was breaking high, and the surfmen manned the lifeboat for their perilous undertaking. After beating off the ice that had encased the boat and her fittings, they reefed and set her sails, then with a leading wind sailed through the breakers, rounded to under the lee of the Drumelzier, took off all of the crew who wished to leave the ship, 16 men, made sail again, and at 11.30 a. m. reached the tug without mishap. Considering the fact that the lifeboat carried 25 men on the return trip, and that the feat was performed in a gale and a very rough sea, this deed reflects great credit upon the skill and courage of the keeper and crew of Sandy Hook life-saving station. The return trip to Sandy Hook was safely accomplished, the shipwrecked crew being taken to New York by the tug, while the life-savers returned to their station, which they reached at 5 p. m. Fourteen men, however, had elected to remain upon the Drumelzier, but at 1 p. m. the master became alarmed for their safety and set the code signal FJ (Send lifeboat to save crew). Both the Oak Island and Fire Island crews promptly responded to the call. The keeper of the latter station, having 2½ miles overland to transport his boat, called upon the Point of Woods crew, which came to his assistance, helped to transport the lifeboat, and also to man it during the four-mile pull to the wreck. Just as the Oak Island crew were about to launch, they saw a lifeboat from the tug I. J. Merritt pulling for the shore, it having been alongside the Drumelzier, and then failed in an attempt to return to the tug. The surfmen hastened to the aid of the incoming boat, assisted the crew to land through the surf and to secure their boat, then launched their lifeboat and pulled to the Drumelzier and brought to shore seven men, while the Fire Island boat rescued the remainder. The shipwrecked crew, as well as the 15 men from the wrecking tug, were succored at Oak Island station</p>

## Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Dec. 26	Oak Island, and Fire Island, New York.	Br. str. Drumelzier..	overnight, and five of the shipwrecked men for four days thereafter. The Drumelzier broke to pieces and was lost. (See letter of acknowledgment.)
Dec. 26	Portsmouth, North Carolina.	Am. scs. Clara J. Howeth and Sadie F. Lewis.	Ran aground near Ocracoke Inlet, 2 miles E. of the station, and surfmen laid out anchors and assisted their crews to heave them afloat, neither vessel having sustained any injury.
Dec. 26	Brazos, Texas .....	Am. sc. Cleopatra ..	The Cleopatra, while putting cargo on board the steamer Manteo, at anchor in the bay, parted her lines and was driven ashore by a strong wind. The life-saving crew put out in station skiff, ran a line from one vessel to the other, and the steamer soon succeeded in heaving her consort afloat.
Dec. 27	Cape Hatteras, and Creeds Hill, North Carolina.	Am. str. Northeastern.	At 11 p. m., during a strong SSW. wind, with a very high sea and thick fog, the Northeastern, a freight steamer of 2,206 tons, carrying 22 men, struck upon the outer point of Diamond Shoals, about 9 miles from either station, ultimately breaking up and becoming a total loss. Her signals of distress were observed at both stations at about 4 a. m., and rockets were sent up in response, while the keepers held consultation by telephone. Owing to the dangerous surf it was impossible to launch a boat to go to the rescue, and, in fact, the weather was so thick that it was not possible for the life-savers to know that a vessel was upon the shoals. The weather continued thick until the morning of the 28th, when the wreck could be sighted. Keeper Etheridge, of Cape Hatteras station, then called away the surfboat, and the crew endeavored to launch, but at each attempt the boat was hurled back upon the beach by the resistless breakers. On the night of the 28th lights were seen upon the steamer, and were answered at the stations by more rockets. At 4.30 the morning of the 29th the wind had shifted to NW. and the surfboats of both stations were taken to Hatteras Cove, where the crews launched them and put out to the wreck. During the transportation and launching of their boat the Creeds Hill crew were assisted by surfmen from Big Kinnakeet station. The life-savers reached the scene of the wreck at 9 a. m. They found the vessel lying in the midst of dangerous breakers and submerged, with the exception of a portion of the stern, upon which the crew had gathered. It was decided that one surfboat should approach the wreck at a time, the other standing by in case of accident, and the Cape Hatteras boat first entered the breakers, and by means of lines rescued 10 men; after which the Creeds Hill boat pulled in and saved the remainder, 12 men. The trip to shore was successfully accomplished, and the rescued men were succored at the stations three days, being provided with clothing from the Women's National Relief Association stores. (See letter of acknowledgment.)
Dec. 27	Sheboygan, Wisconsin, Lake Michigan.	Am. str. Luise M....	At 8 a. m., during a southerly gale with sea running high, the keeper (inactive season) observed the Luise M., a tug of 18 tons, drifting out into the lake. He immediately reported to the owner, who lived near; then with the latter's son, who was an engineer, hastened to the station, but on account of the high sea and drift ice they found themselves unable to launch a boat. They then pro-

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Dec. 27	Sheboygan, Wisconsin, Lake Michigan.	Am. str. Luise M....	cured a flatboat and, though it nearly swamped with them, succeeded in boarding the tug. Finding no one on board, the keeper took the helm, and the engineer started the engine, there fortunately being steam enough in the boiler, and the two men succeeded in working the vessel back into the harbor. The prompt and courageous action of the keeper without doubt saved the vessel from being lost.
Dec. 28	Fort Macon, North Carolina.	Am. sc. Dorchester.	Stranded in Beaufort Inlet, 1 mile ENE. of station, and the keeper employed a temporary crew of three men (no crew at station), and upon the rising tide assisted to float the boat and take her to an anchorage.
Dec. 28	Saluria, Texas.....	Skiff, no name.....	Capsized in a fresh wind, throwing overboard the occupant, who clung to the boat. A surfman pulled to the rescue in dingey, picked up the imperiled man, and assisted him in hauling his boat upon the beach.
Dec. 28	Holland, Michigan, Lake Michigan.	Rowboats (2), no names.	In danger of beating to pieces in a boat-house, during a heavy gale and high sea, and the keeper assisted in removing them to a safe place.
Dec. 29	Chester Shoal, Florida ...	Gas. lch. Widgeon..	Ran aground near the station in a strong NW. wind, and the keeper assisted in floating her and taking her to safe moorings.
Dec. 31	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	Adrift in the bay, and keeper recovered it and restored it to owner.
1905. Jan. 1	Brazos, Texas.....	Am. str. Manteo ....	In response to a signal to send a boat the surfboat went out to her. The master, wishing to sail, requested the life-saving crew to take his pilot out on the bar to get soundings, it being too rough to make the attempt in the pilot's skiff. Took the pilot in the surfboat and out over the bar, obtained the necessary soundings, returned, put him on board, and the vessel proceeded safely to sea.
Jan. 1	Humboldt Bay, California.	Am. str. Lakme.....	At 8.15 a. m. the steamer Lakme, lumber laden, stranded 1 mile W. of the station, while attempting to cross Humboldt Bar on the California coast, damaging her rudder to such an extent as to render the vessel unmanageable. The life-saving crew, recognizing the danger in which she was placed, launched their lifeboat and after telephoning the vessel's condition to a towboat company, put off to the disabled craft with all possible dispatch. Upon the arrival of a tug the life-saving crew ran her hawser and made it fast on board. Having previously let go her anchor, the cable was cut and slipped, but the ebb tide, which was running strong, caused the vessel to sheer and she was swept through the heavy sea, breaking on the Middle Ground, carrying away her cargo lashings and washing her deck load overboard. The tow line parting, the life-saving crew ran out a new hawser to the water-logged vessel, and she was towed stern first against the sea and wind. The ship's pumps were kept going, but in spite of their efforts the wreck continued to settle, when at 2 a. m. the crew signaled the life-savers that they wished to abandon the vessel. After a number of efforts had been made to get alongside, <del>one</del> of which proved futile on account of the large quantities of lumber floating around her, a heaving line was thrown to the men on board, with instructions to secure it around their bodies and jump overboard, which they did until all were rescued and trans-

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Jan. 1	Humboldt Bay, California	Am. str. Lakme.....	ferred to a tug. On this occasion the lifeboat made eight trips, transporting in all twenty-one persons. By daylight the Lakme had settled on the bottom with only her pilot house and forecaltle out of water.
Jan. 2	Core Bank, North Carolina.	Aux. yawl Valhalla II.	The lookout discovered a yawl ashore on Drum Shoal in Core Sound, 3 miles W. of the station. The life-saving crew at once pulled off to her, and upon the request of the master, carried out his anchor, and, after four hours' hard work, hove her afloat without damage.
Jan. 4	Cape Fear, North Carolina.	Am. sc. Emma C. Middleton.	At 6.30 a. m. a schooner having been discovered ashore on Frying Pan Shoals, 8 miles S. $\frac{1}{2}$ E. of the station, the life-saving crew launched their surfboat and went to her assistance. She had filled and settled until her decks were awash, with the heavy sea breaking completely over her. To save themselves from being washed overboard the crew, consisting of seven men, had stowed themselves in the jibe and the mizzen topsail. The two men in the after sail were taken off the wreck without much trouble, but to reach those out on the head booms was more difficult, on account of the strong wind and high sea. The surfboat was anchored to windward of the schooner and dropped down to her as close as safety would permit, and the five men were finally reached and taken off the jib boom without accident. The life-saving crew from the Oak Island station having also sighted the schooner, now arrived upon the scene from their station, 14 miles distant, and assisted in transporting the shipwrecked crew to a tug near by, upon which they took passage for Southport. The gale continued, the hull quickly broke up, and the vessel and cargo proved a total loss.
Jan. 5	Atlantic City, New Jersey.	Bateau Rats.....	Drifting out the inlet to sea with the ebb tide. Launched surfboat, recovered the bateau, towed it ashore, and bailed it out.
Jan. 5	Saluria, Texas.....	Am. sc. Box.....	Storm bound and running out of provisions, one of the crew came to the station and requested assistance. Ample stores were provided the schooner by the life-saving crew to enable her to reach her port of destination.
Jan. 6	Old Harbor, Massachusetts.	Rowboat, no name.	While trying to cross the harbor, the occupant, a man, finding it impossible to make any headway against a strong tide and wind, was taken in tow by the surfboat and landed safely on the beach.
Jan. 7	Burnt Island, Maine.....	Small boats, no names.	During a SE. gale the life-saving crew rendered assistance to four valuable open boats moored off the station. Ran new mooring lines and carried out anchors, thus preventing them from going adrift during the gale.
Jan. 7	Wallis Sands, New Hampshire.	Am. sc. Lizzie Carr.	At 4 p. m. on the 6th instant, this vessel, finding it impossible to reach port, due to a strong ebb tide which was setting her inshore at every tack, came to anchor for the night at a point 2 miles S. of the station. The lookouts along the beach kept the schooner in sight during the night in order to assist her should her anchors fail to hold. At daybreak she was still riding safely at her moorings, but at 9.30 a. m. on the 7th instant a fresh breeze from the SE. sprung up, which soon increased to a gale with heavy sea, causing the vessel to drag her anchors and drift rapidly toward the shore. The life-savers had foreseen this and taken their surfboat and beach apparatus and

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Jan. 7	Wallis Sands, New Hampshire.	Am. sc. Lizzie Carr.	<p>stationed themselves at a point on the beach opposite the stranded craft, ready to render assistance. The life line was shot out over the vessel, falling between the masts prior to her stranding on the rocky ledge. She struck with terrific force, her masts falling upon the deck, with the crew lashed in the rigging. A second shot was fired, the line falling within reach of the men on board, but on account of fouling in the wreckage it could not be hauled in. A third shot followed with no better results than the others. The wind had now increased to hurricane force, and the sea and surf running so high that the life-saving crew, in attempting to reach the wreck, were swept back each time and cast upon the beach. The crews from the Jerrys Point and Rye Beach stations also arrived upon the scene, and after firing a fourth shot to the helpless men, whose vessel was being ground into drift-wood, the surfboat was again manned, this time by the keepers and picked men from the three life-saving crews. The wreck had swung round nearer the shore, and, during a lull in the gale, the surfboat was once more launched, and by the united efforts of the crews succeeded in reaching the wreck. The crew, with the exception of the mate, who was drowned while attempting to reach the shore on some floating timber, were rescued and brought safely to the beach, and succored at the station until the arrival of a physician. (For detailed account see caption "Loss of life.")</p>
Jan. 7	Gloucester, Massachusetts	Nor. slp. Urad.....	<p>At 11.50 p. m. news by telephone reached this station that a vessel was ashore on Pavilion Beach, 1½ miles NE. of the station, with her crew calling for help. The life-saving crew at once launched the surfboat and went to her assistance. The vessel had stranded on the rocks while entering the harbor. The crew was taken off and landed safely on shore and cared for at an hotel, while the life-savers carried out her anchor and 100 fathoms of cable and hove her off the rocks, it being impossible to float her until high tide. On the following day she was floated by a tug, the life-saving crew assisting with their surfboat to run her lines.</p>
Jan. 7	Sandy Hook, New York..	Bge. Daisy.....	<p>Upon learning that the crew of the lost barge Daisy was adrift in an open boat and unable to reach the shore on account of the heavy surf, the life-saving crew procured a tug to tow them to sea in the vicinity in which the boat had last been sighted; fell in with the boat containing the four men off the Highlands, picked them up, and landed them safely on shore.</p>
Jan. 8	Quoddy Head, Maine ....	Am. sc. Harry L. Whiton.	<p>On observing a signal upon this vessel the life-saving crew boarded her, assisted to heave up the anchors, which had fouled during the gale of the previous day, and, after obtaining a pilot for her, she proceeded without damage.</p>
Jan. 8	.....do.....	Br. sc. Carrie Easler.	<p>While engaged in rendering assistance to the schooner Harry L. Whiton, a vessel was sighted flying signals of distress. Upon boarding her the crew was found in an exhausted condition, her main-topmast carried away, two jibs gone, main boom broken, and cabin and fore-castle flooded, due to a succession of heavy gales which she had encountered while trying to reach Lunenburg, Nova</p>

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Jan. 8	Quoddy Head, Maine.....	Br. sc. Carrie Easler.	Scotia. After the life-savers had made the necessary temporary repairs to her spars and sails, and supplied the crew with fresh water and oil, she continued on her way across the Bay of Fundy.
Jan. 8	Coos Bay, Oregon .....	Am. str. Flyer.....	In response to a signal from this vessel for a boat launched the surfboat and proceeded to the entrance of the bar, and upon the request of the master took off a number of passengers from the steamer and landed them on shore.
Jan. 10	Sheboygan, Wisconsin, Lake Michigan.	Am. str. Henipin...	Parted her wheel chains and blew signals of distress. The keeper of the station went to her assistance, took her mooring lines, and secured her to the dock, where repairs were made.
Jan. 11	Damiscove Island, Maine.	Br. sc. Ray G.....	Stranded on Bantam Shoal at 3 p. m. 2½ miles SSW of the station. The life-saving crew at once pulled out to her with their surfboat to offer assistance. The tide was well up at the time of her grounding. Soundings were taken, anchors and lines run out, and the deck load thrown overboard to lighten her. The services of a tug were procured to float her, but all attempts proved futile. Bad weather setting in, with thick snow, took the crew ashore and succored them at the station until the following day. During the severe storm which followed the Ray G. broke up and proved a total loss.
Jan. 12	Monomoy, Massachusetts.	Catboat Seafox.....	Having become disabled, called for assistance from the life-saving station. Five surfmen were sent to aid her in reaching Chatham for repairs.
Jan. 12	Fire Island, New York....	Br. str. Indus.....	At 3 a. m. the keeper of this station received word that the patrol had discovered a ship ashore on Fire Island abreast of the light-house. On account of dense fog she could not be seen from the station. The surfboat was launched and pulled out to her assistance; signals of distress were heard and were answered by a Coston signal. On account of darkness and thick fog it was difficult to locate her, but at 4 a. m. the life-savers made her out and succeeded in getting alongside. She had sailed from Habana with a cargo of sugar for New York, and for several days, on account of bad weather, the master had sighted nothing which would aid him in reaching his port of destination. Upon the request of the master the life-saving crew remained by the ship until daylight, when they returned to the beach with dispatches for the wrecking company. At 7 a. m. the life-saving crew from the Point of Woods station arrived at the scene of disaster, both crews rendering assistance throughout the day. Later in the day the wrecking tugs arrived and took charge of the stranded steamer, the life-saving crews remaining close by to take off the shipwrecked crew should they at any time deem it necessary to abandon their vessel. During the night much of her cargo was jettisoned, and on the following morning a heavy sea was running and breaking over her weather side. The station crews, despite the rough sea, were still close at hand, the shipwrecked men being ready to abandon their vessel at the first signs of breaking up. On the 15th the wreckers succeeded in releasing her, and she proceeded to New York under her own steam. From the time the Indus stranded until she was floated the life-saving crews from Fire Island and Point of Woods stations rendered invaluable service, remaining by the wreck and keeping a constant watch,

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Jan. 12	Fire Island, New York ...	Br. str. Indus.....	ready to rescue her crew from their perilous position. Twenty-seven trips were made in their boats between the ship and the shore conveying dispatches and transporting valuable ship's articles to the stations, until the vessel was out of danger.
Jan. 12	Galveston, Texas.....	Gas. lch. Zillah.....	Engine disabled and boat unmanageable; life-savers pulled out to her, and, after landing her passengers on shore, procured a launch which towed her back to the wharf.
Jan. 13	Core Bank, North Carolina.	Aux. yt. Rapido....	Stranded on Steep Point, Core Sound, 2½ miles NW. of station, during dense fog. The station crew went out to the yacht and found her well up on the point. The surfboat carried out her anchors, and after transferring eight tons of coal from aft forward to tip her, she was hove off the shoal into deep water without damage. (See letter of acknowledgment.)
Jan. 13	Aransas, Texas .....	Clarke oil tank, No. 1.	At 8.30 a. m. a tug arrived off the bar flying signals for a boat. The life-savers went out to her; the master requested assistance in securing his hawser to a sunken barge, which had sprung leak outside the bar, his yawl having been stove up in his attempts to get the line made fast to her. Proceeded to sea in tow of the tug and found the barge 15 miles S. of the station with top of cabin and bits awash. A strong "norther" was blowing, and the heavy sea driven before it was breaking completely over her. To run the tow line from the tug to the barge proved a difficult task, and it was not until many heroic efforts had been made, at the imminent risk of their lives, that the life-saving crew succeeded in securing the hawser to the bits, after which the barge was worked in toward the bar. On the following morning the tug again made signal for assistance, the master stating that he had parted the hawser during the night. The station crew went out a second time, and, after running a new line, the barge was towed in to a safe anchorage.
Jan. 15	Barnegat, New Jersey....	Gas. lch., no name..	In attempting to enter the harbor, stranded in shoal water; the life-saving crew went to her assistance, took off her crew, and succored them at the station. Ran the anchors well out to windward, and at 3 a. m. on the following morning, hove her adrift without damage.
Jan. 15	Cape Hatteras, North Carolina.	Am. sc. Cordelia E. Hays.	At 5.30 a. m. the lookout on watch at the station, and also the patrol, reported a light in the direction of Diamond Shoals. The keeper upon observing it from the tower communicated by telephone with Big Kinnakeet and Creeds Hill stations, whose patrols had also sighted the strange light. The surfboat was launched and the crew pulled out in the direction of Diamond Shoal. A strong breeze was blowing from the NNE. with a high sea running, and after a long hard pull to seaward a stranded vessel was sighted on the inner Diamond Shoal, 5 miles from shore, with the heavy sea sweeping over her. They reached the wreck at 9 a. m., the crew from the Creeds Hill station arriving at the same time. The life-saving crew from Big Kinnakeet station had also launched their boat and were ready to render assistance. The shipwrecked crew, consisting of 10 men and a woman, were taken from the wreck by the life-savers and landed safely on shore, where they were furnished with dry clothing from the supply of the Wo-

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Jan. 15	Cape Hatteras, North Carolina.	Am. sc. Cordelia E. Hays.	men's National Relief Association, and sheltered at the station until the 19th instant. In the meantime the vessel broke up and proved a total loss. (See letter of acknowledgment.)
Jan. 15	Galveston, Texas.....	Am. slp. Abble....	The life-saving crew went in search of this sloop, which had left Galveston the week previous with a hunting party on board and had been caught out in bad weather. She was found near a small island in West Bay with centerboard carried away. The party of four on the sloop had been without food for two days and suffered from cold and exposure. They were supplied with food and taken to the city in the surfboat.
Jan. 16	Wood End, Massachusetts.	Dories (2), no names	Found adrift; the life-saving crew picked them up, hauled them out on the beach and notified the owners.
Jan. 17	Louisville, Kentucky....	Bge., no name.....	Adrift in the river on account of heavy ice gorge. The life-saving crew went to her assistance, ran hawsers, and hauled the barge in close to the river's bank and moored it to the shore.
Jan. 20	Point Allerton, Massachusetts.	Am. sc. Natalie J. Nelson.	Stranded on Lovells Island, 2½ miles NNW. of the station. The life-saving crew launched their surfboat and went out to her, and with the assistance of a tug succeeded in heaving her afloat without damage.
Jan. 23	Kill Devil Hills, North Carolina.	Gas. lch., no name.	Engine disabled while crossing the sound and flying signals of distress. The life-savers went to her assistance, and upon the request of the master took him and one passenger to Manteo, where another launch was procured, which towed the disabled boat safely back to port.
Jan. 23	Bogue Inlet, North Carolina.	Am. sc. Heester Ann.	Stranded in Bogue Inlet in the south breaker and in danger of going to pieces. The life-saving crew went to her assistance, ran out her anchors, hove her afloat, and took her to a safe anchorage, the vessel having sustained no damage.
Jan. 23	Fort Point, California....	Am. sc. Emily Martin.	Signals of distress flying at Lime Point fog-signal station were reported by the lookout, who replied by firing his Coston signal. Launched surfboat and pulled to Lime Point. On arrival ascertained that on account of lack of wind, and strong ebb tide running, the vessel had dropped her anchors to avoid being swept out to sea. The master requesting a launch, returned to the station where one was procured and sent out to him. Upon a second request of the master a tug was sent to his assistance on the following morning and the vessel was towed into port.
Jan. 24	Watch Hill, Rhode Island.	Am. sc. Marshall O. Wells.	Stranded at 4 a. m. on Sugar Reef Shoals, 2 miles SW. of the station. The life-saving crew immediately pulled out to her assistance, and upon arriving alongside found her fast on the rocks. With the aid of her sails she was floated off at high tide without damage and proceeded on her way.
Jan. 25	White Head, Maine.....	Am. sc. James Rothwell.	During a heavy NNE. gale and thick snow-storm, dragged her anchors and stranded on Dicks Island Bar, 4 miles E. of the station. The patrol upon discovering the vessel at once reported her condition to the keeper. The life-saving crew found it impossible to launch the surfboat on account of the heavy ice on all sides of the station, but on the following morning it began to break up and the surfboat was launched, and after working for several hours in forcing a passageway for the boat, they finally succeeded in reaching the stranded craft. She was leaking and badly iced up. The life-savers pumped

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Jan. 25	White Head, Maine .....	Am. sc. James Rothwell.	her out, cleared her of ice, and at high water, with the assistance of a tug, hove her afloat. She proceeded to Rockland, Maine, in tow of the tug to make repairs.
Jan. 25	.....do.....	Am. sc. Maud Seward.	While at anchor in Mussel Ridge Channel dragged anchors in a N.E. gale and stranded on Birch Island, 4 miles E. of station. All attempts to launch the surfboat proved futile on account of the heavy ice which had formed around the station and alongshore. At 6.30 a. m. the following day launched surfboat, and after many hours of hard work in forcing the boat through the ice the life-saving crew managed to get alongside the schooner. She was badly iced up, bottom stove in, and partly filled with water. The station crew, after making temporary repairs to her hull, pumped her out and cleared her rigging of ice, ran a hawser and secured it to the shore, and, with the assistance of a tug, hove her off at high water and took her to port.
Jan. 25	Chatham, Massachusetts..	Catboat, no name..	During a N.E. blizzard which swept over the New England coast on this date a telephone message reached the keeper, just prior to the line being carried away by the storm, to the effect that a catboat, containing a boy 10 years of age, was caught in the ice some distance out from Harding Beach and flying signals of distress. Attempts had been made by the people from the town to reach him but without success. The life-saving crew at once launched the surfboat and pulled out to his rescue. The heavy drift ice impeded their progress, and it was not until many heroic efforts had been made that the catboat was reached and its occupant taken to a place of safety. On this occasion the life-savers found it impossible to return to the station in the surfboat on account of the gale, adverse currents, and drift ice, so they set out on foot, and after breaking their way through snowdrifts, which at times appeared impassable, for a distance of 10 miles, managed to reach the station at a late hour that night. (See letter of acknowledgment.)
Jan. 25	Coscata, Massachusetts...	Am. str. Georgetown	At daybreak this vessel was discovered stranded on the beach, 2½ miles NNW. of the station. The keeper launched the surfboat and with his crew pulled out to her and went alongside. Upon the request of the master the personal effects of the shipwrecked crew were transported to the beach by the surfboat and stored in a building belonging to the Great Point light station. A life line was run from the steamer to the shore, the wrecking company notified, and a part of the crew given shelter in the station during the night. On the following day the wreckers arrived and began to heave the vessel afloat. On the 31st she was floated with slight damage and towed to New York for repairs.
Jan. 25	Assateague Beach, Virginia.	Am. sc. Whitewing..	At dawn the patrol discovered a small vessel ashore, 1¼ miles S. of the station and hastily retraced his steps to the station to report the vessel to the keeper. Upon boarding her it was ascertained that during a gale of the night previous the heavy drift ice had parted her cable, the combined forces of wind and ice carrying her well up onto the beach. The life-saving crew ran out her anchors, and the spring tides floated her without further assistance and without damage.

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Jan. 25	Creeds Hill, North Carolina.	Slp. yt., no name...	Blown ashore in Pamlico Sound during a gale, 2½ miles NW. of station, and lying on her bilge. The life-saving crew assisted in righting the vessel, also in launching two boats, which had been hauled out on the shore.
Jan. 25	Portsmouth, North Carolina.	Am. sc. Cherubim...	Parted her cables by heavy drift ice driven before a fresh NW. gale, and stranded on Bush Shoal, 2½ miles W. of station. The life-saving crew broke their way through the ice to the vessel and offered assistance, but none could be rendered until lightened of her cargo, the master stating that he would hoist his signal as soon as it could be transferred to another vessel. She was well out of water, but the station crew, after repeated efforts to float her at high tide, succeeded in heaving her bow around, when, with the assistance of the revenue cutter Boutwell, she was hauled off the shoal without damage and towed to Newbern, North Carolina. (See letter of acknowledgment.)
Jan. 25	Willapa Bay, Washington.	Am. bkn. Encore...	Having anchored in a dangerous position near Jenny Ford Shoal, the master requested a tug. None being on hand the life-saving crew proceeded in their boat to South Bend for one, which arrived on the following morning and took the vessel in tow.
Jan. 26	Great Egg, New Jersey...	Gas. lch. J. A. Reed.	Caught in the ice and drifted on a sand bar 2½ miles SW. of the station; launched surfboat and, after repeated attempts on the part of the life-savers to force the boat through the ice and over intervening sand bars, they finally succeeded in reaching the launch. Ran out her anchors, and with her own power, the crew breaking the ice under her bow, hove her afloat and took her to Longport. The crew of the launch had been without food all day and were supplied with hot coffee and something to eat at the station.
Jan. 26	Little Kinnakeet, North Carolina.	Am. sc. Dauntless...	Stranded during a heavy NW. storm and carried by an unusually high tide well up onto the beach. By the united efforts of the station crews from Big Kinnakeet, Gulf Shoal, Chicamacomico, and Little Kinnakeet for three days, she was finally launched on temporary ways and hove out into deep water.
Jan. 26	Big Kinnakeet, North Carolina.	Am. sc. Little Bettie.	In a violent NW. gale parted her moorings and stranded on the beach, ¼ mile NW. of the station. The life-savers went to her assistance, and, with the aid of the crew from Little Kinnakeet station, hove her out on launching ways, until she floated on the rising tide.
Jan. 26	Sullivan's Island, South Carolina.	Slp. Florie.....	Learning that a sloop was in distress and in danger of sinking, having collided with a drawbridge, 2½ miles WSW. of the station, and unable to work clear on account of a fresh breeze blowing her against the draw, keeper sent the surfmen with some spare lines to her assistance. They succeeded in heaving the sloop away from the bridge, and in towing her to a place of safety.
Jan. 26	Point Adams, Oregon....	Gas. lch. Elk.....	Parted her moorings and stranded on jetty sands. The life-saving crew went to her assistance and hove her off without damage.
Jan. 28	Smith Island, Virginia...	Am. sc. L. O. Muir...	This vessel having been frozen in and in danger of being swept away with the ice, the station crew broke her out, and after opening a passageway, hove her through it to a safe anchorage.
Jan. 28	Humboldt Bay, California.	Skiff, no name.....	Adrift in the bay; launched surfboat and towed the skiff back to the life-saving station and turned it over to the owners.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Jan. 29	Little Kinnakeet, North Carolina.	Am. sc. Maud .....	At 10 a. m. the lookout sighted a vessel in Pamlico Sound flying signals of distress. The life-saving crew went to her assistance and found that she had stranded in shoal water. The crew, consisting of two men and a woman, were taken off the schooner and brought ashore in the surfboat to await high water before attempting to float her.
Jan. 30	Peaked Hill Bars, Massachusetts.	Dory, no name .....	At 10.20 p. m. a surfman, while on the S. patrol, 1½ miles ESE. of the station, discovered a body on the beach, entangled in a trawl, with a dory and fishing outfit near by. He at once attempted resuscitation, but all efforts proved futile as the man was dead. The remains were removed to the station, the coroner taking charge of them on the following day. Upon subsequent investigation to ascertain the circumstances attending the casualty, it was found that the dory and its outfits belonged to the schooner Phelomina Manter, of Provincetown, engaged in trawl fishing on the New England coast. The dory, containing two men, Antone Souza and Manuel Border, after hauling in the trawls, was pulled ashore to await the arrival of the schooner which was to pick them up. Upon approaching the breakers the bowman stood up, and, as the boat struck the unyielding sand, jumped into the water and reached the shore in safety. The dory's stern was lifted high in the air by a combing sea and capsized, throwing Border headlong into the surf, the coils of stout fishing lines with hundreds of heavy hooks attached falling upon him, entangling him in the mass and pinning him down so securely as to render extrication of his arms and legs impossible. Helpless and borne down by the weight of the fishing outfit he sank crying for help. His dory mate, with the smothered cries of anguish from the drowning man ringing in his ears, became panic stricken and fled to the sand dunes beyond, where he remained in hiding for several days, not daring to report the tragedy he had witnessed to the nearest life-saving station. The sea alone, in casting up its victim on the sands, told the sad story of the vanquished after a battle for life against hopeless odds.
Jan. 30	Assateague Beach, Virginia.	Am. sc. Onley .....	During a thick snow squall dragged ashore in heavy drift ice and lay with her broadside to the beach. She was discovered by the patrol, who returned to the station to report the vessel to the keeper. The life-saving crew at once pulled out to the scene of disaster, ran both anchors, and at high tide hove the vessel afloat without damage.
Feb. 2	Long Beach, New York.	Am. sc. Georgia D. Jenkins.	Stranded 1¼ miles W. of station, about 5 a. m. The life-saving crew in surfboat went to her relief at daybreak and took the master to a telephone office, where he telephoned for assistance, and in the afternoon wrecking tugs arrived and hauled the schooner afloat uninjured.
Feb. 3	False Cape, Virginia.....	Am. sc. D. M. Anthony.	Stranded 1¼ miles N. of station and 200 yards from shore, at 9 p. m.; fresh N. wind, thick snowstorm and very rough sea. The N. patrol discovered the casualty at 9.30 p. m., and ran to the station with the tidings. The keeper fired a rocket to apprise the shipwrecked crew of help at hand, telephoned to the keeper at Little Island for surfmen to reinforce his crew, then with all hands hastened alongshore, transporting the beach ap-

## Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Feb. 3	False Cape, Virginia.....	Am. sc. D. M. Anthony.	parabus. Three surfmen from Little Island joined the False Cape crew near the wreck and assisted in the work of rescue until its completion. The second shot from the Lyle gun carried a line on board the Anthony, but it soon became encumbered with ice and fouled some wreckage, making it impossible to bring the breeches buoy into operation. The life-savers then hastened to the station, transported the surfboat to the scene, launched it in the face of a raging sea, and succeeded in getting alongside the wreck. The crew would not abandon the vessel, so upon request the surfmen took the wife and child of the master ashore, and they were cared for at the residence of No. 1 surfman. At daylight the life-savers again pulled to the schooner and landed master and crew, seven men. The shipwrecked men were succored at the station until the 17th instant, when, having stripped the wreck, they proceeded to Norfolk. (See letters of acknowledgment.)
Feb. 3	San Luis, Texas.....	Br. str. Amazonese.	At 12 midnight a patrolman 34 miles N.E. of the station saw three flash lights far to the northward and eastward, and burned a Coston signal, which was answered by a rocket. He hastened to the station and reported, and, after burning a second Coston signal, which was also answered by a rocket, the life-savers started alongshore, the horse hauling the surfboat upon the beach wagon. En route they met a farmer who was driving toward the station to inform the keeper that a large steamer had gone ashore near his residence, 8 miles N. of the station. The farmer's horse was also harnessed to the boat wagon, and at 3 a. m. the surfmen reached a point abreast the stranded ship, launched their boat, and pulled alongside. At request of the master, they took the first officer to the shore and procured for him a conveyance to Galveston, where he employed three tugs, which went to the stranded ship and hauled her afloat, the life-saving crew rendering all assistance within their power. (See letter of acknowledgment.)
Feb. 3	Cape Disappointment, Washington.	Str. M. T. Hazen ....	This vessel, a small tug, broke down while towing a scow, drifted against a fish trap and capsized, 5 miles E. of station. Her crew of two were rescued by a boat near by, and the tug Shamrock towed her to shore, where the life-saving crew assisted in beaching her.
Feb. 3	Coquille River, Oregon ..	Fish boat, no name.	At 6.30 p. m., a fish boat containing one man was observed coming from the fishing-ground towards the bar. As there was a dangerous surf breaking upon the bar, the life-savers pulled out, took the fisherman into the surfboat, and with the fish boat in tow started in, but as they reached the inner breakers the fish boat capsized and sank, and in order to save themselves the life-savers were compelled to cast it off. The fisherman doubtless would have lost his life had the surfmen permitted him to carry out his intention of coming through the breakers.
Feb. 4	Cape Lookout, North Carolina.	Am. sc. Louis Boser.	Ran out of provisions, and the life-saving crew gave the master and four seamen a meal at the station, and, the inner bays being obstructed by ice, assisted them in procuring a food supply.

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Feb. 4	Coos Bay, Oregon .....	Am. str. F. A. Kilburn.	Stranded on N. spit, 2½ miles S. of station, at 7.30 a. m., the weather being thick. The life-saving crew, in surfboat, got alongside at 8.30 a. m. and ran the ship's kedge, but upon taking the line to the windlass the anchor came home. Later a tug arrived upon the scene and assisted the vessel afloat, the surfmen helping by handling and running lines.
Feb. 7	Monomoy, Massachusetts.	Am. aux. slp. Gypsy Maid.	Imprisoned in ice, with two men on board, and lying helpless 3 miles W. of station. At 10 a. m. the men were observed to leave the vessel in an attempt to reach the land, and, knowing the ice to be in a dangerous condition, the surfmen transported the dory over it for 2½ miles, where they met the men and assisted them safely to shore. They were provided with food, clothing, and shelter at the station, and on the 9th the crews of Monomoy and Monomoy Point assisted them to free their sloop from the ice.
Feb. 8	San Luis, and Velasco, Texas.	Am. str. Nueces.....	The Nueces, carrying 52 passengers, a crew of 17, and a large general cargo, stranded on the beach 9 miles SSW. of the San Luis station, at 8 p. m., the weather being thick and rainy. At 12 midnight the surfman on SW. patrol observed flashing lights near the shore, and after burning a Coston light he hastened to the station, 3 miles distant, and reported. The crew put out in surfboat, reaching the ship at 3 a. m. As the sea was smooth and wind offshore the life-saving crew ran two of the steamer's kedges out into deep water, then landed, and the keeper hastened on foot toward Velasco. On the way he encountered the crew of the Velasco station on their way to the stranded vessel, in their surfboat, and they returned with him to their station, whence a surfman was sent to Velasco, bearing dispatches to the agents of the steamer, asking for tugs and lighters. Both life-saving crews then repaired to the Nueces and remained by her until she had been released. Tugs, lighters, and men arrived from Galveston in the afternoon, and the surfmen assisted in lightening cargo, handling lines, and at other necessary work until 10 a. m. of the 10th, when the ship was floated, apparently uninjured. (See letters of acknowledgment.)
Feb. 9	Parramore Beach, and Wachapreague, Virginia.	Span. bkn. San Ignacio de Loyola.	Stranded at 11.50 p. m., on a shoal 3 miles NE. of the former and 2 miles S. of the latter station—strong easterly wind, high sea and stormy weather. She made signals of distress, and they were promptly answered by the life-savers, who flashed Coston signals. The Wachapreague crew put out in their surfboat, but the signals having ceased and the night being very dark, with a violent rain storm prevailing, they could not find the vessel and landed on the beach. The Parramore crew transported their surfboat alongshore and were also unable to sight any wreck. At daybreak both crews sighted the barkentine and pulled to her, but on account of the rough sea could not get alongside and returned to shore. In the afternoon the sea subsided and a picked crew from both stations put out in a surfboat and in three trips landed the crew of 18 men. Nine of them were succored at each station for nine days, and were then camped in a house on the beach until the 20th, when wreckers having floated the vessel, the life-savers put them on board of her with their belongings.

## Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Feb. 9	Cape Lookout, North Carolina.	Am. sc. Sarah D. J. Rawson.	The three-masted schooner Sarah D. J. Rawson, of 387 gross tons and carrying a crew of seven men, sailed from Georgetown, South Carolina, for New York, with a full cargo of lumber on February 2, 1906. At 5.30 a. m. of the 9th following, while standing to the northward under short canvas in a SSE. gale, with thick fog and rough sea, the vessel stranded in the breakers on the S. side of Lookout Shoals. As soon as she struck, the master gave orders to take in sail, and while the crew were performing this work one of them, Seaman Jacob Hanson, was swept overboard and lost his life. At 12.06 p. m. the keeper and lookout at the station, 9 miles N. by W. from the wreck, discovered the vessel through a rift in the fog and the lifeboat was at once called away and manned. Under sails and oars she reached the place of disaster at 4 p. m. The Rawson lay in a seething mass of breakers, badly dismantled and surrounded by drifting wreckage, so that all efforts of the life-savers to reach her were vain. Fortunately, enough of the hull and bulwarks remained intact to afford somewhat of a shelter for her crew, six men. Night soon came on, and the life-savers brought their boat to anchor and throughout the night kept watch upon the wreck, hoping, should it break up, that they might be able to pick up the crew. At 11 a. m. the following day the wind had shifted and the sea became a little smoother. The surfmen then anchored the lifeboat to windward of the wreck, and by veering upon the cable and heaving a line to the shipwrecked men, succeeded, one by one, in hauling all hands safely into the boat. The rescued men were taken to the station, provided with dry clothing from the stores of the Women's National Relief Association, and succored until the 12th instant, when the U. S. revenue-cutter Seminole took them on board and carried them to Wilmington, North Carolina. The Rawson broke to pieces and disappeared soon after the rescue of the crew was accomplished. (For detailed accounts, see caption "Loss of life.")
Feb. 10	Core Bank, North Carolina.	Costa Rican Government nph. yt. Resguardo.	Stranded on Drum Inlet Bar, 2½ miles N. of station, at 4 p. m., the casualty being due to the shifting of a buoy from its position. The life-saving crew boarded her, but, owing to a falling tide, were unable to release her. At 4 a. m. the following day they boarded again, jettisoned part of the yacht's ballast, ran out two anchors which they borrowed from a schooner near by, and at 1.30 p. m. succeeded in floating the stranded vessel uninjured.
Feb. 12	Fort Point, California....	Gas. lch., no name..	At 1.45 p. m. the keeper received a telephone message from the Golden Gate station that a boat flying signals of distress had been seen about 5¼ miles S. of Point Lobos. He immediately called away the surfboat, and at 3.30 p. m. found a gasoline launch anchored near the bar, her machinery disabled, and two men on board who were nearly overcome by exposure. The surfmen took the launch in tow, and under sails and oars endeavored to reach the station, but the wind being light and the current very strong they were carried to the northward of Point Bonita about 5 miles. After dark they burned flare-up lights, and the steamer North-

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Feb. 12	Fort Point, California....	Gas. lch., no name..	land came to their aid and towed both craft to the station. The rescued men were given stimulants and food at the station, and later proceeded to their homes.
Feb. 13	Hog Island, Virginia.....	Am. slp. Christiana.	At 3.30 p. m., during a northerly gale, thick snowstorm and rough sea, the Christiana mis-stayed, and stranded on the bar, 1 mile SW. of the station. The life-saving crew pulled, in surfboat, to the stranded craft, furled her sails, laid out her anchors and battened down her hatches, then took her crew of three to the station, gave them dry clothing from the stores of the Women's National Relief Association, and succeeded them until the storm abated. The sloop weathered the gale and was uninjured.
Feb. 14	Metomkin Inlet, Virginia	Scow, no name....	Drifting unattended to sea, and station crew pulled out in surfboat and towed the derelict craft into the harbor.
Feb. 14	Biscayne Bay, Florida....	Gas. lch., no name..	Supply of gasoline became exhausted and at request of two men in charge of the launch the keeper towed the boat to Lemon City, using station boat.
Feb. 16	Isle of Wight, Maryland..	Am. slp. George H. Bates.	The keeper supplied the crew of the sloop with rope and twine to repair her rigging, also with some provisions, their stock being nearly exhausted.
Feb. 17	White Head, Maine .....	Skiff, no name.....	Drifting out to sea before a gale against which the occupant, a man, was unable to make any headway, and surfman put out in station dory and assisted in bringing the boat into harbor.
Feb. 18	Chatham, Massachusetts..	Am. sc. Ramona....	Stranded on Chatham Bars, 1 mile SSE. of the station, at 3.30 p. m., during a strong NW. gale, and made a signal of distress. The life-savers pulled in surfboat to her relief, made sail upon the vessel, and by taking advantage of wind and tide worked her afloat, then took her to a safe anchorage. (See letter of acknowledgment.)
Feb. 19	Bogue Inlet, North Carolina.	Am. sc. Myra W. Spear.	Stranded in the inlet, 2½ miles W. of station, and surfmen assisted in lightening a portion of the cargo, then ran anchors and hove the vessel afloat.
Feb. 20	Point Allerton, Massachusetts.	Am. sc. Varuna.....	Mis-stayed, and stranded on Devils Back, 3¼ miles NNE. of station, at 3.30 p. m. The life-saving crew arrived at the vessel at 4.45 p. m., and, as the tide came in, assisted in getting her afloat. She had sustained no injury.
Feb. 23	Mosquito Lagoon, Florida	Gas. lch., no name..	Engine broke down and the keeper assisted the master in making repairs.
Feb. 24	Burn' Island, Maine .....	Am. slp. Archann T.	Parted her chains in drift ice and went ashore on Harts Bar, 2½ miles NE. of station. Surfmen launched station dory and in tow of a sloop went to the stranded craft, helped to throw overboard her ballast, rigged masthead tackles to right her, and, by running anchors, succeeded in getting her afloat. The sloop then took a tow to Port Clyde, and, as she was leaking badly, the surfmen remained on board and kept the water down until she reached a dock.
Feb. 24	Little Island, Virginia....	Br. str. Bangor.....	At 10.40 p. m. the station watch reported a steamer ashore about ¼ mile SE. of the station. The wind was light, weather very hazy, and sea rough. After telephoning to Dam Neck Mills and False Cape stations, and sending up a rocket, the life-savers proceeded to the place of casualty and endeavored to throw a line to the steamer with the Lyle gun, but found the range too great. They then boarded her in the surfboat, and at request of the master returned to shore and telegraphed to the owners and agents. The other crews to which the

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Feb. 24	Little Island, Virginia....	Br. str. Bangor.....	keeper had telephoned also came to the vessel, but their services were not needed. Thereafter the Little Island crew rendered assistance by taking soundings, carrying messages back and forth, and performing all duty required of them until 10.50 a. m., when a tug assisted the Bangor afloat. She sustained no apparent injury. (See letter of acknowledgment.)
Feb. 25	Coquille River, Oregon...	Am. sc. Onward....	At 2 p. m., while attempting to sail in over the bar in a strong NW. wind, the Onward took a sheer on a heavy breaker, became unmanageable, and the master dropped both anchors to save her. The chains soon parted and the vessel drifted over a reef and stranded close to the station lookout. As she was nearly light she went well up on the shore, so that the crew were not in danger. The surfmen ran a hawser from shore to the schooner to prevent her drifting upon the rocks and hove it taut, then assisted to remove all articles of value from the vessel to a safe place. For several days thereafter the underwriters worked upon the schooner, endeavoring to save her, and the surfmen took soundings, ran lines, transported men, and performed other duties as required, but all efforts proved in vain, and on March 20 following the wreck was abandoned. (See letter of acknowledgment.)
Feb. 27	Oak Island, New York ...	Rowboat, no name.	Beating in the surf, and station crew hauled it up on the shore, and the keeper reported it to owner.
Mar. 3	Burnt Island, Maine .....	Gas. lch., no name .	Disabled 3 miles NE. of the station and flying signals of distress. The keeper and a surfman, with a gasoline launch, towed her to Port Clyde for repairs.
Mar. 3	Sullivans Islands, South Carolina.	Slp., no name .....	The lookout discovered a small sloop drifting to sea with the tide, 3 miles S. of the station. The life-saving crew manned their surfboat and pulled out to her. As the wind was favorable, set sail on the sloop and brought her to port and delivered her to the owner.
Mar. 3	Santa Rosa, Florida .....	Gas. lch. Robert L. E.	At 5 p. m. the lookout reported a launch disabled $\frac{1}{2}$ mile NE. of the station, with an excursion party on board. The surfboat went to their assistance and towed the launch to the life-saving station, where temporary repairs were made, after which she proceeded on her way.
Mar. 4	Cape Elizabeth, Maine ...	Gas. lch., no name .	Cries for help were heard on the water by the patrol, who immediately replied by burning a Coston signal. Upon reporting to the keeper the surfboat was launched and the crew pulled out in the direction in which the calls were heard. After burning two Coston signals they discovered a disabled launch, containing a man, adrift at sea. The launch was towed to the station by the surfboat, where the man was given shelter for the night.
Mar. 4	Little Kinnakeet, North Carolina.	Skiff Dodge .....	Capsized during a fresh SW. squall $\frac{1}{2}$ mile SW. of the station. The life-saving crew went to the rescue and aided in transferring the two men clinging to the sides of the skiff to a fishing vessel near by, after which the capsized boat was towed into shallow water, righted, and bailed out.
Mar. 5	Burnt Island, Maine .....	Slp., Bismarck .....	Stranded on Roaring Bull Ledge, 4 miles ESE. of the station. The life-saving crew went to her assistance, ran out her anchors, and threw part of her ballast overboard to lighten her, but as the wind was freshening and the sea running high, they were finally compelled to abandon her. The imperiled men

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Mar. 5	Burnt Island, Maine .....	Slp. Bismarck .....	were taken off the wreck from the bowsprit and transferred to another sloop by the life-savers. The timely arrival of the surfmen undoubtedly saved the lives of the wrecked crew, as the sloop was quickly pounded to pieces on the rocky ledge.
Mar. 5	Point Allerton, Massachusetts.	Am. sc. Etta .....	Stranded 3 miles NW. of the station on the north side of Nix Mate Shoal. The station crew launched the surfboat and proceeded to her assistance, hove up her anchors, pumped her out, and ran her hawser to a tug which hauled her afloat and took her to Boston for repairs.
Mar. 5	Cape Fear, North Carolina	Am. sc. Joseph .....	Parted her cable and drifted ashore in Gold Leaf Inlet, 5 miles N. of the station. The life-saving crew proceeded to the scene, and at the request of the master ran her anchor and cable out clear of the breakers. Hove her afloat with slight damage and took her to a safe anchorage in the bay.
Mar. 7	Point Allerton, Massachusetts.	Am. sc. Ellen C. Burke.	This vessel having missed stays, stranded in Black Rock Channel, 2 miles NNW. of the station, and, upon being reported by the W. patrol, the surfboat was launched and the crew pulled out to the ill-fated craft. The crew pumped her out, she having sprung a leak on striking the rocky ledge, furled her sails, and aided the tugs to float her, after which she was towed to Boston for repairs.
Mar. 8	Atlantic City, New Jersey.	Scow, no name .....	At 8 a. m. the S. patrol reported to the keeper that a scow had washed ashore during the night. The life-saving crew hauled it up onto the beach to a safe place to await the arrival of the owner.
Mar. 9	Hither Plain, New York..	Am. sc. Pendleton's Satisfaction.	This vessel, thirty-four days out from Saint Petersburg, Florida, for Providence, Rhode Island, lumber laden, having run short of provisions, anchored abreast of the station and requested assistance. At dawn her signals of distress had been sighted offshore by the crews of the Napeague and Amagansett life-saving stations, who immediately went out to her. They found her in a leaking condition, foresail and jib carried away, and the crew without food. The life-savers hove up the anchor, got the schooner underway, instructing the master to work his vessel east until off Hither Plain life-saving station, a short distance beyond where he would be supplied with stores by the keeper. Upon their return to the shore they communicated with the Hither Plain station, and, upon the arrival of the vessel at that place, she was supplied with ample provisions to enable her to reach her destination.
Mar. 9	Chester Shoal, Florida....	Lch. Bluehill .....	Dragged anchor and stranded in Banana Creek, 1 mile SW. of the station, during a fresh SSE. squall. The keeper and one man set out in a small boat to her assistance. Ran out her anchors, hove her afloat, and took her to a safe anchorage.
Mar. 10	Point of Woods, New York	Scow, no name .....	Adrift in the ice about 1½ miles NE. of the station. The life-saving crew launched a boat on the ice and proceeded to recover the scow. After cutting a channel through the ice for about a mile they succeeded in reaching her, and after bailing her out took her in tow, but on account of the heavy ice in the vicinity of the station found it impossible to beach her. The owner took charge of the scow and proceeded to Fire Island, the life-saving crew at that place assisting to secure the boat. The owner was provided with quarters at the station until the following morning.

## Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Mar. 11	Wood End, Massachusetts.	Am. sc. Esther Grey.	The lookout upon reporting signals of distress flying on this vessel, the keeper launched the surfboat and proceeded with his crew to her assistance. In working their way to her they found that the heavy drift ice had caused her to drag her anchors, and on account of her crew being short handed and suffering from cold and exposure they were unable to heave them up. The station crew hove up the anchors by means of the capstan, got the vessel underway, and took her to a safe anchorage in the harbor.
Mar. 11	.....do .....	Am. sloop. Florence ..	At 11 p. m. the lookout reported to the keeper that a sloop was drifting by the station in the ice, with the crew, consisting of three men, shouting for help. The life-savers at once went to the rescue, and by means of the beach apparatus the life line was shot out to them, falling directly over the sloop. The men on board secured the end of the line to the dory, in which they were all dragged over the ice, landed safely on shore, and succored at the station until the following day. The ice forced the sloop ashore, but she was floated on the 12th at high tide by the steamer Vigilant.
Mar. 12	Jerrys Point, New Hampshire.	Am. sc. Ramona.....	Missed stays and struck on Duck Island Ledge, 6 miles SE. of the station. She was discovered by the patrol at 3.30 a. m., and upon reporting her at the station the surfboat was launched and the life-savers proceeded to her assistance. They found her stranded on the ledge and lying in a dangerous position. At the request of the master, ran out her anchor and secured a hawser to a tug, which hauled her afloat with little damage.
Mar. 18	Orleans, Massachusetts...	Am. sc. James Rothwell.	At 8 a. m. a three-masted schooner was sighted heading for the shore, and flying signals of distress. The life-saving crew launched the surfboat and pulled out to her with all possible dispatch. She had sailed from Clarks Island, Maine, bound for Philadelphia, with a cargo of granite, and was in a leaking condition, there being six feet of water in her hold. All preparations had been made to beach the vessel, as the water kept gaining on the pumps. The personal effects of the crew had been placed in the yawl boat, the master having decided to abandon her. She was settling rapidly when the life-savers swung themselves on board. They removed the hatch covers and, after a diligent search, located the leak in the centerboard box. Hasty repairs were made, leaky seams calked, until the pumps gave evidence of lowering the water in the hold. She was put before the wind and headed for a leeward port. Arriving off Boston light she fell in with a tug which towed her to the city, the life-saving crew returning to their station on the following day. (See letter of acknowledgment.)
Mar. 18	Maddequet, Massachusetts.	Am. str. Judge .....	At 8.45 a. m. a surfman discovered this steamer ashore, 14 miles NNW. of the station. The life-saving crew launched the surfboat and went to her assistance, ran out her anchors and chains, and after ineffectual efforts to extricate her from her dangerous position suspended work until high water. At high tide a second attempt was made to heave her afloat, the strenuous efforts of the life-savers, aided by the steamer's power, again proving unsuccessful. A part of

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Mar. 18	Maddequet, Massachusetts.	Am. str. Judge .....	the steamer's crew was brought ashore in the surfboat and succored at the station. At 7.30 a. m. on the 19th, the tide being well up, she was worked off the shoal into deep water by means of purchases on her cables and her own steam and taken to a safe anchorage, after which she proceeded to Nantucket.
Mar. 19	New Shoreham, Rhode Island.	Am. str. Spartan ....	At 4.15 a. m. stranded during fog on the east side of Block Island, 1½ miles SE. of the station. Upon discovering the ill-fated vessel the life-savers launched the surfboat and went to her assistance. The sea being smooth at the time, with the steamer lying easy, assistance was declined, the master feeling confident that he could work her afloat with the engines at high water. The weather continued thick but calm throughout the day, and the chances of saving the Spartan appeared fairly good until night-fall, when a heavy swell set in from the eastward with signs of threatening weather. Later the sea began to pound her sides and break on board, sweeping her decks fore and aft, and the crew became apprehensive of her weakening and going to pieces during the night. Signals of distress were hoisted and the life-saving crew quickly responded, taking from the wreck 11 of her crew and sheltering them at the station, while the rest remained on board. During the night the heavy sea crushed in her bulkheads and her hull filled with water. All hopes of saving the vessel were abandoned, and at daybreak the men on board were rescued by means of the beach apparatus and brought to the station, where the entire crew was succored until the 21st instant. The Spartan continued to break up and proved a total loss.
Mar. 20	Chester Shoal, Florida....	Gas. lch., no name..	This launch having run short of fuel, the occupant came to the station and requested assistance. The keeper supplied the boat with sufficient oil to enable her to reach her destination.
Mar. 20	Fort Lauderdale, Florida.	U. S. S. Abarenda ...	An officer from this vessel came to the station and requested to be taken to the nearest telegraph office in order to forward dispatches for wrecking tugs, his vessel having stranded on the coast. He was given passage in the supply boat to the railroad depot, the keeper notifying the U. S. Steamer Forward, at Miami, and the Maritime Exchange, of the mishap to the Abarenda.
Mar. 22	Sandy Hook, New Jersey .	Scow, no name.....	Upon signals from the U. S. Steamer Mohawk, the keeper went on board to assist in removing a scow, which had been picked up by the cutter at the junction of the Swash and Mainship channels.
Mar. 23	Gurnet, Massachusetts....	Gas. slp. Perseverance.	At 4.30 p. m. the patrol reported that a sloop was ashore on Dicks Flat, 2½ miles SW. of the station. The life-saving crew upon going alongside found her lying in a perilous position; ran her anchors well to windward and at high tide set her sails, the wind being favorable, and hove her afloat without damage.
Mar. 26	Oak Island, New York ...	Am. sc. Annie E. Edwards.	This vessel, having made several attempts to enter Fire Island Inlet without success on account of shoal water, signaled to the life-saving crew for assistance. The station crew, after sounding out the channel for the vessel, warned the master not to approach the bar until high water, at which stage of the tide he returned and sailed into the inlet in safety.

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Mar. 26	Santa Rosa, Florida .....	Lch. General Elliot.	Engine disabled; signaled for assistance. The life-saving crew launched the surfboat and towed the launch to the navy-yard, a mile distant, and made her fast to the wharf.
Mar. 26	Coquille River, Oregon...	Bge., no name.....	Broke adrift from her moorings and swept out by the tide. The life-saving crew launched their surfboat, towed the barge back, and secured her to a wharf.
Mar. 27	Burnt Island, Maine .....	Rowboat, no name.	At 7 p. m. during a dense fog the S.E. patrol heard calls for help over the water. The occupant, a man, having lost his way was guided to the shore in safety by the light from a lantern. After the fog had cleared up he proceeded to his home.
Mar. 27	Newburyport, Massachusetts.	Am. sc. G. M. Hopkins.	At 4 p. m. the lookout discovered a vessel stranded on Humpsands Reef at the mouth of the Merrimac River and flying signals for a tug. The life-saving crew boarded her and found her hard aground and leaking. As no tug was available the station crew threw a part of her cargo overboard to lighten her, but all their efforts to float her proved futile. The life-saving crew remained by the vessel until the following high tide, when they succeeded in heaving her afloat, the master taking her to Rockport for repairs.
Mar. 27	Point Bonita, California..	Rowboat, no name.	Two men in an open boat, while endeavoring to reach seven workmen employed in erecting a light-house on Mile Rock, drifted out to sea and were unable to regain the shore on account of the strong wind and tide. The keeper seeing their plight lowered the surfboat, towed the boat back, took the workmen from the rock, and landed them safely on board a construction steamer near by.
Mar. 28	Cold Spring, New Jersey.	Dredge New Cape May.	Stranded on the bar in Cold Spring Inlet, 2½ miles E. of the station. The life-savers from Two Mile Beach and Cold Spring stations assisted in sounding on the bar, and, after reporting her condition to the tugs waiting outside, she was hauled afloat at high tide without damage.
Mar. 28	Oswego, New York, Lake Ontario.	Scow, no name.....	Caught in the ice and drifting out on the lake with its occupants, two men, struggling to regain the shore. The keeper seeing the perilous situation of the men proceeded over the drifting ice field with a skiff, and rescued them before the ice, threatening to crush their boat, closed them in.
Mar. 29	Hunniwells Beach, Maine	Am. sc. Mentor.....	The S. patrol discovered this vessel dragging out of the river in heavy drift ice and flying signals of distress. The life-savers at once worked their way through the ice to the schooner, and, after assisting to clear her hawse and heave up her anchors, secured a tug which towed her to a safe anchorage.
Mar. 29	Point of Woods, New York	Nph. lch., no name.	This launch, containing two men, was discovered with engine disabled. The life-saving crew towed her ashore and anchored her in a safe place for the night.
Mar. 29	Santa Rosa, Florida .....	Am. sc. Evalyn.....	This vessel, bound for Pensacola, Florida, having mistaken the lights on shore for those marking the channel, stranded on Fair Point, 4½ miles NNE. of the station. The patrol discovered the vessel, and upon reporting her to the keeper the life-saving crew at once pulled out to her. At the request of the master they assisted in transferring the cargo, and after running out her anchors succeeded in heaving her afloat without damage.
Mar. 29	Humboldt Bay, California	Rowboat, no name.	Drifting out over the bar with its occupants struggling to stem the tide and reach shore, the life-saving crew launched the surfboat, and took them in tow until relieved by a power launch, which took the boat into the bay.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Mar. 30	Maddequet, Massachu- setts.	Slp., no name.....	At 9 a. m. the lookout reported a fishing sloop ashore on Eel Point, 14 miles N. of the station. The life-saving crew upon reaching her found her fast aground and in danger of breaking up on the lees shore, inasmuch as the wind was blowing fresh from the SE. and the tide ebbing. The master requested assistance, but, due to the unfavorable conditions then existing, was of the opinion that his vessel could not be floated. The station crew ran out their anchors, and after considerable effort hove her off and took her to a safe anchorage.
Mar. 30	Santa Rosa, Florida .....	.....do .....	At the request of the owner the life-saving crew assisted to launch this vessel from the beach, and after floating her towed her to the station with the surfboat.
Mar. 31	Brazos, Texas .....	Am. sc. Ada .....	At 2 p. m. the lookout saw this vessel run ashore and dismasted in a heavy squall. The surfboat was launched and the station crew boarded her and offered assistance. They cleared away the wreckage, shifted the ballast forward to get her on an even keel, and after running her anchors hove her afloat. A sail was bent to the stump foremast, and with fair wind and tide they succeeded in working her into the port of Isabel.
Apr. 1	Great Wass Island, Maine.	Am. sc. Annie Gus.	At 5 a. m. the E. patrol discovered this vessel stranded on Freemans Rock, 4 miles E. of the station. The life-saving crew launched the surfboat and proceeded to her assistance. Upon arriving at the scene of disaster they found her full of water and showing signs of going to pieces. The members of the shipwrecked crew, with their personal effects, were taken from the vessel by the life-savers and landed in safety at Moose Point light-house. The master was taken to Jonesport in the surfboat for the purpose of making arrangements with a wrecking company to strip his vessel. (See letter of acknowledgment.)
Apr. 1	White Head, Maine .....	Am. sc. J. Kennedy.	Disabled in a gale of wind, came to anchor 1 mile SE. of the station, and set signals for a tug. The life-saving crew pulled out to her, ran her hawser to the tug, hove up her anchor, after which she was towed to Rockland for repairs.
Apr. 1	Salisbury Beach, Massa- chusetts.	Gas. lch., no name..	Engine disabled and launch in danger of drifting out to sea. The life-saving crew manned the surfboat and towed her to a safe anchorage in the river.
Apr. 2	Quoddy Head, Maine ....	Am. sc. T. A. Stuart.	At 5.30 a. m. a vessel was sighted at the entrance of the bay flying signals of distress. The surfboat was launched and the station crew pulled out to her. Upon boarding her they found 6 feet of water in her hold and the master and crew in an exhausted condition. The life-savers at once manned the pumps, got her underway, and took her into the bay. She was leaking so badly that it was necessary to keep the pumps constantly in operation to prevent her sinking during the night. On the following morning a tug was sighted, which took the vessel in tow and secured her to a wharf.
Apr. 4	Bulow, Florida.....	Gas. lch., no name..	Capsized in Bulow Bay with the crew clinging to the sides of the boat. The keeper pulled to the rescue, assisted to right and bail her, when she proceeded to Daytona.
Apr. 4	Louisville, Kentucky.....	Shanty boat Hun- ters Home.	The lookout discovered this boat, containing two men, in danger of going over the middle chute of the falls and immediately gave the alarm. The surfboat went to the rescue, ran a line to the drifting boat, and towed it into the canal.

## Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Apr. 5	Galveston, Texas.....	Am. sc. Flower of France.	Stranded on S. jetty, 4 miles NE. of the station. The life-savers proceeded to the scene and, after running out her anchors, hove her off without damage and took her to a safe anchorage.
Apr. 5	Brazos, Texas .....	Bge. Hannah.....	Parted her cable during a fresh NE. wind and drifted onto the beach, 3½ miles S. of the station. In response to signals of distress flying on the barge the life-savers launched the surfboat and pulled out to her. They found her pounding heavily on the beach with the sea breaking completely over her, and after repeated efforts succeeded in taking off the crew and landing them safely on shore. Upon the arrival of a tug the station crew carried out her hawser and secured it to the barge, but as the tug failed to move her, together with evidence of her breaking up, all hope of saving the barge and cargo was abandoned, and in a short time she became a total loss.
Apr. 6	Wallis Sands, New Hampshire.	Am. sc. Galatea ....	At 2.45 a. m. the N. patrol seeing a vessel stranded, 1½ miles NE. of the station, burnt a Coston signal to let her crew know that their perilous situation had been discovered and that help was at hand. He ran to the station and, upon reporting to the keeper, the life-saving crew proceeded with the beach apparatus to the scene of disaster. Arriving abreast of the wreck it was found that the crew could be landed in safety in her own boats, and after three successful trips the entire crew of eleven men were brought ashore by the life-savers. The crew from the Jerrys Point station having been notified of the wreck, arrived on the scene and aided in rescuing the shipwrecked men, who were cared for at the station and furnished with dry clothing from the supply of the Women's National Relief Association. The vessel soon broke up and proved a total loss.
Apr. 6	New Shoreham, Rhode Island.	Bge. Texas .....	At 9.20 a. m. the keeper of this station received word from the Weather Bureau, transmitted by telephone through the light-house keeper, that a vessel had stranded during thick fog ¾ miles SSW. of the station. The S. patrol had also learned of the ill-fated barge from the SE. end of the island, and reported her to the station. The life-savers proceeded to a point on the island abreast of the wreck, transporting the beach apparatus and surfboat overland by means of a team of horses. The crew of the Block Island station were notified of the disaster and repaired to the scene with all possible dispatch. Upon arrival of the life-savers abreast of the wreck they found the vessel breaking up in the heavy surf, with the sea washing her decks from stem to stern. Three of her crew had succeeded in reaching the shore on some floating wreckage, while a fourth was cast up onto the treacherous beach in an exhausted condition. Attempts to resuscitate him proved futile and his remains were interred on the island. The fifth man of the crew was missing, but after a diligent search, which was maintained for several days, his body was recovered and given decent burial near the life-saving station. (For detailed account see caption "Loss of life.")
Apr. 7	Jerrys Point, New Hampshire.	Am. sc. Estelle S. Numan.	In getting underway stranded on Fishing Island Point, 1 mile NE. of the station. The life-saving crew launched a dory

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Apr. 7	Jerrys Point, New Hampshire.	Am. sc. Estelle S. Numan.	and boarded her, and with the assistance of a tug succeeded in floating her without damage.
Apr. 7	Sullivans Island, South Carolina.	Slp. Lily Holmes....	At 3 p. m., while endeavoring to reach the fishing grounds, this vessel was blown ashore in a fresh SW. wind, $\frac{1}{2}$ of a mile from the station, and in danger of going to pieces in the breakers. The station crew manned the surfboat, towed her to a place of safety, after which she proceeded to Charleston under reduced sail.
Apr. 8	White Head, Maine .....	Gas. lch., no name..	Engine disabled and the launch found drifting to sea with the wind and tide. The life-saving crew went to her assistance and towed her to a safe anchorage for the purpose of making repairs. The crew, consisting of four men, were taken to the station and sheltered for the night, and on the following day, temporary repairs having been completed to the machinery, proceeded on her way to Boston.
Apr. 8	Cuttyhunk, Massachusetts.	Am. sc. Mary and Belle.	The master came to the station and requested assistance in getting his vessel out of Cuttyhunk Pond. The station crew went on board, got her underway, and piloted her safely out of the harbor.
Apr. 8	Cape May, New Jersey....	Aux. yt. Arrow .....	Machinery disabled, and boat adrift with ensign union down. The life-saving crew went to her assistance, aided in making temporary repairs to one engine, and then took her in under the beach to smooth water, after which she proceeded to her destination.
Apr. 8	Assateague Beach, Virginia.	Am. sc. M. P. Howlett.	At 5.20 a. m. the station watch discovered a vessel stranded on the beach S. of the station. The life-saving crew went to the rescue with the surfboat, but on arriving alongside found no one on board, her crew of four men having abandoned the wreck and pulled to sea in the yawl. The life-savers pulled out to them and brought them to the station, where they were succored for two days, two of the crew being furnished with clothing from the supply of the Women's National Relief Association. During the days which followed the station crew saved the personal effects of the shipwrecked men and all movable property belonging to the vessel, when on the 15th instant she gave evidence of breaking up and subsequently proved a total loss. (See letter of acknowledgment.)
Apr. 9	Burnt Island, Maine.....	Gas. lch., no name..	Engine disabled, 14 miles NNW. of the station. The life-saving crew towed her to the station, where repairs were made, after which she proceeded on her way.
Apr. 9	Point of Woods, New York.	Slp. Amanda Bishop	Missed stays and stranded, 1 mile NNW. of the station. The life-saving crew went on board, ran out her anchors, and, with the assistance of the sails, hove her aloft without damage.
Apr. 9	Santa Rosa, Florida .....	Am. str. E. E. Simpson.	At 9 p. m. the master of this vessel came to the station and requested to be taken to Pensacola for the purpose of obtaining assistance for his vessel, she having lost her propeller while engaged in towing two barges with lumber. He had anchored the disabled steamer 15 miles off Santa Rosa Island and at a point 25 miles distant from the station. The life-saving crew launched the surfboat and took him to the city, where the tug Monaroh was chartered to go to the relief of the tow. The crew from the station assisted in coaling the tug and accompanied her to sea. Upon falling in with the distressed steamer they ran her hawsers, hove up the anchors, and aided in working the tow into port.

## Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Apr. 11	Watch Hill, Rhode Island.	Gas. lch., no name..	Engine disabled and launch adrift 2 miles offshore. The life-saving crew towed her to the station with their power boat and made temporary repairs to the machinery. After supplying her with fuel she proceeded on her way.
Apr. 11	Gull Shoal, North Carolina.	Am. sc. Blanch Hopkins.	At midnight the patrol returned to the station and reported that he had sighted a vessel perilously near the beach and warned her of the danger by burning a Coston signal. Before she could heed the warning she stranded, 2½ miles N. by W. of the station. The disaster was at once reported to the Chicamacomico and Little Kinnakeet stations, and the three crews set out in the surfboats to the rescue. Upon arriving alongside they found the vessel full of water and the crew ready to abandon her. The entire crew, consisting of eleven men, together with their personal effects, were taken from the wreck and brought to the station, and succored for two days, when they proceeded to their homes. The vessel was lost.
Apr. 11	Bogue Inlet, North Carolina.	Aux. yt. Lotus.....	Disabled by a line fouling her propeller, drifted ashore in the north breaker at Bogue Inlet, ¼ mile SW. of the station. The keeper took his crew and went to her assistance, cleared the propeller, hove her afloat without damage, and took her to a safe anchorage. On the following morning she proceeded to her destination.
Apr. 12	Marblehead, Ohio, Lake Erie.	Gas. lch. Major Wilcox.	Engine disabled and launch flying signals of distress. The life-saving crew went to her assistance and towed the boat to Lakeside.
Apr. 13	Fletchers Neck, Maine....	Am. sc. Annie L. Wilder.	At dawn the N. patrol discovered this vessel stranded on the rocky shore of Negro Island, 1 mile N. of the station, and ran back to the station to report the disaster to the keeper. The life-saving crew manned the surfboat and proceeded to her assistance, and upon arriving on board found her fast on the sharp ledges with the water flowing through her open seams. They manned the pumps, and shifted some of her cargo to list her inshore, but the master, becoming apprehensive of her destruction by fire from his cargo of lime, decided to strip and abandon her. The life-saving crew aided in removing spars, sails, personal effects of the shipwrecked men, stores, etc., but before the work was completed her hull caught on fire and all hope of saving her was abandoned. The crew, consisting of three men, were provided with food and shelter at the life-saving station for three days, during which time strenuous efforts were made to extinguish the fire in her hold, but without success, the lime continuing to burn until the vessel was totally destroyed. (See letter of acknowledgment.)
Apr. 13	Oak Island, New York....	Slp., no name.....	Missed stays and drifted into the breakers at Fire Island Inlet and partly filled with water. In response to signals of distress the life-savers launched surfboat and went to her assistance. Upon reaching the sloop they anchored her for the night and took the occupant, a member of the crew of the Fire Island light ship, safely to the shore and furnished him shelter for the night at the station. On the following morning, after they had bailed out the boat, he proceeded in her to Bay Shore.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Apr. 14	Erie, Pennsylvania, Lake Erie.	Skiff, no name.....	At 5.15 p. m. the keeper received word by telephone that a skiff had capsized, 2½ miles N. of the station. The crew at once manned the surfboat and pulled away to the rescue. Upon reaching her they found two men in the water, clinging to the bottom of the overturned boat, and in an exhausted condition, having been in this exposed and hazardous situation for one-half hour. They were taken ashore in the surfboat, and the methods applied for the resuscitation of the apparently drowned. Stimulants were administered and, after two hours' work on the unconscious men, they gave evidence of revival. By morning of the following day they were up and doing well.
Apr. 15	Bonds, New Jersey .....	Am. sc. Virginia ....	Stranded on Margerys Bar, 2 miles N. of the station, the master being unfamiliar with the channel. The life-savers in a small boat went to her assistance, ran out her anchors, made all sail, and, with a favoring wind, worked her afloat without damage.
Apr. 16	Point of Woods, New York.	Am. sc. Hamlet .....	Stranded on Tobys Flats, 3 miles W. of the station. The life-saving crew ran out her anchors, set sail, and at high tide, the wind being favorable, hove her off with the capstan and took her to a safe anchorage.
Apr. 16	.....do .....	Am. sc. Emma Jane.	Stranded on the flats while attempting to pass through the channel. The station crew, after carrying out her anchors, made sail, and, with favorable wind and tide, hove her afloat without damage.
Apr. 16	North Beach, Maryland ..	Sharpie William McKinley.	Capsized in a fresh squall, 3 miles N. of the station, and immediately filled with water and sank; the crew, consisting of five men, managing to reach the shore in safety. The life-saving crew raised the boat, bailed it out, and she proceeded on her way.
Apr. 16	.....do .....	Sharpie Charles Simpson.	Blown to leeward during a fresh squall and stranded, 2 miles N. of the station. The life-saving crew went to her assistance with a sailboat, hove her afloat, towed her to the station landing, where her crew took charge of her.
Apr. 16	Louisville, Kentucky ....	Sailboat, no name..	At 4.30 p. m. this boat, containing four men, was seen drifting dangerously near the falls. The life-saving crew went out to her and, upon reaching her, found that she had broken her rudder. They took her in tow and dropped her down through the Kentucky chute and under the guiding dam, over which the boat was launched and taken to safe water.
Apr. 16	Milwaukee, Wisconsin, Lake Michigan.	Rowboat, no name.	Four boys in an open boat, having been caught out in a fresh offshore breeze, found themselves unable to pull to windward, and so took refuge on the break-water to leeward. Upon seeing their signals for assistance the life-saving crew pulled out to them, and brought them and their boat back to the shore.
Apr. 16	Coos Bay, Oregon .....	Gas. lch., no name.	Engine disabled and boat adrift, 1 mile S.E. of the station. The life-savers manned the surfboat and started out in pursuit of the launch. Upon coming up with her they found her without oars, anchors, and lines. The surfboat towed her into the harbor and secured her, to the Empire City dock.
Apr. 17	Monomoy, Massachusetts.	Fish boat Etta Milledred.	The lookout discovering a boat adrift, 1½ miles N. of the station, the life-savers pulled out to her, picked her up, and towed her to the beach, where she was hauled out to await a claimant.

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Apr. 18	Spermaceti Cove, New Jersey.	Am. sc. Onley .....	The master of this vessel, being unfamiliar with the channel, requested assistance from the life-saving crew. The keeper piloted her through the channel, where the crews from the Monmouth Beach and Seabright stations took her through South River and into the bay.
Apr. 18	Monmouth Beach, New Jersey.	Gas lch. Sea Skiff...	Machinery disabled and launch adrift $\frac{1}{2}$ mile offshore. The life-saving crew went to her assistance and, after making temporary repairs to her machinery, she proceeded on her way up the coast.
Apr. 18	Ludington, Michigan, Lake Michigan.	Slp., no name .....	Caught out in a fresh SSW breeze and unable to reach the shore. The occupants, two men, made signal for help, and the life-saving crew pulled out to them. A surfman took charge of the sloop and under safe canvas brought her to the station.
Apr. 19	Louisville, Kentucky.....	Sailboat, no name..	Two men while out sailing, having become becalmed and in danger of drifting through the Kentucky chute of the falls, were rescued by the timely arrival of the life-saving crew, who took the boat in tow and brought the men to a place of safety.
Apr. 19	Iluaco Beach, Washington.	Am. sc. C. A. Klose.	Three workmen employed in discharging lumber from this vessel, which had previously stranded, found themselves unable to reach the shore on account of a high-running surf and heavy sea. The life-savers seeing the perilous situation, went to their assistance with the surfboat and landed them safely on the beach.
Apr. 20	Thunder Bay Island, Michigan, Lake Huron.	Gas lch. Emma B...	This launch came to the station in a disabled condition, having carried away her rudder. The station crew hoisted her stern clear of the water, shipped a rudder, and put in a new key to secure it in position, after which she continued on her way.
Apr. 20	Fort Point, California....	Gas lch., no name..	Machinery disabled and without oars this launch was discovered by the lookout at 4 a. m. drifting to sea with the tide. The life-savers went to her assistance, transferred her passengers, consisting of 4 men and 3 women, all suffering from cold and exposure, to an inward-bound steamer, which took them and the launch back to port.
Apr. 21	Cape Elizabeth, Maine ...	Am. sc. Mary Willey.	Stranded on Light-house Point during thick fog. The station crew boarded her, ran out her anchors, and endeavored to heave her afloat, but as she had gone ashore at high tide all their efforts proved unsuccessful. The wrecked crew, consisting of 3 men, were taken ashore in the surfboat and provided with shelter at the station. Owing to her exposed position, signs of her hull rapidly going to pieces soon became manifest, and on the following day her seams opened and she filled with water. The master decided to strip her, and the station crew aided in the work until completely dismantled. She continued to break up and proved a total loss.
Apr. 21	Coskata, Massachusetts...	Sailboat Raleigh....	During stress of weather lost anchor and sails. The life-savers found the disabled boat riding with a small anchor and in danger of dragging onto the beach. The keeper brought the crew ashore and ran out a heavy anchor and cable, enabling her to ride out the gale in safety.
Apr. 21	South Haven, Michigan, Lake Michigan.	Rowboat, no name..	At about 10 a. m. the lookout reported a boy in a rowboat near the end of the pier struggling against a fresh NE. wind to regain the shore. The life-savers immediately manned the surfboat, rescued the boy, and towed the boat ashore.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Apr. 21	Michigan City, Indiana, Lake Michigan.	Gas. lch., no name..	Parted her moorings and adrift between the sea wall and the breakwater. The life-saving crew recovered the boat and towed it to the station to await a claimant. After repairing her rudder, which had become bent, the owner arrived and took charge of the boat.
Apr. 21	Baileys Harbor, Wisconsin, Lake Michigan.	.....do.....	Engine disabled by a line fouling her propeller and launch lay helpless, $\frac{1}{2}$ mile SW. of the station. The life-savers towed her in with the surfboat, cleared her wheel, when she proceeded to her dock.
Apr. 21	Humboldt Bay, California	.....do.....	Having become unmanageable on account of her machinery failing to operate, sank at the entrance of the bay, $\frac{1}{2}$ of a mile E. of the station, and 200 yards from shore. The master, having been taken out of the water by a companion, was brought to the station, where he was furnished with stimulants, and dry clothing from the supply of the Women's National Relief Association. The life-saving crew pulled to the scene of the accident, and by means of a grapnel, the cable of the sunken boat was brought to the surface. After considerable effort the bow of the launch was raised, and with the assistance of several power launches she was towed into South Bay and beached, bailed out, and turned over to the owner.
Apr. 22	Quoddy Head, Maine ....	Am. sc. D. J. Sawyer.	Fouled her anchors during the night and drifted into shoal water. At flood tide the following day the life-savers assisted in removing her to a safe anchorage.
Apr. 22	Point of Woods, New York.	Slp. Minnie C.....	Missed stays and stranded, $\frac{1}{2}$ mile NNW of the station. The life-saving crew boarded her and, after running her anchors, endeavored to heave her afloat, but without success. On the rising tide the station crew made a second attempt to float her, but with no better success than on the previous tide. The keeper then telephoned for a lighter, which discharged her cargo and she floated off without damage.
Apr. '22	Coquille River, Oregon...	Am. sc. Del Norte ..	Collided with steamer Seafoam, 6 miles SW. of the station, during thick fog. The Seafoam took the capsized and water-logged schooner in tow, and upon arriving off the bar, set her signals for assistance, to which the life-savers quickly responded. They took the master of the wrecked vessel ashore in the surfboat for the purpose of engaging a tug to assist the Seafoam in working the wreck in over the bar. Upon arrival of the tug Columbia, the station crew secured her hawser to the schooner, and transferred the master and his crew to the tug, when the tow proceeded to Coos Bay.
Apr. 23	Point of Woods, New York.	Am. sc. Charles W. Lynde.	Stranded on the Middle Ground $1\frac{1}{2}$ miles N. of the station. The life-saving crew boarded her, ran out an anchor over the stern, and with the aid of her sails hove her afloat with the windlass without damage.
Apr. 23	Charlotte, New York, Lake Ontario.	Br. sc. Robert McDonald.	While sailing out of the harbor collided with a drawbridge, $\frac{1}{2}$ of a mile SW. of the station. The life-savers boarded her and found her anchors on the bottom, and unable to heave them up on account of a damaged capstan. The keeper and crew by means of a large tackle recovered the anchors, and removed her to the Government pier, where repairs were made.
Apr. 24	Gurnet, Massachusetts ...	Sailboat, no name..	Disabled about 2 miles from shore, the life-saving crew pulled out to her and, upon going alongside, found that the

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Apr. 24	Gurnet, Massachusetts	Sailboat, no name..	step of her mast had carried away. The station crew made temporary repairs to the mast, set sail, and took her around Saqish Head, when, with a favorable breeze, she proceeded to her destination.
Apr. 24	Fire Island, New York...	Slp. Gustavus A. Muller.	Having mistaken the channel buoys, stranded $\frac{1}{2}$ mile N. of the station. The station crew at this place went on board, ran out an anchor, hove her afloat without damage, and piloted her safely through the channel to the bay.
Apr. 24	South Brigantine, New Jersey.	Lch. Colonel .....	On account of strong ebb tide this launch was swept into shallow water and stranded in Somers Bay, 1 mile NW. of the station. As night was coming on the occupants, consisting of two men and two women, were offered shelter at the station; the women accepted and were furnished with quarters until the following morning, when, upon the rising tide, the launch floated and the party proceeded on its way.
Apr. 24	Louisville, Kentucky ....	Skiff Pleasant .....	Four boys in a skiff, approaching dangerously near the middle chute of the falls of the Ohio River, were rescued from their perilous situation by the station crew, who brought them to a place of safety.
Apr. 24	.....do .....	Skiff, no name .....	At 11 a. m. the lookout gave the alarm that a man in a skiff was in danger between the Kentucky and Indiana chutes of the Ohio. They immediately manned the river skiff and pulled out to his assistance, taking the drifting boat in tow and landing its occupant safely at the station.
Apr. 25	Orleans, Massachusetts...	Am. sc. Harry L. Whiton.	The six survivors from this vessel, which was sunk at sea by collision with the schooner Charles A. Campbell, were taken from the latter vessel at this place by the surfboat and removed to the life-saving station, where they were furnished with stimulants, food, and dry clothing from the supply of the Women's National Relief Association and sheltered until the 27th instant.
Apr. 25	Moriches, New York .....	Sharple Hickory....	Discovered on the beach by the patrol, the keeper reported the lost boat to the Maritime Exchange, and took charge of it to await the arrival of a claimant.
Apr. 27	Cleveland, Ohio, Lake Erie.	Rowboat No. 26.....	Capsized off Edgewater Park, $\frac{3}{4}$ miles W. of the station, the smoky weather prevailing made it impossible for the lookout to have witnessed the casualty. The boat contained two men, Lawrence Tector and Joseph Siebenhan, the former being drowned, while the latter was picked up out of the water by a passing launch and brought to the station in an exhausted condition. He was provided with stimulants and food, also dry clothing from the supply of the Women's National Relief Association. The station crew launched the surfboat and, after dragging for the body without success, returned to the station with the capsized boat, which, when righted and bailed out, was returned to the boat-house.
Apr. 28	Race Point, Massachusetts.	Am. sc. Julia Costa.	At midnight a surfman reported to the keeper that he had seen a vessel's light dangerously near the bar. The crew was called, the surfboat manned, and, after pulling some distance from the station, sighted the vessel with anchor under foot and stern fast on the bar. The life-saving crew ran out their boat anchor with 500 yards of line, and at flood tide warped her clear of the shoal without damage.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Apr. 29	Dam Neck Mills, Virginia.	Br. str. Kelvinbank.	Having lost her bearings in a thick fog, came to anchor off the station, the master requesting the distance to Cape Henry. After receiving the necessary information she proceeded to her destination.
Apr. 29	South Chicago, Illinois, Lake Michigan.	Slp. yt. Volant.....	Main boom and jib boom carried away in a fresh breeze, and yacht drifting toward the breakwater before a strong offshore wind. The life-savers recovered the boat and towed her to a safe anchorage.
Apr. 29	.....do.....	Gas. lch. B. W. Wells.	Machinery disabled, launch containing two men drifting on the lake before a fresh offshore wind and flying signals of distress. The station crew went out to her assistance and towed her to a safe place.
Apr. 29	Old Chicago, Illinois, Lake Michigan.	Sailboat, no name..	The lookout discovered two boys in a small boat drifting rapidly out into the lake and unable to reach the shore. The surfboat was manned and went to the rescue. Recovered the boat 1 mile E. of the station, and towed the boys back to the harbor.
Apr. 29	.....do.....	Fish boat, no name..	Dismasted during a gale, 3 miles SE. of the station. The life-saving crew launched the surfboat and under sail proceeded to her assistance with all possible dispatch. The disabled boat, containing two fishermen on their way to the fishing grounds, was towed back to the harbor and anchored in a safe place.
Apr. 29	Milwaukee, Wisconsin, Lake Michigan.	Rowboat, no name..	Two boys while rowing in the bay broke a rowlock and went adrift on the lake before a fresh offshore wind, 1 mile NE. of the station. The life-saving crew, seeing their helpless condition, pulled out to them and towed them to the boat landing.
Apr. 30	Point of Woods, New York.	Gas. lch. Gustavus A. Müller.	Stranded on the Middle Ground, $\frac{1}{4}$ mile NNW. of the station. The life-savers went to her assistance and used every device at hand in their efforts to float her, but without success. The keeper then telegraphed for a lighter, which arrived on the afternoon of the 1st proximo, when the cargo was removed and the vessel floated.
Apr. 30	Louisville, Kentucky.....	Sailboat, no name..	The lookout observing this boat, containing four men, dangerously near the middle chute of the falls of the Ohio, gave the alarm and the riverskiff was manned and proceeded to the rescue. The life-savers took the boat with its occupants in tow and landed them safely at the boathouse landing.
Apr. 30	.....do.....	do.....	This boat, containing seven men, was discovered by the lookout in danger near the middle chute of the falls of the Ohio. The life-savers pulled out to the rescue and towed the boat to the yacht club landing.
Apr. 30	Manistec, Michigan, Lake Michigan.	Am. sc. Argo.....	Water-logged and sinking, with her crew in an exhausted condition, this vessel succeeded in reaching port where the life-saving crew took charge of her, stopped her leaks, pumped her out, succored the crew at the station for three days, and furnished three of the shipwrecked men with dry clothing from the supply of the Women's National Relief Association. (See letter of acknowledgment.)
May 1	Newburyport, Massachusetts.	Gas. sc., no name...	Discovered in early morning at anchor off the bar, riding out a NW gale. In response to distress signal observed at 10.15 a. m. the station crew went to assistance in surfboat, and found that launch had lost her gasoline, owing to a broken

## Services of crews—Continued.

D. te.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. May 1	Newburyport, Massachusetts.	Gas. sc., no name...	feed pipe. She was towed to the beach and repaired, and proceeded upon her way after the life-savers had obtained for her a new supply of gasoline.
May 1	Monomoy, and Monomoy Point, Massachusetts.	Am. sc. Seth M. Todd.	Collided with the City of Augusta 4½ miles SE. by S. of Monomoy station. The Monomoy crew went to scene of accident in surfboat, and found that while the City of Augusta had suffered no injury the Todd had lost her main and mizzenmasts. The Monomoy Point crew having also arrived, both crews assisted in clearing away the wreckage. The light-house tender Azalia, which had in the meantime come up, then took the disabled vessel in tow for Hyannis.
May 1	Spermaceti Cove, New Jersey.	Gas. lch. Viking....	Grounded at ebb tide and during a rough sea on Shrewsbury River Bar. The station crew went out in surfboat, but found that the launch had floated. The accident appears to have been due to lack of familiarity with channel. The keeper pointed out the channel course, and the boat and its 16 occupants got away in safety.
May 2	Sturgeon Point, Michigan, Lake Huron.	Am. str. Edward P. Recor.	Struck on a reef at 6.20 a. m. about 2 miles offshore and 12 miles NE. of station. The life-savers went to vessel in surfboat, and finding her pounding badly scuttled her and landed the captain and cook. The captain telephoned for a tug and pumps, and was then carried back to his vessel. The surfmen threw her deck load overboard, and upon the arrival of two tugs she was floated. (See letters of acknowledgment.)
May 3	Louisville, Kentucky.....	Flatboat Gus.....	Discovered by the station lookout in danger of going over the falls with her two occupants and cargo of coal. A boat manned by the station crew caught her in time to prevent the catastrophe and towed her to the shore.
May 3	Thunder Bay Island, Michigan, Lake Huron.	Am. str. Ball Brothers.	Went ashore 200 yards from the station in a dense fog. The life-savers heard her whistle and made all the noise possible to apprise her of her danger, but the warning came too late to prevent stranding. The surfmen saved her patent log, and assisted her by taking soundings. Being in water ballast, she succeeded in working herself off.
May 3	Humboldt Bay, California.	Sailboat, no name..	Abandoned at the mouth of the Elk River. The life-saving crew in surfboat towed her to the station, whence she was taken by a launch to Eureka and turned over to her owner.
May 4	Louisville, Kentucky.....	Skiff, no name.....	Boat, containing two boys, was discovered by the lookout in dangerous position at the head of Indiana chute of the falls. It was picked up by the station crew, and boat and occupants were taken to the station. The skiff was later turned over to its owner.
May 4	Thunder Bay Island, Michigan, Lake Huron.	Am. bge. Redfern..	At 8.30 a. m. steamer conveying 2 barges was sighted about 5 miles SE. of station. Soon thereafter she began blowing distress signals and a flag was observed at half-mast aboard one of the barges. The life-savers responded to call in surfboat and found barge water-logged and heavily listing. They remained by her until she was anchored in Thunder Bay with a tug alongside, and after transferring the captain's wife to the other barge, returned to the station.
May 4	Duluth, Minnesota, Lake Superior.	Gas. lch. Tidy Girl..	Dragged her anchor and went ashore near Minn Point; was in danger of breaking up. Her owner brought news of accident to station. The surfmen went to her assistance and succeeded in working her off and into deep water. The scene of the mishap was out of view from the station.

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. May 4	Duluth, Minnesota, Lake Superior.	Racing shell, no name.	At 6.50 a. m. this boat, containing five men, capized $\frac{1}{2}$ mile W. of the boathouse. Station crew in surfboat rescued all five persons and conveyed them and their shell to the boathouse.
May 5	City Point, Massachusetts.	Small boat, no name	The person rescued was discovered by a surfman during the night $\frac{1}{2}$ mile NNW. of station and $\frac{1}{2}$ mile offshore clinging to the bottom of a small tender. The station crew, in boat, effected rescue and towed tender to yacht Albatross, after which the rescued man was taken to the station and given a change of clothing from the store of the Women's National Relief Association. It appears that this accident was due to over indulgence in liquor.
May 5	Wallops Beach, Virginia.	Slp. Emmet Arthur.	Sprung aleak and was beached 6 miles W. of station at 3 a. m. during thick weather, her crew landing in their own boat. The life-savers tried to float her, but notwithstanding their efforts both vessel and cargo were lost. Her crew were furnished food and given dry clothing from the supply of the Women's National Relief Association. They were then transported to Chincoteague in the station supply boat.
May 5	Two Rivers, Wisconsin, Lake Michigan.	Am. sc. Jesse Martin.	Becalmed and helpless at the entrance to the harbor. The keeper and three of the life-saving crew assisted in warping her along the piers into the harbor.
May 6	Muskeget, Massachusetts.	Am. sc. Wm. P. Boggs.	Owing to insufficient wind could not make port. In response to request of her master for assistance the station crew went to vessel in surfboat, ran a kedge anchor, and warped her into harbor.
May 6	Cape Lookout, North Carolina.	Am. sc. Everett Pierce.	While looking for bait, grounded on the E. side of Lookout Bight, 1 mile from the station. The life-savers went to her assistance and, running a kedge anchor, hove her off undamaged into deep water, where she anchored.
May 6	Sturgeon Point, Michigan, Lake Huron.	Gas. lch. Margaret..	Struck rock close inshore, about 7 miles from station, and filled. Life-savers learned of accident while working on the wreck of steamer Edw. P. Recor. Went to assistance of launch in surfboat, towed her to a dock, patched her bottom, and sent her on her way.
May 6	Bois Blanc, Michigan, Lake Huron.	Gas. lch. Bertha M..	Carrying United States mails. Disabled near the reef at 3.30 a. m. and discovered flying distress signals. Station crew in steam launch towed her to Cheboygan, where she was repaired.
May 7	Straitsmouth, Massachusetts.	Am. sc. Grace W. Hone.	Carrying too much sail; became unmanageable and stranded on Rockport Breakwater 1 mile WNW. of station. Life-savers discovered her at 4.25 p. m., and went to her assistance in dory. It being ebb tide, they carried her anchor astern and made her secure, then went back to the station. At 11 p. m., high tide, they returned, floated her off, and anchored her in Sandy Bay. She sustained no damage.
May 7	City Point, Massachusetts.	Slp. May.....	Became dimasted in a squall close to Half Tide Rocks, and signaled for assistance. The life-saving crew responded in launch, and found vessel in helpless condition, with four persons on board. They towed her to the yacht club landing.
May 7	.....do.....	Small boat, no name.	A member of the station crew discovered boat adrift with the arm and leg of a man hanging over the gunwale. The station crew in lifeboat picked the boat up and towed it and its occupant to Borden's shipyard. The rescued man was helplessly intoxicated, and would doubtless have lost his life but for the timely discovery of his predicament.

## Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. May 7	City Point, Massachusetts.	Rowboat, no name.	The occupants of this boat, two small boys, became exhausted while pulling against wind and sea, and were observed from the station drifting into rough water. The life-savers went out in launch and brought boys and boat to the station. But for the prompt action of the station crew they would undoubtedly have suffered a capsizing.
May 7	.....do .....	.....do .....	This boat, a ship's cutter, with 12 persons on board, stranded on the rocks of Spectacle Island while endeavoring to make progress against a strong NW. wind and head sea. The station crew in launch worked her off and towed her to the public landing. The cutter was uninjured, and its occupants escaped with nothing worse than drenched garments.
May 7	Louisville, Kentucky.....	Skiff, no name.....	Discovered by the lookout in the middle chute of the falls. Recovered by the life-savers and towed to the station. The boat contained a man and a boy, the former intoxicated.
May 7	Duluth, Minnesota, Lake Superior.	Gas, lch., no name..	Broke down while on a pleasure trip with a party of six on board. The keeper and a surfman in station launch towed the disabled craft to city dock, where repairs were made.
May 7	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	Found adrift in the river. A surfman recovered it and restored it to the owner.
May 7	Two Rivers, Wisconsin, Lake Michigan.	Am. str. Arctic; Am. bge. A. Stewart.	At 8.45 a. m. the life-saving crew heard the Arctic blowing distress signals. The station crew in surfboat went to steamer, which had the Stewart in tow. Upon the request of the master of the Arctic the keeper piloted the vessels into harbor.
May 7	Kewaunee, Wisconsin, Lake Michigan.	Am. str. F. R. Buell; Am. str. Eleanor.	At 3.30 a. m. the Buell was heard blowing signals of distress 2 miles ESE. of the pier. The station crew in surfboat pulled out to her and found that a tug was wanted to tow her consort, the Eleanor, coal laden, into port. The surfmen returned and notified a tug, which went out and towed the vessel in.
May 8	Bogue Inlet, North Carolina.	Am. sc. John Russell.	In swinging to the tide took bottom on the N. side of the channel 1 mile WNW. of station. The surfmen responded to distress signals, ran an anchor from the vessel, kedged her off into deep water and anchored her safely in the channel. Recovered by station crew and turned over to owner.
May 8	Two Rivers, Wisconsin, Lake Michigan.	Rowboat, no name.	Adrift and going out of the harbor. Recovered by station crew and turned over to owner.
May 9	Point of Woods, New York	Am. sc. J. H. Elliott.	Grounded 1 mile W. of station. The station crew went out to her but were informed that their services were not needed as the vessel would float at high tide. In getting underway, however, she again grounded in a more dangerous position, unshipping her wheel. The life-savers again came to her assistance, the wheel was reshipped, and the keeper piloted her into the channel.
May 9	Core Bank, North Carolina	Am. sc. D. D. Haskell	Grounded off Salt Creek, 4 miles NE. of station, and was discovered by the patrol at 3 a. m. The life-savers transported surfboat by wagon to abreast of the vessel and went off to her, but found that she could not be floated with the means at hand. The captain and three of the crew were landed and given food at the station. A wrecking tug came up and endeavored to get vessel off, but in pulling upon her she bilged. The life-savers helped to strip her of her rigging. She became a total loss. (See letter of acknowledgment.)
May 9	Buffalo, New York, Lake Erie.	Gas, lch. Hustler....	Engine broke down and the boat stranded close to the station. The life-savers went to her in the surfboat, kedged her off,

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. May 9	Buffalo, New York, Lake Erie.	Gas. lch. Hustler....	and towed her to the station, whence she was towed by a tug to a dry dock. No tug could reach her where she stranded.
May 10	Bois Blanc, Michigan, Lake Huron.	Am. sc. Elda .....	Grounded on reef at harbor entrance at 2.35 a. m. during easterly gale. The station crew manned the surfboat and ran a line to the vessel, and with the aid of the station launch floated her after nearly two hours' arduous work. But for this timely service the vessel would have pounded her bottom out on the reef. There were two men on board.
May 10	South Manitou Island, Michigan, Lake Michigan.	Am. slp. Togo .....	Collided with the pier while trying to go alongside, and grounded on the beach. The station crew went to vessel's assistance in surfboat and attempted to float her, but owing to the strong wind and heavy sea prevailing were unable to do so, and it became necessary to carry lines from her masthead to the pier and give her a list to prevent filling. When the weather had moderated the life-savers succeeded in floating her, and assisted in repairing her.
May 10	Ludington, Michigan, Lake Michigan.	Ferryscow, no name	Adrift and being blown out into the lake. Life-saving crew launched the surfboat and with the assistance of a surfman on the piers the scow was secured and taken to the station, where the owner called for it at 4.30 p. m.
May 10	Michigan City, Indiana, Lake Michigan.	Sailboat, no name..	At 3.30 p. m. the lookout observed three boys sailing in an old open boat about 2 miles offshore. The wind was fresh, and storm signals were flying, and as the boys appeared to be unsuccessfully endeavoring to get into harbor the station crew went to their assistance in surfboat, towed by the keeper's son in a yacht. Two of the boys were taken into the surfboat, and the other was towed to the station in the sailboat. When picked up they were without oars.
May 10	Cape Disappointment, Washington.	Fish boat, no name.	While drilling in the Monomoy surfboat the station crew saw two fishermen drift into the breakers on Peacock Spit and partially swamp. The surfmen went to their assistance and towed them out of danger and back to their net.
May 11	Louisville, Kentucky ....	Skiff, no name .....	In danger of going over the falls. The life-saving crew manned a boat, caught the skiff in time to prevent the accident, and towed it and its three occupants to the station.
May 11	Pointe aux Barques, Michigan, Lake Huron.	Am. str. C. Hickox; Am. sc. Anna P. Grover.	This steamer having the schooner in tow broke her propeller shaft at 5 p. m. while bound up the lake during a heavy fog. Her consort took her in tow, hoping that both vessels would soon be picked up, but the wind became stronger and they drifted helplessly toward the beach, anchoring 1½ miles offshore and 5 miles from the station. The station crew heard the steamer's whistle, and guided by its sound came up to her in surfboat after nearly two hours' hard pulling. Having ascertained the nature of the steamer's injury, the surfmen proceeded to Port Hope, 4 miles away, and telephoned to the Harbor Beach station to send a tug and hawser. They then returned to the vessels and remained by them till morning, when the tug arrived and took both steamer and schooner in tow. The services of the life-savers were performed in a dense fog. (See letter of acknowledgment.)
May 11	South Haven, Michigan, Lake Michigan.	Rowboats (2), no names.	Surfmen recovered two rowboats, abandoned and drifting out into the lake, and turned them over to their owner.

## Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. May 12	Hunniwells Beach, Maine.	Nph. dory, no name.	At 7.45 p. m. the patrol reported this boat broken down and rapidly drifting seaward. The life-savers went out in surfboat and found her 2 occupants intoxicated. They were taken to the station and kept there until morning.
May 12	Grande Pointe au Sable, Michigan, Lake Michigan.	Gas. lch., no name.	Broke down and set signals of distress. The life-savers responded in the surfboat and found that a tug was wanted. They returned to the station and telephoned for a tug, which towed the launch to port.
May 12	Old Chicago, Illinois, Lake Michigan.	.....do.....	While on pleasure trip, with two men on board, engine broke down 2 miles offshore, and when discovered by lookout was drifting toward the open lake. Station crew in surfboat recovered launch and towed her to the Columbia Yacht Club, of which the rescued persons were members. The boat was without oars, and when picked up by the life-savers its occupants were endeavoring to propel it by boards torn from its bottom.
May 13	Long Beach, New Jersey.	Slip. Sarah O'Neil...	Went ashore on the W. side of East Rockaway Inlet 3 miles W. of the life-saving station. She was sighted by the lookout, and the station small boat was sent to her assistance. An attempt was made to heave her off but owing to the character of the bottom her anchor came home. Preparations were then made for the next high tide, when the self-balling surfboat and extra anchors were sent off, the latter planted, and the cargo removed. The life-savers floated her at 1.30 the following morning and took her to a good anchorage in the channel.
May 13	Saluria, Texas.....	U. S. str. Fish Hawk.	The commanding officer of this Fish Commission vessel asked the keeper to pilot her in over the bar. The keeper complied with the request, taking her into Matagorda Bay, down through the narrows, to a safe anchorage off Saluna Bayou.
May 13	Erie, Pennsylvania, Lake Erie.	Rowboat, no name.	Adrift in the bay. The life-savers in small boat picked it up and towed it to the station where it was later turned over to its owner.
May 13	South Haven, Michigan, Lake Michigan.	.....do.....	Discovered by lookout drifting out of the harbor. He went out in a skiff, recovered it and took it to Brown's boat livery, where it belonged.
May 13	Milwaukee, Wisconsin, Lake Michigan.	Canoe, no name....	Capsized in the river by a swell, caused by a passing tug. The life-savers rescued the occupant and took him to the station, where he was furnished dry clothing from the supply of the Women's National Relief Association.
May 13	Cape Disappointment, Washington.	Fish boat, no name.	At 3.45 p. m. the life-saving crew in surfboat pulled to the edge of Peacock Spit, several gill nets having drifted across the latter. The crew picked up one net and while doing so the owner and another man attempted to pull across the spit after it. They got into the breakers and partially swamped, but were rescued by the life-savers, who towed them out of danger and restored the net to the owner.
May 14	Aransas, Texas.....	U. S. str. Magnolia ..	The station keeper having received a request from Commander Sears, U. S. N., to pilot the light-house steamer out over the bar, the surfboat was launched at 5.30 a. m. and soundings taken on the bar, where 12 feet of water were found, the channel being narrow and crooked. The keeper then boarded the vessel and piloted her safely out.
May 14	Duluth, Minnesota, Lake Superior.	Gas. lch. Margaret ..	Pleasure party of five on board; engine broke down. Keeper and one surfman in station launch towed vessel to a place of safety alongside the slip.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. May 14	Jackson Park, Illinois, Lake Michigan.	Skiff, no name .....	At 1 p. m. the lookout reported a small boat drifting out into the lake, the wind being strong offshore. The station crew went to assistance in lifeboat, and picked up skiff containing one man, 2½ miles offshore and 3 miles SE. of station. The occupant of the boat had lost an oar, and had the life-savers been less prompt would doubtless have drowned.
May 14	Evanston, Illinois, Lake Michigan.	.....do .....	At 10 a. m. word was received over the station telephone that a small boat had capsized off Rogers mark. The station crew went out in surfboat and found that 2 of the 4 occupants had been rescued by a fisherman, but that the others, a woman and a small boy, had drowned. The skiff was righted and towed to the station. The accident occurred 4 miles from the station during hazy weather, which rendered it undiscernible.
May 15	Oak Island, North Carolina.	Gas. lch. Louise ....	This launch was discovered in distress by two surfmen, who pulled in separate boats to the scene and found that she had been damaged in going through the surf and was leaking badly. She was beached to prevent sinking. Assistance arriving from the station, the leaks were partially stopped, and the launch towed to Southport, her owner accompanying the station crew. Pumps and bailers were continually used during the trip.
May 15	Biscayne Bay, Florida....	Am. str. David .....	Grounded at 5.30 a. m., 1½ miles ESE. from station, and 1 mile offshore, before she could be warned of her peril. The keeper boarded her, and as she was in no immediate danger of sinking he proceeded to Miami to notify the U. S. S. Forward. As that vessel was not in port he engaged the services of a tug, then returned to the stranded vessel and informed her master that help was coming. At 3.30 a. m. of the 16th the tug arrived and the steamer was floated and taken to Pensacola.
May 15	Jackson Park, Illinois, Lake Michigan.	Slp. Question .....	Observed firing distress signals after a squall. The life-savers went to her assistance in surfboat and found her rigging carried away. The two persons on board were transferred to the surfboat and the sloop was towed to the station.
May 15	.....do .....	Slp. Venture .....	In coming out of the harbor the station crew found vessel capsized. They were informed that the accident had occurred during a squall, and that the captain had been rescued by a sailboat. Vessel was taken in tow by the surfboat and landed on the beach. The capsized took place while the life-savers were rendering assistance elsewhere.
May 15	.....do .....	Gas. lch. Carola .....	This boat was in tow of a rowboat, but the latter could make no headway, and the launch was drifting out into the lake. The life-saving crew pulled to her in the surfboat, and brought her in safety to Jackson Park Harbor.
May 15	Cape Disappointment, Washington.	Fish boat, no name.	Capsized in the breakers on Peacock Spit, 1½ miles SSE. of station, with two men on board, the oarsman losing his life. The station crew, in surfboat, came upon the scene after a half hour's hard pull through a rough sea and nearly a mile of surf. Before their arrival, however, the companion of the drowned man was rescued by other fishermen, who took the capsized boat in tow after the life-savers had righted it. The accident appears to have been due to extreme carelessness. (For detailed account see caption "Loss of life.")
May 16	Hampton Beach, New Hampshire.	.....do .....	At 5 p. m. the patrol found a fishing boat in danger from the high tide and surf. He hauled her upon the beach to a safe place.

## Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. May 16	Gloucester, Massachusetts.	Gas. lch. Plunger...	About 2.30 p. m. the lookout discovered launch near the Dog Bar Breakwater, apparently having trouble with her machinery. Presently sail was set, but those on board were unable to keep her by the wind and she went offshore. Although she made no distress signals the station crew suspecting that all was not right on board, went out to her in surfboat and found her owner and her engineer helplessly intoxicated. As her sails were of no use except in a fair wind, the life-savers kept her in the path of Boston steamers. The steamer Jonas came along and towed her and the surfboat to Gloucester.
May 16	Point of Woods, New York.	Nap. lch., no name.	Lost her bearings and grounded on Horse-shoe Bar during a thick fog. The life-savers floated her and towed her to Point of Woods, where she remained until the fog lifted.
May 16	Long Branch, and Deal, New Jersey.	Dan. bk. Bertha....	This vessel went ashore during a thick fog, at Elberon, N. J., 1 mile S. of the life-saving station. Making the land suddenly she anchored in a dangerous place and was discovered there at 8.20 p. m. by the patrol, who burned a Coston signal and gave the alarm. The keeper of the Long Branch station telephoned for help to the Deal station, the crew of which immediately responded. The apparatus of both stations was transported to the beach, and Coston lights were burned. In the meantime telephone messages were sent for a revenue cutter or other available steamer. About 11.30 p. m. the bark made sail, slipped her cable, and attempted to get away and went broadside on the bar. A shot from the Lyle gun was fired and a line sent over her. The crew of 8 men were then landed in the breeches buoy. The men were furnished clothing from the supply of the Women's National Relief Association. The vessel was hauled off by wrecking tugs on the 19th instant. (See letters of acknowledgment.)
May 16	Little Kinnakeet, North Carolina.	Am. sc. Dauntless..	Stranded January 26, 1905, and floated by the station crew May 16. In getting her off, rollers were utilized and an anchor ran out ahead. The sails were also used to advantage. Much work preparatory to floating the vessel had been done by the crews of the Big Kinnakeet, Chicamacomico, and Gull Shoals stations.
May 16	Erie, Pennsylvania, Lake Erie.	Fish boat Enterprise.	Capsized in a heavy squall in Erie Bay, 14 miles WSW. of the station and 4 mile offshore. The alarm was given by the lookout, and although the crew went to the rescue in all haste, their progress was retarded by a heavy gale, and the occupants of the capsized boat were picked up by a tug. The surfmen, however, recovered the boat's gear from the water and carried a line from her to the tug. She was then taken to the Erie dock and from there to a slip by the surfboat.
May 16	Ashtabula, Ohio, Lake Erie.	Pile drivers (2) .....	While in operation on the pier was struck by a heavy squall, which threatened to sink them. The station crew in surfboat ran a hawser from the machines to a tug, and they were towed out of danger.
May 17	City Point, Massachusetts.	Am. sc. Grayling ...	Mooring line cut during the night by a passing tug, and vessel drifted with wind and tide to head of Bay View, and stranded. The following morning she was floated by the station crew and towed to abreast of the Boston Yacht Club, where she was made secure. She sustained no damage.

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. May 17	Monomoy Point, Massachusetts.	Am. sc. Kineo .....	Struck on the W. end of Handkerchief Shoal at 2 p. m. The station crew in surfboat assisted in running a hawser from vessel to light-house tender Azalia, the master of the Kineo having requested the assistance of the tender in getting floated.
May 17	Charlotte, New York, Lake Ontario.	Am. str. J. D. Scott.	Came to with both anchors off Nine Mile Point, her engineer being so much under the influence of liquor as to render him unable to keep steam in the boilers. The station keeper managed to locate the master of the Florence Yates, which tug towed the life-savers to the scene in surfboat. The station crew assisted in heaving up the steamer's anchors, and the tug then towed her to Charlotte.
May 18	Nahant, Massachusetts...	Fish boat, no name.	Fourteen-foot fish boat adrift about $\frac{1}{2}$ mile E. of station. Picked up by the life-savers and taken to the station, where it was held for claimant.
May 18	Sandy Point, Rhode Island.	Br. sc. Arthur M. Gibson.	Grounded in a dense fog at 2.45 a. m., about 200 yards offshore and $\frac{1}{4}$ miles from station. Was immediately discovered by the patrol, who burned a Coston signal and gave the alarm. The station crew went out in surfboat and assisted in carrying out kedge anchors. Every effort to get her off was unavailing, and at her master's request the keeper returned to shore and telephoned for a wrecking tug. The station crew returned to her at 6 a. m. and again at 3 p. m. and helped her crew to get up her anchors. Upon the arrival of the tug the surfboat ran a hawser from her to the schooner and she was soon floated.
May 18	Sullivans Island, South Carolina.	Scow, no name.....	The life-saving crew towed a scow, that had drifted on Drunken Dick Shoal at 1 a. m., to a safe place on the beach, there to await a claimant. There was one on board.
May 18	Cape Disappointment, Washington.	Fish boat, no name.	While the station crew were patrolling Peacock Spit in the surfboat, the keeper observed a boat containing two fishermen, well down toward the edge of the channel, and dangerously near the spit. The life-savers apprised them of their danger, but little heed was given to the warning. Shortly afterwards signals from other fish boats and from the station lookout indicated that the boat that had received warning had capsized. By strenuous efforts the surfmen reached the scene of the accident six minutes after it occurred, but too late, however, to save the fishermen. After searching for the bodies without success, the surfmen righted the boat, towed it to the head of Sand Island, and turned it over to the fish receiver. (For detailed account see caption "Loss of life.")
May 19	Hereford Inlet, New Jersey.	Gas. sc. Alberta L...	Grounded at ebb tide while crossing the bar, and set distress signals. The station crew went to her assistance in surfboat, but found that nothing could be done to release her till flood tide. In the meantime the 8 persons on board were carried to the station, and when the tide served the life-savers returned. They ran a kedge anchor and floated the schooner and took her to a safe anchorage.
May 19	Duluth, Minnesota, Lake Superior.	Gas. lch., no name..	While on a pleasure trip with five persons on board, the engine became disabled and the boat was rendered unmanageable. The keeper and one surfman, in the station launch, towed her to Datka Beach, her destination.

## Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. May 19	Point Adams, Oregon.....	Gas. sc. Dilla.....	Grounded at 4.30 p. m. on Clatsop Spit, 41 miles W. of the station, while attempting to enter the river against a strong ebb tide. The station crew went out in surfboat, and found that the vessel had drifted inside of the heaviest breakers. At the request of her master they ran a kedge anchor and hauled her off of the spit. She towed the surfboat back to the station.
May 20	City Point, Massachusetts.	Gas. lch. Flounder..	Machinery became disabled and, having no anchor, she fouled a bridge and could not get clear. The life-saving crew went to her in the station launch, pulled her clear, and took her to a mooring off the public landing.
May 20	do .....	Gas. lch. Zutka.....	Engine disabled close to Spectacle Island. Captain signaled for assistance by means of a coat attached to an oar. The station crew, in launch, towed vessel to safe anchorage, and carried her 4 occupants to the shore.
May 20	Point Judith, Rhode Island.	Am. sc. Julia A. Berkele.	During the prevalence of a strong tide and a brisk wind from the W., missed stays and was forced heavily upon the rocks on Stub Tree Point, 1/4 mile W. of station. She was immediately boarded by the station crew and a large kedge and a bower anchor were carried to seaward, and a heavy strain put upon the cable. This, with the assistance of the rising tide, floated her, and enabled her to get clear. Sail was then made, and she was safely anchored behind the breakwater.
May 20	Point of Woods, New York.	Am. sc. Annie Louise.	Missed stays in tacking and grounded at 6.42 p. m. on Point of Woods middle ground during the prevalence of a rough sea and strong NW. wind. The station crew came to her assistance, carried out an anchor, and hove her around; she then made sail, and the keeper took her into the channel. Upon his advice the master anchored until morning.
May 20	Duluth, Minnesota, Lake Superior.	Gas. lch., no name..	Engine broke down in middle of harbor, and launch began drifting across the channel. The keeper and one surfman, in station launch, towed the disabled boat to the yacht club landing. There were 3 persons on board.
May 20	Point Adams, Oregon.....	Fish boat, no name.	Rapidly drifting into the breakers on Peacock Spit while its two occupants were engaged in taking in their nets. Observing their peril the station crew came up, threw them a line, and towed them into deep water.
May 20	Golden Gate, California..	Gas. lch., no name..	At 5 p. m. word was received at the station that a launch had broken down and gone ashore at Point Lobos. The station crew went to her assistance and hauled her onto the beach, pending arrangements for towing her into port. Her two occupants had waded ashore before the life-savers arrived.
May 21	Old Chicago, Illinois, Lake Michigan.	Yawl, no name.....	At 4.15 p. m. the lookout noticed that the yawl tender of the yacht Jennette, 1 1/2 miles from the station, had parted its painter and capsized. The station crew in the surfboat picked up the yawl and restored it to its owner.
May 22	Duluth, Minnesota, Lake Superior.	Gas. lch., no name..	Engine became disabled in the harbor channel near the Imperial Mill. The keeper and a surfman in the station launch towed the boat to the clubhouse, where repairs were made.
May 22	Coquille River, Oregon...	Am. str. Chico.....	Arrived off the bar and made signal for a pilot. The tug Triumph being in no condition to leave port, her master asked the life-savers to place him on board the steamer. This request being complied with, the vessel was able to cross the bar, which was exceedingly rough at the time.

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. May 23	Middle Island, Michigan, Lake Huron.	Am. str. Ellen Gertrude.	While fishing near Cockburn Island, 25 miles NNE. of Roger City, broke her shaft at 9 a. m. of the 22d. She drifted before a N.E. wind till 5 p. m., when the steamer <i>Malieta</i> picked her up and towed her to Presque Isle light, her master expecting to find another tug there to take her in tow. The light keeper in sailboat hauled her to an anchorage in shoal water about midnight and by telephone notified life-saving crew, 14 miles away of her mishap. As she was in no immediate danger, the surfmen did not start to her until 5 a. m. of the 23d, when they set out in a yacht temporarily in their charge with the surfboat in tow. They brought the disabled vessel to the station dock and fed her crew of six, they having been without sustenance for nearly 24 hours. Later in the day a tug came and towed the <i>Ellen Gertrude</i> to Alpena. In rendering this service the life-savers covered a distance of 28 miles.
May 23	Frankfort, Michigan, Lake Michigan.	Am. sc. Ralph Campbell.	The station crew worked this vessel into the harbor at the request of her master, there being no wind and no tugboat at hand.
May 24	Burnt Island, Maine .....	Gas. lch., no name..	Engine broke down 1 mile ENE. of station, and occupants of launch rowed her in toward the station and borrowed tools to make repairs. Being unable to complete them, however, the life-savers towed the launch to a safe anchorage at Port Clyde.
May 24	Gloucester, Massachu- setts.	Slp. Bobolink .....	The two occupants of this boat were intoxicated and unable to handle her, and after several narrow escapesshe stranded on the beach. She was floated about midnight by the station crew and taken to a wharf in the inner harbor.
May 24	.....do .....	Gas. lch. Rienzi.....	This launch, in tow of another, ran into a choppy sea, in which the towing launch broke down and the towline parted, causing the <i>Rienzi</i> to ground on the beach. At 11.30 p. m., flood tide, the life-saving crew floated her and made her fast in the canal.
May 24	Charlevoix, Michigan, Lake Michigan.	Am. sc. C. H. Hackley.	Anchored outside the harbor to await the services of a tug and dragged into deep water. She paid out chain when necessary, and the tug that came to take her in tow was unable to recover her anchor. Both anchor and chain, however, were saved by the assistance of the life-saving crew.
May 25	North Scituate, Massa- chusetts.	Small boat, no name.	The patrol having reported an object resembling a man on Smith Rocks, about 1½ miles from the station, the life-savers in surfboat went to investigate and found a man in a precarious physical condition sitting on the side of a dory. He was taken with all speed to the station, where he was given dry clothing from the supply of the Women's National Relief Association and restorative treatment administered. He had sufficiently recovered by the next morning to leave the station, and 3 days thereafter he returned for his boat.
May 25	Pamet River, Massachu- setts.	Am. sc. Wm. Slater.	Leaking badly when the station crew reached her at 6.10 p. m., in response to distress signal. Her master stated that she had sprung aleak while below Nahant, en route from Port Johnson to Bangor, and that his crew could not keep her free, and he asked the life-savers to stay by him until he could reach Boston, the nearest port. The vessel got underway and the station crew worked her pumps continually until she arrived at her destination, the trip consuming 11 hours. The surfboat was shipped back

## Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. May 25	Pamet River, Massachusetts.	Am. sc. Wm. Slater.	to the station, and the station crew also returned by rail. But for the assistance of the life-savers it would have been necessary to beach the schooner to prevent her from sinking.
May 25	Frankfort, Michigan, Lake Michigan.	Gas. lch., no name..	Broke down 100 yards E. of the station and about halfway across Bety Lake. In response to request of the owner, the station crew towed him to North Frankfort. There was a fresh wind blowing, and but for the aid of the surfmen the launch would have drifted onto lee shore.
May 26	Quoddy Head, Maine....	Net boat, no name..	Discovered by a surfman drifting out of Quoddy Bay. The life-saving crew picked her up and towed her to a safe anchorage.
May 26	Nahant, Massachusetts...	Yt. Concord.....	During a strong SSW. gale, parted her moorings in Block Island Channel, ¼ mile from station. The life-savers boarded her, made sail, and took her to her anchorage. There being no one on board, her owner was notified of her mishap by telephone. But for the surfmen she would undoubtedly have gone ashore.
May 26	City Point, Massachusetts.	Slp. yt. Chieftain...	Dragged her moorings during a hard WSW. blow. The life-savers boarded her and, carrying out the anchor, let it go again, thus preventing the boat from fouling others. Without this assistance she would have been badly damaged.
May 26	.....do.....	Yts. Duchess and Dione.	Dragged her moorings and fouled the yacht Dione. The station crew boarded the former, cleared the boats, and anchored the Duchess in a safe place with a long scope of chain.
May 26	.....do.....	Slp. yt. Dana.....	Dragged her anchor and was in danger of going upon the rocks. Upon the arrival of the life-saving crew, her stern was found to be just clear of danger. She was taken in tow to Savin Hill anchorage, and placed at her moorings undamaged.
May 26	.....do.....	Slps. Walrus and Seafox.	During a heavy blow these vessels dragged and fouled each other, the Walrus sustaining considerable damage to her sides and the Seafox losing her bowsprit and topmast. The station crew succeeded in clearing them, and, having anchored the Walrus, left them in safety.
May 26	.....do.....	Sch. yt. Hotspur....	During a heavy blow dragged and fouled another vessel. The life-savers cleared and safely anchored her.
May 26	.....do.....	Slp. yt. Sumner....	While working on the schooner yacht Hotspur, as set forth in the preceding item, the station crew saw the Sumner drag and strand on the beach. They went to her in a steam launch, floated her, and took her to a mooring.
May 26	North Scituate, Massachusetts.	Sailboats (2), no names.	A father and son, each in a sailboat, were cruising about in the vicinity of Smith Rocks, 1 mile from the station. The father's boat missed stays and anchored close to the rocks. His son went to his assistance, but the main sheet was carried away and the boat stranded. The station crew came to their aid, and, having cleared the son's boat from the rocks, towed both to a place of safety. The two men were succored at the station and when the wind had abated set out for their homes.
May 26	Little Beach, New Jersey.	Am. sc. Ida May....	Grounded close to the station, at 6 a. m. The life-savers boarded her, but found it impracticable to attempt to float her until high water, at which time her release was accomplished.
May 26	Erie, Pennsylvania, Lake Erie.	Am. sc. Uncle Sam.	Grounded at the mouth of the harbor, owing to bad handling. The station crew attempted to get her off, but with-

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. May 26	Erie, Pennsylvania, Lake Erie.	Am. sc. Uncle Sam..	out success. They landed her crew, who procured a tug and succeeded in floating her.
May 26	Plum Island, Wisconsin, Lake Michigan.	Am. str. Messenger.	Sank during the previous night in Detroit Harbor. The station crew assisted in raising her. No lives were lost.
May 27	Fort Lauderdale, Florida.	Sailboat, no name..	Throat halyards carried away and rudder broken. Keeper suspected from her movements that she was in trouble and the station crew towed her into harbor and assisted her two occupants in making repairs.
May 27	Duluth, Minnesota, Lake Superior.	Slp. yt. Margrete...	Grounded on a sand bar while cruising in the harbor. The keeper and his surfmen floated her and towed her into deep water.
May 27	.....do.....	Am. str. Tempest...	While entering the harbor, ran over and brought up on a submerged crib near her dock. A tug pulled on her for an hour without releasing her. The life-savers assisted her crew in shifting the cargo forward, after which she was easily floated.
May 27	.....do.....	Gas. lch., no name..	Engine became disabled on her way across the channel. The life-savers, in the station launch, towed the boat to her destination.
May 27	Golden Gate, and Southside, California.	Gas. lches. (2), no names.	The Southside station lookout saw these boats capsize in the breakers about 1 mile N. of the station. The Southside crew made all haste to the rescue, but the occupants of both boats had been saved before their arrival. The launches, which had been washed ashore, were pulled high on the beach and all their gear was carried to the station for safe keeping. The crew of the Golden Gate station assisted in this work. The launches were later hauled away on trucks.
May 28	Fire Island, New York ...	Fish boat, Paragon No. 7.	Adrift and foul of fish nets 5 miles SE. of the station. The life-saving crew in surfboat recovered both boat and nets.
May 28	Tathams, and Hereford Inlet, New Jersey.	Gas. lch. Clyde.....	Stranded on the bar during a thick fog and signals of distress discovered by the keeper at 8.50 p. m. The life-savers went out in surfboat, and, with the assistance of crew of Tathams station, which had also come upon the scene, rescued the 11 persons comprising passengers and crew. Launch was floated and taken with occupants to Angelsea.
May 28	Duluth, Minnesota, Lake Superior.	Slp. yt. Florence ...	Capsized in the harbor in a light breeze. The station crew went to her assistance in launch and surfboat. It was found that the only person on board had been rescued by launch and that the sloop was safe at the outer dock. The life-savers righted her, bailed her out, and towed her to the clubhouse.
May 28	South Chicago, Illinois, Lake Michigan.	Gas. lch., no name..	Broke down north end of entrance to Calumet River and drifted toward the shore. The station crew went out in surfboat and found two persons on board. At the request of her captain they towed her to a safe berth alongside the north pier.
May 28	Milwaukee, Wisconsin, Lake Michigan.	Rowboat, no name..	Adrift near the harbor entrance. Surfman No. 2 recovered the boat and rowed it to Clark's boathouse, where it belonged.
May 28	Fort Point, and Golden Gate, California.	Gas. lch., no name..	Went ashore at Point Lobos. The crews of both stations, with the assistance of two private launches, succeeded in floating her.
May 29	Shinnecock and Tiana, New York.	Am. str. Seaconnet..	Went ashore on the outer bar 1 1/2 miles WSW. of Shinnecock station and became a total loss. The station crew went to vessel in surfboat, having been apprised of the disaster by her distress signals at 7.30 p. m. When they arrived she was full

## Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. May 29	Shinnecock and Tiana, New York.	Am. str. Seaconnet.	of water and her crew of 24 had already taken to the boats. With the assistance of the crew of the Tiana station, which had also come upon the scene in the surfboat, the men from the wreck were transferred to the shore. Fifteen of them were succored at the Shinnecock station and furnished clothing from the supply of the Women's National Relief Association. The others were ministered to in like manner at the Tiana station.
May 29	Velasco, Texas .....	Bge. Owl .....	This barge, loaded with cord wood, was carried by the strong currents, caused by the overflow of the Brazos River, through a break in the canal and into a small lake 4 miles N. of station. At the request of the owner, the station crew manned their boat and assisted in hauling the barge into the Brazos and Galveston Canal.
May 29	White River, Michigan, Lake Michigan.	Am. sc. Lydia .....	Unable to enter the harbor under sail, the life-saving crew towed her from end of pier to a berth near the station, where she was made fast.
May 30	Monomoy Point, Massa- chusetts.	Gas. yt. Embee .....	Information was received at the station by telephone that an abandoned launch was drifting across Stone Horse Shoal. Life-savers in catboat picked it up, towed it into Chatham Bay, and anchored it. It was later claimed by its owner.
May 30	Cleveland, Ohio, Lake Erie.	Gas. lch. Ting .....	Machinery broke down and drifting toward the bluffs. Lookout saw distress signal, and station crew went to her assistance in surfboat, picked her up and brought her back to New's boathouse. While returning a large launch gave both boats a line and towed them part of the way. There were two persons on the Ting.
May 30	Louisville, Kentucky ....	Bge. Grayling .....	Capsized during a heavy squall and discovered by lookout at 4.59 p. m., 4 minutes afterwards. Her crew of 8 men clung to her bottom, and were picked up by the surfmen and carried to the station, where restoratives were administered. It was necessary to resuscitate one of their number by the usual method, and keep him at the station for two or three hours.
May 30	Duluth, Minnesota, Lake Superior.	Gas. lch., no name	Engine disabled while cruising in the harbor. Station crew towed her to the clubhouse and made her fast.
May 30	Manistee, Michigan, Lake Michigan.	.....do .....	Disabled by bursting feed pipe. Station crew launched surfboat in heavy sea, picked launch up and towed her to a safe place in the harbor. There were 2 men on board.
May 31	Assateague Beach, Vir- ginia.	Am. sc. Addie Jor- dan.	Sprung aleak off Ocean City, Maryland, anchored in outer harbor about 2½ miles from station, and flew distress signal. On coming out to vessel the surfmen found her crew exhausted from pumping. The life-savers took their places and remained at the pumps until 7 a. m. of the next day, when the keeper brought men from the shore to relieve them. It becoming evident that it would be impossible to keep schooner afloat the keeper beached her. On June 5 she was pulled off by a tug and taken to Norfolk. Both vessel and cargo would without doubt have been a total loss but for the efforts of the station crew.
May 31	Middle Island, Michigan, Lake Huron.	Am. str. Pioneer.....	Unable to get into port owing to master's ignorance of harbor. The station crew went to her in response to her whistle, and keeper piloted her in.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. May 31	South Haven, Michigan, Lake Michigan.	Scow, no name.....	Drifting object sighted by lookout. Station crew went out in surfboat to investigate, and found an abandoned scow. It was towed to the station and held for a claimant.
June 1	Cape May, New Jersey....	Slp. Mary .....	Got adrift from steamboat landing at 7.30 a. m. and started seaward. Keeper notified her master, who boarded her, but as she was unseaworthy he was unable to manage her and she drifted into a dangerous position toward Overfalls Shoals. Keeper telephoned for station crew and got alongside steamer in surfboat after an hour's pull. Found her partly filled, her spars broken, her rigging carried away, and the captain and one other man on board greatly frightened. The life-savers worked her out of the broken water, towed her to the Delaware Breakwater and anchored her in the harbor. She would have been lost but for the prompt assistance given her.
June 1	Old Chicago, Illinois, Lake Michigan.	Slp. yt. Anona.....	Parted her cable and when discovered by life-savers was drifting out into the lake. They picked her up and brought her to the station. Her owner was notified and he came and took her away.
June 3	Saluria, Texas.....	Am. str. Manteo....	Broke her shaft 55 miles SE. $\frac{1}{2}$ S. of station. Her chief officer and four seamen came ashore in a ship's boat for assistance and keeper carried the officer to Port Lavaca in supply boat that he might communicate by wire with vessels owner. A steamer was dispatched to the disabled ship and she was towed to port for repairs. The keeper procured transportation for the mate and two of the seamen to Port Lavaca, whence they proceeded to Galveston and joined their ship.
June 3	Michigan City, Indiana, Lake Michigan.	Slp. yt. Widsith.....	In attempting to make the harbor at 11 p. m. fouled the E. pier, the wind being light and the current running strong. The life-savers got lines to her and warped her to a safe berth alongside the station.
June 4	City Point, Massachusetts.	Slp. Ragtime.....	Carried away her mast during a squall and anchored. Station crew went to her in surfboat, weighed her anchor, and towed her to the South Boston Yacht Club, of which her two occupants were members.
June 4	North Manitou Island, Michigan, Lake Michigan.	Am. str. Simon J. Murphy.	Stranded on Rush Shoals during a thick fog. Light keeper notified station of disaster and crew immediately responded, but master decided to make no effort to get off until morning. The life-savers remained alongside during the night, and when daylight came took soundings around her. She succeeded in getting clear under her own power.
June 4	Michigan City, Indiana, Lake Michigan.	Yt. Jenette .....	Unable to enter harbor on account of high offshore wind. The station crew, in yacht, got a line to her and towed her alongside the station.
June 4	Jackson Park, Illinois, Lake Michigan.	Skiff, no name.....	At 1 p. m. lookout reported boat about 5 miles offshore making distress signals. Station crew went out to her and found five persons on board. Two of them were taken into the surfboat and their skiff, with the others on board, was towed to Manhattan Beach.
June 4	.....do .....	Raft, no name.....	While out in the surfboat, station crew saw three boys on a small raft drifting into lake, and heard their cries for help. They were taken from the raft and landed at the Casino Pier.
June 4	Sheboygan, Wisconsin, Lake Michigan.	Yt., no name .....	Capsized while at anchor with sail set. The station crew righted her and bailed her out, being assisted by a crew of a boat that had been attracted to the scene of the capsiz.

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. June 5	Zachs Inlet, Short Beach, and Point Lookout, New York.	Dredge <i>Caucus</i> .....	Went ashore on the E. side of Jones Inlet about 8.40 p. m., and was discovered by Short Beach crew. A Coston signal was burned, and the keeper telephoned for the life-savers at Zachs Inlet and Point Lookout. Upon their arrival the surfboat went alongside and found that she was resting easily, but that wreckers would be required to float her. The surfmen rendered assistance by carrying to and from the shore those engaged in the work of floating dredge.
June 5	Erie, Pennsylvania, Lake Erie.	Rowboat, no name.	Capsized in a heavy squall of wind and rain. The patrol heard cries coming from the lake, and gave the alarm. The station crew, in surfboat, went to investigate and found two men clinging to overturned boat. They were taken to the station and succored, and furnished dry clothing from the supply of the Women's National Relief Association. The next morning they were carried across the channel en route to their homes. Their boat was recovered. But for the promptness of the surfmen they would have drowned, as their strength was nearly gone when they were picked up.
June 5	Hammond, Michigan, Lake Huron.	U. S. str. Gen. <i>Gillespie</i> .	Grounded 12 miles from the station on a shoal during a fog. The keeper discovered her, and the station crew went to her in surfboat. Before their arrival, however, her master had sent for a wrecking tug, by which aid she was floated after nearly four hours' work. The life-savers assisted by running lines between the steamer and the tug.
June 5	Jackson Park, Illinois, Lake Michigan.	Gas. lch. <i>La Paloma</i> .	Machinery broke down. Answering distress signal, station crew went to her and towed her into harbor.
June 5	Old Chicago, Illinois, Lake Michigan.	Rowboat, no name.	Adrift and going out into the lake. Recovered by station crew and turned over to Chicago Yacht Club, its owner.
June 5	Milwaukee, Wisconsin, Lake Michigan.	Am. str. <i>Harlem</i> .....	Stranded at Fox Point 16 miles N. of station. After a large part of her cargo had been jettisoned she was released by tugs. The life-saving crew remained by her until she got clear, and rendered assistance by handling lines, taking soundings around her, carrying messages to the telephone station, 2 miles distant, etc.
June 6	Little Beach, New Jersey.	Yt., no name.....	A yachting party was caught in a dangerous position N. of the station during a heavy squall. The life-savers assisted the vessel by getting her out of the predicament and into a safe harbor, the keeper instructing the master of the yacht regarding the channel.
June 6	Holland, Michigan, Lake Michigan.	Slp. yt. <i>Lady Eileen</i> .	Unable to enter the harbor, owing to the strong current. The life-saving crew manned surfboat and towed sloop and its three occupants to a safe mooring in the harbor.
June 6	Sheboygan, Wisconsin, Lake Michigan.	Small boats (2), no names.	The river dam having given way, the water was raised about two feet. Two small boats were recovered by the station crew from the mass of débris washed from the river banks by the current. They were hauled up on the dock to await claimants.
June 7	Holland, Michigan, Lake Michigan.	Am. sc. <i>Vega</i> .....	At the request of the master of this vessel the keeper sent a surfman to pilot her through Black Lake to Holland. This service was safely performed.
June 7	South Haven, Michigan, Lake Michigan.	Yawl, no name.....	Towline parted and boat got adrift from a yacht, which was unable to pick her up on account of the sea. The station crew picked up the yawl and returned it to the owner.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. June 7	Michigan City, Indiana, Lake Michigan.	Am. sc. Bertha Barnes.	When in the offing, 3 miles from station, made distress signals. On going out to her the life-savers were informed that a pilot was wanted to take her into the harbor. This service was performed by one of the surfmen. In making her fast to the wharf the line got away and she was blown on a shoal. The station crew got her off without damage at high water.
June 8	Buffalo, New York, Lake Erie.	Stm. bge. Harvey J. Kendall.	Grounded at 5.30 p. m. while attempting to make harbor. A tug went to her assistance, but could not reach her because of shoal water. The station crew ran a line from her to the tug, by means of which she was cleared.
June 8	Duluth, Minnesota, Lake Superior.	Canoe, no name....	Capsized while crossing the harbor. The station crew rescued one of her occupants, the other one having been picked up before their arrival by a boat from the clubhouse. The men and their canoe were taken to the club.
June 8	.....do.....	Slp. 'yt. Miss Modesty.	While attempting to land a pleasure party at the clubhouse missed the float and grounded on a sand bank. The station crew in dingy got her off and towed her to the landing and thence to an anchorage.
June 8	Kewaunee, Wisconsin, Lake Michigan.	Scow, no name.....	Sprang aleak and sank 1 mile ESE. of the piers. The station crew placed buoys to mark her position and warn vessels of the obstruction, and when efforts were later made to raise her they assisted a tugboat to place a steam pump on board, by means of which she was pumped out and floated.
June 8	Point Adams, Oregon....	Stm. yt., no name...	The station keeper piloted this yacht until she was clear of Desdemona Shoals, thus preventing her from grounding.
June 8	.....do.....	Fish boat, no name.	Drifted into the breakers on Clatsop Spit while picking up her net. The station crew pulled alongside, gave her a line, and saved her from destruction. There were two men on board.
June 8	Coquille River, Oregon...	Gas. lch., no name..	Attempted to leave port on a strong ebb tide against the advice of the patrol and dashed against the jetty and sank, all on board losing their lives. Apprehending disaster, the station crew put out after launch, but did not come up to her in time to rescue her occupants. The body of one was recovered, but efforts at resuscitation failed to revive him. (For detailed account see caption "Loss of life.")
June 10	City Point, Massachusetts.	Gas. lch. Gladys M..	Machinery broke down during motor-boat race. The station crew towed her to the Colonial Yacht Club for repairs. There were two persons on board.
June 10	Barnegat, and Loveladies Island, New Jersey.	Am. sc. Maggie E. Davis.	Grounded in attempting to enter Barnegat Inlet. The station keeper, with the assistance of two other men, succeeded in getting her afloat, and tried to work her up to an anchorage. When on the lee side of the channel the main peak halliards carried away in stays, causing the vessel to ground for the second time. As the tide was falling, all attempts to float her were abandoned until the following day, when, with the assistance of the keeper of Loveladies Island station, an anchor was run out and she was kedged off, but not before a portion of the deck load had been thrown overboard to lighten her.
June 11	City Point, Massachusetts.	Slp. Crekans.....	Dismissed in a fresh breeze off Spectacle Island. On going to her the station crew found that her masts and rigging had been recovered and everything made

## Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. June 11	City Point, Massachusetts.	Slp. Crekans.....	secure. She was taken in tow to the yacht mooring, and later to the landing of the Mosquito Yacht Club, of which the 5 persons on board were members.
June 11	.....do.....	Gas. lch. Emma B..	On a lee shore during a fresh SW. wind, with engine disabled. At the request of her owner the station crew in launch towed her to Savin Hill and landed her three occupants at the yacht club.
June 11	Erie, Pennsylvania, Lake Erie.	Rowboat, no name.	Capsized 2 miles SW. of station while going from a yacht to the shore. The accident was observed by members of the yacht club, who telephoned the news to the station. Two surfmen in a small boat hurried to the rescue, and picked up 4 of the 5 occupants, who were clinging to the bottom of their boat. One of them was drowned in attempting to swim to a yacht. The surfmen recovered the body and turned it over to the coroner. The casualty was due to the overloading of the boat.
June 11	Louisville, Kentucky.....	Skiff Adolph.....	At 3.40 p. m. lookout saw skiff, with five persons on board, in danger above the cross dam of the falls. The station crew picked them up and towed them to the station.
June 11	Vermilion, Michigan, Lake Superior.	Am. str. Western Star.	Grounded about 1 p. m., 8 miles E. of the station. The surfmen were notified of mishap by telephone, and station crew went to vessel in surfboat. Presently the light-house steamer Amaranth came up and pulled her clear. The surfmen assisted by running lines and carrying the crew of the stranded vessel to and from the Amaranth.
June 13	Grande Pointe au Sable, Michigan, Lake Michigan.	Am. str. J. N. Foster.	Grounded on June 10. Having been requested to help float vessel, the station crew assisted in unloading her cargo of stone and manning her pumps, and performed other necessary labor. She was floated on the 13th.
June 14	Marblehead, Ohio, Lake Erie.	Gas. lch. Max G.....	Gasoline exhausted, which left launch helpless. The station crew in dingy towed her to the Central Quarry docks, where her supply of fuel was replenished.
June 14	Grand Marais, Michigan, Lake Superior.	Raft of logs, no name.	Went ashore. Tugs were unable to reach it, owing to shoal water. Station crew fastened a line to it, and tugs then hauled it afloat and towed it away.
June 14	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	Adrift in the river. A surfman recovered boat and towed it to the station, where it was held to await a claimant.
June 15	Louisville, Kentucky.....	.....do.....	Boat containing two men in danger near the middle chute of the falls. The station crew went to their aid and brought them to the station.
June 15	Milwaukee, Wisconsin, Lake Michigan.	Rowboat, no name.	Adrift. Recovered by a surfman and returned to the Lake Shore Boat Club.
June 16	Townsend Inlet, New Jersey.	Yt. Naomi.....	Lost bearings during a thick fog, and anchored near station and just outside of breakers. The two persons on board attempted to land in a small boat and were capsized in the surf. They managed to reach shore, and went to the station, where they were succored, and given a change of clothing from the supply of the Women's National Relief Association. While the men were away from their yacht it dragged into the breakers and partly filled. The station crew pumped it out on the following morning and put the men and their boat on board.
June 16	Middle Island, Michigan, Lake Huron.	Scow, no name.....	At the request of the master of the tug-boat John Owen, who had a boom of logs in tow, the station crew took a scow in tow to the station, where it was kept until the return of the tug.
June 16	Two Rivers, Wisconsin, Lake Michigan.	Slp., no name.....	This sloop, containing one man, was attempting to make the harbor in a dense fog. The station keeper went to the

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905.			
June 16	Two Rivers, Wisconsin, Lake Michigan.	Slp., no name .....	end of the pier, and, by shouting, enabled the boat to gain the entrance without touching bottom.
June 17	White Head, Maine .....	Am. sc. William H. Davenport.	Grounded on Yellow Ledge, Mussel Ridge Channel, during a dense fog and was discovered by a surfman. When the station crew arrived they found her pounding heavily on the rocks and leaking. They endeavored to float her with some success by kedging, but the kedging being light came home when she cleared, and the strong current carried her onto the rocks again. The surfmen then procured a heavier kedging at Seal Island, 1 1/2 miles away, by means of which she was hauled off and out of danger. She then made sail and proceeded to Rockland for repairs.
June 17	Sea Isle City, New Jersey.	Catboat, no name ..	The station crew assisted the keeper of the Townsend Inlet station to put two men aboard catboat anchored in surf near Townsend Inlet, in order that they might take it away.
June 17	Hammond, Michigan, Lake Huron.	Am. str. Minnie E. Kelton.	At 5.30 a. m. keeper received a telephone message from master of this vessel informing him that she had grounded above the N. point of Hammond Bay, 10 miles from the station. The life-savers in surfboat, went to scene of disaster and assisted to jettison the cargo, throwing overboard about 200 tons of salt. A wrecking tug having arrived, the surfmen ran lines between it and the steamer, and she was floated without damage.
June 17	Marquette, Michigan, Lake Superior.	Gas. lch. Rita .....	While en route to Marquette for shelter a heavy sea struck vessel, washing overboard her anchor line, which fouled the propeller, and when the anchor was let go she was brought stern to the sea and wind. Being unable to cut the anchor line she lay at the mercy of the seas, which threatened to fill her. Notice of the accident was telephoned to the station, and the surfmen went to the launch at full speed in power boat. They picked her up, towed her into harbor, and cleared her propeller. The accident occurred north of Presque Isle, out of sight of the station and 4 miles away. They came up to her in 40 minutes, and just in time to save her two occupants.
June 17	Duluth, Minnesota, Lake Superior.	Skiff, no name .....	Discovered by the lookout drifting across the channel, the one occupant having left the dock without oars. Two surfmen went to assistance in launch, and towed boat to the shore.
June 17	Michigan City, Indiana, Lake Michigan.	Columbia Yacht Squadron.	Preparatory to the annual regatta of this club the station crew assisted the numerous yachts by running lines, clearing them from each other, etc. There were 68 yachts and launches within 900 feet of the station.
June 18	City Point, Massachusetts.	Gas. lch. Lillian ....	Machinery broke down and became unmanageable off Spectacle Island. Station crew went to assistance in launch and towed yacht to the South Boston Yacht Club for repairs. There were 9 persons on board.
June 18	Louisville, Kentucky.....	Canoe and skiff, no name.	A few minutes before noon a canoe containing a man, and a skiff with a man and woman on board, were discovered in danger near the Indiana chute of the falls. The station crew went to the rescue and found that the occupant of the canoe had broken his paddle, and that the occupants of the skiff had gone to his assistance. The man in the canoe and the woman were taken into the station boat, and both boats were carried safe over the falls and through the canal to the station. (See letters of acknowledgment.)

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. June 18	White River, Michigan, Lake Michigan.	Am. str. Carrie A. Ryerson.	While entering the harbor with a boom of logs, was caught by the current and the topline parted, the boom going out into the lake. The life-saving crew manned the surfboat, and picking up the topline, put it on board of the Ryerson.
June 18	Michigan City, Indiana, Lake Michigan.	Columbia Yacht Squadron.	During the annual regatta of the Columbia Yacht Club, the life-saving crew assisted the yachts to get underway by running lines to haul them to the weather pier, putting passengers on board, preventing the boats from fouling the steamer Puritan, etc.
June 19	Fletchers Neck, Maine....	Am. sc. S. R. Lane..	Anchored in shoal water and grounded. A tug went to her with station crew in surfboat in tow. The surfmen rendered assistance by running a line from schooner to tug, hoisting her anchor, and directing the tug captain to an anchorage where they might be safe during an approaching storm. Before leaving the vessel the surfmen furled her sails and made everything snug on board.
June 19	City Point, Massachusetts.	Small boat, no name	Adrift and going out of the harbor. The life-savers picked boat up and towed it to the station, where the owner took charge of it.
June 19	Middle Island, Michigan, Lake Huron.	Am. sc. Donaldson.	Leaking badly, and running out of coal, the donkey engine could not be used to work the pumps. Assistance having been asked of the station crew, the schooner's yawl was taken to the Huron Fish Company and towed back loaded with coal. The life-savers also furnished the vessel with a supply of kerosene.
June 19	Charlevoix, Michigan, Lake Michigan.	Catboat, no name..	Capsized, owing to the poor seamanship of her three occupants, 1½ miles E. of the station. On the arrival of the life-savers, it was found that the men had landed in a small tender. The station crew righted the boat, bailed her out, and sailed her to the mooring.
June 19	Jackson Park, Michigan, Lake Michigan.	Sailboat, no name..	Capsized at 6 p. m. ¼ mile E. of station. The life-savers, in surfboat, rescued the two occupants and towed their boat to the station. They were furnished dry clothing from the supply of the Women's National Relief Association.
June 20	Louisville, Kentucky ....	Skiff, no name .....	Discovered in danger near the middle chute of the falls. Caught by station crew and towed with its 2 occupants to safety.
June 20	Duluth, Minnesota, Lake Superior.	Gas. lch., no name..	While out on a pleasure trip, lost her propeller by striking a submerged log. The keeper and a surfman towed her to a slip, using the station launch for the purpose.
June 20	South Haven, Michigan, Lake Michigan.	Am. sc. E. Scoville.	Grounded 300 yards inside of harbor entrance. The keeper and four of his crew floated her by getting lines across to the opposite pier and heaving on the windlass. She had 150,000 feet of lumber on board for South Haven.
June 21	Louisville, Kentucky.....	Flatboat, no name..	At 6.30 a. m. discovered by watch in danger above the cross dam of the falls. The life-savers recovered it before it went over and brought it and the three boys on board to the station. (See letter of acknowledgment.)
June 21	Sturgeon Bay Canal, Wis- consin, Lake Michigan.	Mackinaw boat, no name.	Adrift and floating rapidly past the station. Recovered by surfmen and turned over to owner.
June 22	Harbor Beach, Michigan, Lake Huron.	Sc. yt. Uncas .....	Got too close to the shore while entering harbor and struck a reef. The station crew went to her and carried her master to the breakwater to engage a tug, upon the arrival of which they ran a line. She was soon floated and taken to a safe anchorage. There were seven people on board.

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. June 22	Duluth, Minnesota, Lake Superior.	Gas. lch., no name..	Machinery broke down while near the clubhouse en route to Superior. The keeper and one surfman, in launch, towed her to her dock.
June 22	Evanston, Michigan, Lake Michigan.	.....do.....	Broke adrift during the night and was 4 miles N. of station when life-savers learned of mishap. They went after her in surfboat and found her aground 100 yards offshore. A line was made fast to her and she was hauled on the beach and turned over to her owner.
June 24	City Point, Massachusetts.	Slp. Florence .....	At 9.30 p. m. owner came to station and asked for a tow to the Mosquito Yacht Club, a broken rudder having rendered his boat unmanageable. The life-savers went out in station launch and rendered the assistance requested.
June 24	Galveston, Texas.....	Flatboat, no name..	Two men from the British steamer Faraday went adrift in this boat and were swiftly carried outward by the wind and current. The keeper, in a small boat, succeeded in overtaking them, anchored their boat, and landed them at the station.
June 25	City Point, Massachusetts.	Am. sc. Yankee ....	Broke her rudder head during a fresh breeze and, becoming unmanageable, anchored. The accident having happened 2 miles from the station, a passing yacht brought word to the life-savers, who, proceeding to the scene in a steam launch, hove up the disabled boat's anchor and towed her to the moorings.
June 25	.....do.....	Slp. Myrtle .....	Carried away her mast in a squall and was pulled abreast of the station by a tug. The life-saving crew having been asked to take charge of her went out in the launch and towed her to the Columbia Yacht Club float, where she was made secure. There were nine persons on board.
June 25	.....do.....	Yawl Waldemar....	At 3 p. m. the life-saving crew saw this vessel lose her mast in a squall. They hastened to her assistance in launch, the surfmen parbuckling the mast on board, recovering the sail, and making everything secure. The boat was then towed to the yacht club, made fast at the float, and the five occupants landed.
June 25	Cleveland, Ohio, Lake Erie.	Am. sc. Herschel ...	While entering the harbor collided with a barge and lost her jib boom and foremast, and immediately anchored to prevent fouling the outside piers. The station crew assisted her by carrying a line to a tug and heaving her anchor.
June 25	Evanston, Illinois, Lake Michigan.	Rowboat, no name..	The occupant of this boat had gone to the assistance of two women adrift in a small boat, but who were picked up by a sailboat before he could reach them. In trying to make headway against the wind on his way back he became exhausted. The station crew, who had also put out to the rescue of the women, picked him up and took his boat in tow. The boat from which the women had been taken was not recovered.
June 25	Racine, Wisconsin, Lake Michigan.	Sailboat, no name..	This boat with one man on board was compelled to take in all sail on account of the high wind, and drifted out into the lake in the trough of the sea. The life-savers towed the boat to the station, whence it was taken up the river by a launch.
June 25	Sheboygan, Wisconsin, Lake Michigan.	Am. str. Nyack .....	Struck by a heavy squall and blown across the river while attempting to land an excursion party, the wind being so strong as to prevent the vessel being handled. The life-savers managed to get her lines and aided her to dock.
June 26	Cape Elizabeth, Maine....	Gas. lch. Elenor.....	Keeper was informed by telephone that this boat had gone adrift from her moorings 3 miles N. of station. He went to

## Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
June 26	Cape Elizabeth, Maine...	Gas. lch. Elenor.....	her in dory and found her bottom up on Whale Back. He helped to remove her engine and furnishings. The boat was a total loss.
June 26	Straitsmouth, Massachusetts.	Am. sc.. name unknown.	Anchored in Sandy Bay during bad weather, and set a signal for a tugboat. The station keeper at once telephoned for one, which arrived and towed her to Rockport Harbor.
June 26	City Point, Massachusetts.	Slp. Vesta.....	Discovered by lookout dragging her anchor in a heavy blow and making rapid leeway toward Tompsons Island. The station crew went to her aid, hove up her anchor, towed her under the lee of the public landing, and anchored her with a good scope of chain. Had it not been for their rapid work she would have stranded.
June 26	.....do.....	Yawl Wild Duck; Slp. Iris.	Dragged her moorings during a fresh NE. gale, and fouled the sloop Iris, the latter setting signals of distress. The life-savers went out in the station launch and, anchoring her to windward of the sloop, succeeded in clearing them. The Wild Duck was then taken to a safe anchorage under lee of Castle Island.
June 26	.....do.....	Catboat Racine.....	Caught in a squall and, her sail having been lowered, made rapid leeway toward the land. The station crew in launch arrived just as she struck Tompsons Island broadside, heading offshore and filling. Her 5 occupants were taken into the launch and landed. The next day her owners cleared her of water and floated her at high tide.
June 26	Point Allerton, Massachusetts.	Gas. lch. Dirigo.....	Broke adrift and went ashore near Point Allerton. The station crew hauled her onto the beach above high-water mark. Later in the day they launched her and turned her over to her owner undamaged.
June 26	Monomy Point, Massachusetts.	Catboat, no name..	Broke her boom and tore her sail during a squall. The station crew went to her assistance, anchored her, and carried her 2 occupants to the shore.
June 26	Lake View Beach, Michigan, Lake Huron.	Nph. lch. Jim Fetchet.	Had been anchored the previous day in front of owner's cottage. He was unable to get to her on account of the high breakers, and the station crew in launch placed two of her men on board, who took her to a safe anchorage in the Saint Clair River.
June 26	South Haven, Michigan, Lake Michigan.	Scow, no name.....	Adrift and going out of the harbor. Picked up by a surfman, who made her fast to the pier.
June 27	Newburyport, Massachusetts.	Gas. lch. Ken-Ken..	Machinery broke down during a NE. squall, which drove launch on Plum Island. Her 2 occupants put on life-preservers and reached the station in safety. The keeper assisted to haul launch upon the beach. Rain prevented the discovery of the accident from the lookout.
June 28	Brigantine, and South Brigantine, New Jersey.	U. S. str. Standish...	Grounded during the early morning on Brigantine Shoals, but succeeded in floating herself. The keeper went to her with a volunteer crew and piloted her N. through the slue and inside of the shoals, while the crew of the South Brigantine station took continuous soundings ahead for two miles.
June 28	Sullivans Island, South Carolina.	Catboat, no name..	Discovered by a surfman at 12:30 p. m., anchored and full of water, about 3½ miles S. of the station. The life-savers in surfboat reached her after two hours' hard pulling against wind and tide, but found no one on board. She was towed to Island Cove, where the persons who had been on board were landed, they having been landed by a pilot boat. She became unmanageable in a squall and

*Services of crews—Continued.*

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. June 28	Sullivans Island, South Carolina.	Catboat, no name ..	struck South beach and filled. The life-savers returned to the station in tow of the pilot boat.
June 28	Saluria, Texas.....	Gas. yt., no name...	This boat approached the old channel, where she hove to and, later, took in sail. The station keeper at once set the range flags, and the craft passed in safety over the bar, anchoring in the pass.
June 28	Duluth, Minnesota. Lake Superior.	Slp. Josephine .....	While endeavoring to beat down from the Duluth and Superior bridge to the P. V. elevator, became unmanageable, owing to the inexperience of the man on board, and drifted down the river. The station keeper and a surfman went to her assistance and towed her to the elevator.
June 29	Milwaukee, Wisconsin, Lake Michigan.	Slp., no name.....	Grounded on North Point. The station crew came to her aid in surfboat, passed a hawser to her, pulled her off, and towed her to a safe anchorage under the lee of the breakwater.
June 30	Cape Lookout, North Carolina.	Am. sc. John S. Deering.	Grounded on Lookout Shoals, 7 miles S. by E. of station. With oars and sail the life-savers got alongside and assisted her crew to jettison her deck load of lumber. When the tide rose she was backed off, the keeper piloting, and anchored in Lookout Bight. She sustained no appreciable damage.
June 30	South Haven, Michigan, Lake Michigan.	Gas. lch. Lucy H ...	Supply of gasoline gave out, and launch became unmanageable. Life-saving crew went to her assistance and brought her and her two occupants to the station.
June 30	Point Adams, Oregon ....	U. S. str. Relief No. 76.	In crossing Columbia River early in the morning grounded on Desdemona Sand. Station crew went alongside in surfboat, but as the tide was flooding rapidly she backed off unaided. Her master being unacquainted with the locality, the keeper piloted her to Astoria, Oregon. She sustained no injury.

MISCELLANEOUS SERVICES OF LIFE-SAVING CREWS.

Under this caption are briefly set forth the services performed by life-saving crews in casualties not relating to vessels, such as rescues of persons who had fallen from docks, floats, etc., recovery of the bodies of the drowned, aid in extinguishing neighborhood fires, succor to persons in distress in the vicinity of stations, resuscitation of the apparently drowned, saving property exposed to loss in various ways, etc. In many of these cases the rescued persons owe their lives to the promptness and intelligence of the surfmen.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1904. July 1	Old Chicago, Illinois, Lake Michigan.	Recovery of body...	At 4.24 p. m., in response to a telephone message, surfmen manned Whitehall boat, pulled to the foot of Randolph street, $\frac{1}{4}$ mile from the station, recovered the body of a boy who had drowned in the harbor, and delivered it to the proper authorities.
July 2	Ilwaco Beach, Washington.	Recovery of property.	During the midwatch a patrolman found a valuable fish net that had drifted ashore $\frac{1}{4}$ mile N. of the station, and the crew took it in boat wagon to the station, where it was held for instructions from the owner.

*Services of crews (miscellaneous)*—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1904. July 3	Ashtabula, Ohio, Lake Erie.	Aid to injured.....	During the afternoon a woman near the station accidentally received a severe cut upon her head, and the keeper dressed the wound.
July 4	Newburyport, Massachusetts.	Assistance at fire...	At 9.30 p. m. a cottage upon Plum Island was observed to be on fire by the keeper, who, with his two sons, hastened to the scene and assisted in keeping the flames from spreading to adjacent buildings.
July 4	Cleveland, Ohio, Lake Erie.	Recovery of body...	At 2 p. m., in response to a telephone message, a surfman, supplied with dragging apparatus, proceeded by street car to the beach at Gordon Park, 6 miles from the station, and recovered the body of Herbert Biglin, who drowned while bathing.
July 5	Velasco, Texas .....	Aid to injured.....	At 4 p. m. a young lady, Miss Sarah Munson, at some distance from her home, was bitten upon the arm by a rattlesnake. She promptly bandaged the arm, then mounted a horse and rode rapidly to her home, which was near the station. Upon learning of her danger the keeper hastened to the young lady's aid, and, after giving her some whisky, he gashed the arm with a knife, sucked a quantity of blood from the wound, then applied a solution of ammonia, doubtless saving her life by his prompt and courageous action.
July 5	Duluth, Minnesota, Lake Superior.	Recovery of body...	At 10.35 p. m. the keeper received a telephone message that a man had drowned at a point about $\frac{1}{2}$ of a mile SW. of the station. The life-saving crew pulled to the locality in surfboat, recovered the body, and delivered it to the authorities.
July 7	Grand Haven, Michigan, Lake Michigan.	Rescue from drowning	At 5.30 p. m. a young girl capsized in a skiff near the station, and in obedience to an alarm sounded by the lookout two surfmen pulled to the rescue and brought her to shore.
July 8	Newburyport, Massachusetts.	Assistance at fire...	At 9.30 p. m. an unoccupied cottage about 200 yards from the station took fire and was soon destroyed. The keeper hastened to the scene and assisted in preventing the flames from spreading to adjacent buildings.
July 8	New Shoreham, Rhode Island.	Succor.....	At midnight two shipwrecked mariners arrived at the station and were succored until morning.
July 9	Cleveland, Ohio, Lake Erie.	Fire extinguished..	At 3 a. m. the lookout reported that a fire had broken out on the west breakwater, and surfmen pulled in dingy to the breakwater and extinguished the flames.
July 9	Louisville, Kentucky.....	Recovery of body...	At 12 m., in response to a telephone message, a crew of surfmen pulled along the water front to the foot of Ninth street, and by dragging recovered the body of a man who had drowned some time previously, delivering it to the coroner.
July 10	Cleveland, Ohio, Lake Erie.	do .....	At 7 a. m. the keeper received a telephone message that a young man named Walter Dickinson had drowned while bathing at Rocky River, 7 miles S. of station. A surfman, provided with dragging apparatus, was sent by street car to the place, and he recovered the body and delivered it to the father of the deceased.
July 10	Duluth, Minnesota, Lake Superior.	Body found.....	At 10 a. m. surfmen pulled into the canal near Booth's dock and took charge of the floating body of a dead man, towed it to Lake avenue slip, and notified the coroner regarding the same.
July 11	City Point, Massachusetts.	Aid to injured.....	While on sunset patrol in a rowboat two surfmen encountered a gasoline launch in which was a man who had broken his leg. The surfmen took him to the South Boston Yacht Club float, called an ambulance, and sent him to the hospital.
July 13	Erie, Pennsylvania, Lake Erie.	Recovery of body...	About 2 p. m. the keeper received a notice by telephone that a man had drowned near the Hanna dock, $2\frac{1}{2}$ miles SW. of the

*Services of crews (miscellaneous)—Continued.*

Date.	Station and locality.	Service rendered.	Nature of casualty.
1904. July 13	Erie, Pennsylvania, Lake Erie.	Recovery of body...	station. He at once sent two surfmen, provided with grappling gear, to the place, and they recovered the body and delivered it to the coroner.
July 13	Jackson Park, Illinois, Lake Michigan.	Aid to injured.....	At about 8 p. m. the keeper dressed the wound of a man whose hand had been severely burned by fire in a gasoline launch.
July 16	Buffalo, New York, Lake Erie.	Recovery of body...	At 6 p. m. a telephone message to the effect that a young man had drowned near the Reading coal trestle was received by the keeper, who went with a surfman to the place, recovered the body by grappling, and turned it over to the police.
July 16	Louisville, Kentucky.....	..... do .....	At about 4 p. m. the keeper received information that a boy named Herbert Bush had drowned in the river near the foot of Eighth street. He immediately sent a boat's crew, provided with grappling gear, to the locality, and they recovered the body and delivered it to the coroner.
July 17	Racine, Wisconsin, Lake Michigan.	.....do .....	At 4 p. m. the keeper received a telephone message to the effect that a man had drowned in Root River, $\frac{3}{4}$ miles distant. A surfman, provided with grappling gear, proceeded to the place, recovered the body, and turned it over to the coroner.
July 18	Portage, Michigan, Lake Superior.	.....do .....	At 12.25 a. m., in response to an alarm rung by the lookout, station crew launched surfboat, pulled out into the harbor, and after dragging for five hours recovered the body of a man who had fallen overboard from a tug. The remains were taken in charge by the coroner.
July 18	Ilwaco Beach, Washington.	Recovery of property.	During the day a surfman on liberty found a valuable fish net on the beach 5 miles S. of the station. He telephoned the facts to the keeper, who sent a team for the net, and had it hauled to the station to await owner.
July 19	Duluth, Minnesota, Lake Superior.	Recovery of body...	At 8.30 a. m. a surfman, by dragging, recovered the body of a boy who drowned the day previous, 3 miles from the station, and delivered the remains to a coroner.
July 20	Louisville, Kentucky.....	.....do .....	Upon request, the keeper sent two surfmen, provided with the proper appliances, by an excursion steamer to a point 14 miles to the eastward of the station, and they, by dragging, recovered the body of a boy who drowned the previous day, delivering the remains to the coroner.
July 21	Holland, Michigan, Lake Michigan.	.....do .....	At 2.42 p. m. the lookout megaphoned to the keeper, who was on the opposite side of the river in company with the assistant inspector of the district, that something was wrong at the end of the pier. The keeper ran to the place, and, learning from bystanders that a man who had been swimming had gone down about 25 feet from the pier, he threw off his outer garments and dived into the water. Finding nothing the first dive, he returned to the pier and plunged in again, bringing the body to the surface. The life-saving crew worked at resuscitation for two hours, but no sign of life appeared. The name of the deceased was Joseph Brown.
July 24	Rehoboth Beach, Delaware.	.....do .....	At 1 p. m. the keeper, with two other men, proceeded alongshore $2\frac{1}{2}$ miles to the northward of the station, and dragged the waters in that locality for the body of Edward Martin, who had drowned while bathing in the surf. They were unsuccessful, but renewed their efforts the next day, found the body and delivered it to the coroner.
July 24	Portage, Michigan, Lake Superior.	Rescue from drowning.	At 1 p. m. a young woman fell into the water from a dock near the station, and Surfman McDonald jumped overboard and rescued her.

*Services of crews (miscellaneous)*—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1904. July 24	Ludington, Michigan, Lake Michigan.	Recovery of body...	At 5.50 p. m. surfmen went to Pere Marquette dock, $\frac{1}{2}$ mile from the station, with two boats and dragging apparatus, and recovered the body of a small boy who had drowned at that place.
July 24	Saint Joseph, Michigan, Lake Michigan.	Recovery of body, and clothing furnished.	At 6.15 p. m. the keeper learned that a small boy had drowned in the river, $\frac{1}{2}$ mile from the station, and launching the Whitehall boat, the life-saving crew pulled to the place, recovered the body, and delivered it to the coroner. The boy and his father had both fallen from a boat while fishing, the father being rescued by a boat near by, and he was taken to the station and given dry clothing from the stores of the Women's National Relief Association.
July 25	Vermilion, Michigan, Lake Superior.	Recovery of property.	During this and four succeeding days the crew gathered up several thousand feet of lumber that had drifted ashore in the vicinity of the station.
July 25	Duluth, Minnesota, Lake Superior.	Rescue from drowning.	At 2 p. m. Surfman J. D. Miller rescued from drowning a small boy who fell into the water near the station.
July 26	Ashtabula, Ohio, Lake Erie.	Rescue from danger.	At 11.30 a. m. a boy who had been swimming in the waters about the station became exhausted, but succeeded in reaching some outlying cribwork, to which he clung, crying for help. Surfman F. Mallett immediately plunged into the water, swam to the lad and brought him to shore.
July 27	Seabright, New Jersey ...	Rescue from drowning, and resuscitation.	At 3.15 p. m. the keeper's son, who had been left in charge of the station during a temporary absence of his father (inactive season), was attracted by the cries of a woman upon the beach about 300 yards from the station. Hastening to the spot, he saw another woman drifting in the water about 100 yards from the beach. He swam out to her, and, finding her unconscious, took her to the shore, and by intelligent work for twenty minutes succeeded in resuscitating her. The woman was Miss Katherine Miner, of Seabright.
July 28	South Chicago, Illinois, Lake Michigan.	Recovery of body ...	At 12.30 p. m. a telephone message reached the station conveying the information that a small boy had drowned at a point 1 mile S. of the station, and the crew at once launched the supply boat, pulled to the locality, recovered the body by dragging, and delivered it to the authorities. The boy was Matthew Kelly, 13 years of age.
July 29	Muskegon, Michigan, Lake Michigan.	Rescue from danger.	At 2 p. m. a woman fell into the water from a pier near the station and she was rescued by surfmen.
July 29	Grand Haven, Michigan, Lake Michigan.	.....do.....	A telephone message was received stating that a boy had drowned near the elevator $1\frac{1}{2}$ miles up the river, and surfmen proceeded in small boats to the place, recovered the body by grappling, and endeavored to resuscitate it, but their efforts to restore life were futile.
July 29	Michigan City, Indiana, Lake Michigan.	Fire extinguished..	During the afternoon surfmen put out a fire that had started in some lumber on the west pier, threatening to do serious damage.
July 30	City Point, Massachusetts.	Assistance at fire ...	At 7.20 p. m. the lookout reported a fire on shore on Sixth street and the keeper and 5 surfmen hastened to the scene, and by handling hose, ladders, and axes assisted the firemen to extinguish the conflagration, the work being completed about 9 p. m.
July 30	Marblehead, Ohio, Lake Erie.	Recovery of property.	At 7.15 a. m. a freight car containing 480 kegs of powder was accidentally shoved off from the dock near the station into the water, and the life-saving crew assisted in recovering the powder, which was uninjured, and also in hauling the car into shoal water.

*Services of crews (miscellaneous)—Continued.*

Date.	Station and locality.	Service rendered.	Nature of casualty.
1904. July 31	Pea Island, North Carolina.	Succor.....	A belated traveler was succored at the station overnight.
July 31	Charlotte, New York, Lake Ontario.	Recovery of body ..	At 3 p. m. the keeper and a surfman, upon request of the father, proceeded in keeper's launch to Island City, and by dragging recovered the body of a boy named Matthew Ryon, he having drowned the day previous.
July 31	Cleveland, Ohio, Lake Erie.	.....do.....	Two surfmen, by dragging, recovered the body of a man named Matt Hrikidad, who drowned in the river, $\frac{1}{4}$ mile SW. of the station. An undertaker took charge of the remains.
July 31	South Chicago, Illinois, Lake Michigan.	.....do.....	At 8.40 a. m. the keeper received information by telephone that a man named Frank McGraw had drowned near a coal chute at Ninety-fifth street. The life-savers proceeded in supply boat to the place, recovered the body by grappling, and attempted resuscitation, but life was extinct.
July 31	Evanston, Illinois, Lake Michigan.	.....do.....	At 3.40 p. m. a telephone message reached the station, to the effect that a man named Thomas Brown had drowned off Davis street pier, $\frac{1}{4}$ mile S. of the station. The life-savers went in surfboat to the place and recovered the body in a short time. They attempted resuscitation for 2 $\frac{1}{2}$ hours, but all efforts to restore life were unavailing.
Aug. 1	Charlotte, New York, Lake Ontario.	.....do.....	Being informed that a man had jumped overboard from the pier with the intention of committing suicide, the lookout hurried to the scene with grapnels, and after working about fifteen minutes recovered the body, and then applied the Service method of resuscitation for one hour, when a physician pronounced life extinct. The body was turned over to the coroner.
Aug. 1	.....do.....	.....do.....	At the request of John Ryan, of Rochester, New York, whose son drowned in the lake about 3 miles NW. of station, the keeper took his gasoline launch, went to the place, dragged the vicinity, recovered the body, and delivered it into the charge of the father.
Aug. 1	Portage, Michigan, Lake Superior.	Rescue of property ..	In response to a request the life-saving crew went 2 miles SE. of station and extricated a horse which had become stalled in a bog.
Aug. 3	Two Rivers, Wisconsin, Lake Michigan.	Recovery of body....	At 4 p. m. a lad came to the station and informed the keeper that a boy had drowned up West Run, about $1\frac{1}{4}$ miles from the station. The run being blocked up with logs, the keeper hired a horse and wagon, and with three surfmen repaired to the scene, recovered the body of William Taftka, 12 years old, and endeavored by the Service method to produce respiration, but without success. The remains were delivered to the parents of the boy.
Aug. 4	Cross Island, Maine.....	Provisions furnished.	A man from a small sloop came to the station, stated that his supplies were exhausted, and requested aid. The keeper furnished him with sufficient provisions to last him until he reached his destination.
Aug. 4	Fairport, Ohio, Lake Erie.	Recovery of body....	In response to a telephone message, the life-saving crew launched the surfboat, proceeded to the scene, recovered the body of a boy who had drowned, practiced without success the Service method of resuscitation, and, after a doctor had pronounced life extinct, delivered the remains to the father of the deceased.
Aug. 6	Blue Point, New York....	Succor.....	Three fishermen who were caught in a shower and drenched were sheltered overnight at the station.

*Services of crews (miscellaneous)—Continued.*

Date.	Station and locality.	Service rendered.	Nature of casualty.
1904. Aug. 5	Buffalo, New York, Lake Erie.	Clothing furnished.	A man who had fallen overboard was taken to the station, given stimulants, and supplied with dry clothing from the stores donated by the Women's National Relief Association.
Aug. 6	Thunder Bay Island, Michigan, Lake Huron.	Succor.....	A man and his wife, who had been fishing on North Point and who were prevented by the increasing wind from crossing the bay, were sheltered for one day at the station.
Aug. 6	South Haven, Michigan, Lake Michigan.	Resuscitation .....	The lookout having reported something wrong on the bathing beach, the keeper sent two surfmen, who found that a young lady had fallen from a raft, swallowed a quantity of water, and was in a very exhausted condition. They applied the Service method of resuscitation, and when respiration was restored wrapped her in blankets and placed bottles of hot water at her feet. A physician pronouncing her out of danger, she was taken to her lodgings.
Aug. 7	Louisville, Kentucky.....	Recovery of bodies.	At 1.30 a. m., word having been brought to the station that a man had fallen overboard, the station boat was manned, and, proceeding to the place, the life-savers recovered the body of George Kennedy, a colored man, endeavored without success to resuscitate it, and then notified the coroner. At 8.30, in response to another call, the keeper sent two surfmen who recovered the body of Peter Koch, who drowned while bathing, and delivered it to relatives of the deceased.
Aug. 7	Portage, Michigan, Lake Superior.	Rescue from drowning.	A man who had fallen overboard from the dock was rescued by a surfman and furnished with dry clothing from the stores donated by the Women's National Relief Association.
Aug. 9	Lewes, Delaware.....	Recovery of body ..	At the request of the master of the steamer Queen Caroline, the life-saving crew, after two hours' work with grappling hooks, recovered the body of one of his crew, who had fallen overboard during the night and drowned. The remains were taken on board the steamer, and the coroner was notified.
Aug. 10	Cape May, New Jersey...	Body found .....	The patrol found on the beach the body of a woman and delivered it to the coroner.
Aug. 11	Portage, Michigan, Lake Superior.	Rescue from drowning.	At 11 a. m. a man named R. Emery fell overboard from a raft of logs and was rescued by a surfman, who ran out on the logs and brought him ashore.
Aug. 11	Evanston, Illinois, Lake Michigan.	Recovery of body ..	In response to a telephone message the life-saving crew launched the surfboat, proceeded to Rogers Park, $3\frac{1}{4}$ miles S. of station, recovered the body of Robert Phelps, who drowned, and worked three hours, without success, the Service method of resuscitation.
Aug. 12	.....do.....	Rescue from drowning.	The keeper, seeing a small boy fall into the water, ran to the place and rescued him.
Aug. 14	Cleveland, Ohio, Lake Erie.	Recovery of body ..	The master of a passing steamer reporting that a body was floating about 2 miles W. of station, the life-saving crew launched the surfboat, proceeded to the place, recovered the body, and turned it over to the coroner.
Aug. 14	South Haven, Michigan, Lake Michigan.	Recovery of property.	The keeper lashed a garden rake to a pole and recovered from the river a watch, valued at \$60, which a man had dropped into 16 feet of water.
Aug. 14	Jackson Park, Illinois, Lake Michigan.	Recovery of body ..	At 8.30 p. m., word having been received at the station that a man had drowned in the lagoon, the life-savers hurried to the scene, recovered the body, and delivered it to the police authorities. The remains were recognized as those of Hyman Cohen, of Chicago.

*Services of crews (miscellaneous)—Continued.*

Date.	Station and locality.	Service rendered.	Nature of casualty.
1904. Aug. 15	Ludington, Michigan, Lake Michigan.	Recovery of prop- erty.	At 11.15 a. m., the keeper being notified that a horse hitched to a buggy had backed off the pier, the life-savers hastened to the scene and succeeded in raising them onto the dock. The horse had drowned.
Aug. 15	Golden Gate, California..	Recovery of body ..	At 2.30 p. m., word having been received that a man had drowned at the foot of a steep bluff, about 1 mile E. of Point Lobos, the life-saving crew repaired to the scene, lowered a surferman over the bluff, who made a line fast to the body, and it was then hauled up and delivered to the coroner's assistants.
Aug. 16	Duluth, Minnesota, Lake Superior.	.....do .....	At 11.30 p. m., in response to a telephone message, the keeper sent a surferman, in dingey, to Allouez Bay, 7 miles SE. of station, to recover the body of a man who had fallen from a steamer and drowned. At 6 a. m. the surferman recovered the body and delivered it to the master of the steamer.
Aug. 17	Racine, Wisconsin, Lake Michigan.	.....do .....	The life-savers manned the skiff and recovered a body that was floating in the river. It was afterwards identified as that of Theodor Larson, who drowned July 30.
Aug. 18	Old Chicago, Illinois, Lake Michigan.	Rescue from dan- ger.	Being informed that there were six men on the end of the breakwater who, because of the heavy sea, were unable to get ashore, the life-saving crew launched the surfboat, pulled to the breakwater, rescued the men, and landed them at the station.
Aug. 20	Milwaukee, Wisconsin, Lake Michigan.	Clothing furnished.	A man who had fallen overboard was taken to the station, given stimulants, and furnished with dry clothing from the supply donated by the Women's National Relief Association.
Aug. 22	Two Rivers, Wisconsin, Lake Michigan.	Recovery of body ..	A coat and hat having been found on the dock, the life-saving crew dragged the vicinity and recovered the body of Charles Pahlkoester, aged 60 years, of Two Rivers. After an inquest had been held the remains were turned over to the family of the deceased.
Aug. 24	Cleveland, Ohio, Lake Erie.	.....do .....	It having been reported to the station that William McMillen had fallen overboard from a lighter and drowned, two surfermen manned the dingey, proceeded to the place, recovered the body, and turned it over to an undertaker.
Aug. 25	Old Chicago, Illinois, Lake Michigan.	.....do .....	It having been reported to the station that a body was floating in the lake near North Harbor pier, the life-savers manned the small boat, proceeded to the place, recovered the body of a man about 65 years of age, brought it to the station, and turned it over to the city authorities.
Aug. 27	Jackson Park, Illinois, Lake Michigan.	Body found .....	The life-savers found close to the beach the body of Mrs. Mary Patterson, who drowned the previous evening.
Aug. 29	Louisville, Kentucky ....	Rescue from dan- ger.	At 11.30 a. m. the lookout gave the alarm that a boy in a small flat was in danger of being swept over the falls. The life-savers manned the station boat, pulled to the rescue, caught the flat, and took the boy ashore.
Aug. 29	Middle Island, Michigan, Lake Huron.	.....do .....	At 10.20 p. m. the patrol discovered that the woods near the quarters of the men who were engaged in building the lighthouse were on fire. He hastened to the rescue and aroused the sleeping inmates of the building, the men having only sufficient time to save themselves and a few articles of clothing before the house caught fire and burned. The life-saving crew worked until 3.15 a. m. saving lumber.

*Services of crews (miscellaneous)*—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1904. Aug. 31	Narragansett Pier, Rhode Island.	Rescue from danger.	At 7.30 p. m. surfmen rescued an intoxicated man who, in delirium, had wandered to an outlying rock, where he stood in 3 feet of water, and delivered him to the police.
Aug. 31	Ditch Plain, New York...	Rescue from drowning.	A woman who was bathing near the station got beyond her depth and cried for help. Surfman Miller immediately swam to her rescue and brought her to shore.
Aug. 31	Saint Joseph, Michigan, Lake Michigan.	Recovery of body ..	At 6 p. m. station crew pulled some distance up the river and recovered the body of a man who had fallen overboard some fifty minutes previously. All efforts at resuscitation were made, but without success.
Sept. 2	Hunniwells Beach, Maine.	Clothing furnished.	A man who while wading had got beyond his depth but regained the shore was provided at the station with dry clothing from the stores of the Women's National Relief Association.
Sept. 3	Cleveland, Ohio, Lake Erie.	Recovery of bodies (6).	At 5 a. m. the station crew launched surfboat and pulled to Edgewater Park, 2½ miles distant, and made search for the bodies of five men reported to have lost their lives through the capsizing of the launch Butterfly, which had washed up on the beach. Owing to a heavy surf they were unable to drag, so landed one surfman to patrol the beach, then returned to the station. At 7 a. m. the keeper received notice that a man named Harry Kellon had drowned about a mile up the river, and two surfmen repaired to the place, recovered the body by dragging, and delivered it to an undertaker. At 11 a. m. the body of John Bagley, one of the victims of the Butterfly disaster, was found, and on succeeding days surfmen continued the search for the other missing men. On the 7th they recovered the bodies of Max W. Harteg and Paul Hertner, on the 8th that of Albert Treiber, and later that day they assisted in releasing the body of Julius Hurtige from some piling in which it had become jammed.
Sept. 3	Louisville, Kentucky.....	Recovery of body ..	At 9.30 p. m. the keeper received a message informing him that a man named Charles Johnson had committed suicide by jumping into the river at the foot of First street. The crew at once proceeded to the locality and recovered the body, delivering it to the coroner.
Sept. 4	.....do .....	Resuscitation.....	At 5.15 p. m. the life-saving crew received word that a boy had fallen into the river at the foot of Fourth street. They manned a boat and reached the scene just as a man named William Young, who had jumped overboard to the rescue, brought the boy to the surface. The lad was apparently dead, but by prompt and intelligent work the life-savers resuscitated him, then took him to the station and cared for him until the arrival of his father.
Sept. 4	Jackson Park, Michigan, Lake Michigan.	Body found .....	At 2 p. m. surfmen found the body of a dead man floating in the lagoon back of the station, and turned it over to the police authorities.
Sept. 6	Straitsmouth, Massachusetts.	Aid to injured .....	A woman walking on the rocks near the station severely sprained her ankle, and the keeper assisted her to the station, then procured a conveyance and sent her home.
Sept. 8	Beaver Island, Michigan, Lake Michigan.	Clothing furnished.	The keeper provided a woman and a girl with clothing from the stores of the Women's National Relief Association, they having been left destitute when shipwrecked upon the schooner Swan, at Scott Point, 22 miles NNW. of station.

*Services of crews (miscellaneous)—Continued.*

Date.	Station and locality.	Service rendered.	Nature of casualty.
1904. Sept. 8	Old Chicago, Illinois, Lake Michigan.	Recovery of body...	Learning that a man named Henry Minehart had been missing since the 5th instant, surfmen dragged the river at a place where he was supposed to have drowned, recovered the body, and delivered it to the proper authorities.
Sept. 9	Cedar Creek, New Jersey.	Body found.....	A badly decomposed body was found on the shore by a patrolman, and the next day was delivered to the coroner.
Sept. 10	Watch Hill, Rhode Island.	Rescue from danger.	At 6 a. m. Surfman Carnaghan discovered a man in a dangerous situation in the surf, and rushing in brought him safely to the beach. It transpired that he was about to commit suicide, during a fit of insanity, and the keeper delivered him to an officer, who took him home.
Sept. 10	Point Lookout, North Carolina.	Resuscitation.....	At 11.30 a. m. a young man fell from a boat about 400 yards from the station, and after being under water four minutes was hauled into the boat by a companion, who carried him to a station. He was unconscious, but by prompt application of the rules for restoring the apparently drowned the surfmen restored him to life.
Sept. 11	Hampton Beach, New Hampshire.	Assistance at fire ...	The keeper and three surfmen assisted in putting out a fire that was rapidly spreading in dry grass near the station, and endangering several buildings.
Sept. 11	Michigan City, Indiana, Lake Michigan.	Fire extinguished..	At 9 p. m. the lookout reported a fire on E. pier and surfmen hastened to the scene and with buckets soon extinguished the blaze.
Sept. 13	Milwaukee, Wisconsin, Lake Michigan.	Recovery of body...	Four surfmen pulled out into the bay and recovered the body of Arthur Huesler, who had drowned some time previous.
Sept. 14	Oregon Inlet, North Carolina.	Succor and clothing furnished.	A party consisting of three women, two children, and two men, who had been spending a day on the beach, were overtaken by a heavy gale and became drenched and chilled. Surfmen brought them to the station and provided them with food and shelter, also with dry clothing from the stores of the Women's National Relief Association.
Sept. 14	Cleveland, Ohio, Lake Erie.	Body found .....	At 8 a. m. a telephone message that a body had been seen floating about a mile ENE. of the station reached the keeper, and he with two surfmen pulled to the locality, found the body, which was that of a woman, and took it to an undertaker.
Sept. 15	Manomet Point, Massachusetts.	Fire extinguished..	Shortly before midnight a patrolman observed a bright light in a hotel at White Horse village, and hastening to it, he found that a large lantern had exploded and that burning oil was spreading rapidly over the platform of the building. Winding his handkerchief about his hand, he flung the blazing lantern into the street, then threw his coat upon the oil and succeeded in smothering the flames, doubtless preventing a serious conflagration.
Sept. 15	North Beach, Maryland..	Succor.....	At 2.15 a. m. during a heavy storm, four fishermen were provided with shelter at the station, also with dry clothing from the stores of the Women's National Relief Association.
Sept. 15	Southside, California .....	Fire extinguished..	At 2.45 p. m. surfmen extinguished a brush fire that threatened to spread and work much damage.
Sept. 17	Louisville, Kentucky ....	Recovery of body...	At 6.30 a. m. surfmen dragged the river and recovered the body of a man who had committed suicide the night previous.
Sept. 18	Cleveland, Ohio, Lake Erie.	.....do .....	At 2 p. m. the keeper received a notice that a man named John Murre had drowned in the river, 2½ miles S. of station. Two surfmen recovered the body by dragging and delivered it to an undertaker.

*Services of crews (miscellaneous)*—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1904. Sept. 20	Old Chicago, Illinois, Lake Michigan.	Successor.....	At 12.30 a. m. an intoxicated man who had fallen into the water was brought to the station, and the keeper provided him with dry clothing and kept him in bed until he became sober.
Sept. 20	.....do.....	Recovery of property.	While drilling in the surfboat, station crew recovered a valuable fish net that had gone adrift, and restored it to the owner.
Sept. 21	Point of Woods, New York.	Successor.....	At 8 p. m. two men came to the station and were provided with shelter, their boat being uninhabitable during the inclement weather prevailing.
Sept. 22	Hog Island, Virginia.....	Body found.....	Surfmen found the body of a dead man upon the beach and buried it. It was so badly decomposed that identification was impossible.
Sept. 23	Duluth, Minnesota, Lake Superior.	.....do.....	At 10.30 a. m. a telephone message reached the keeper, requesting assistance in finding the body of a man who had drowned at West Duluth, 7 miles distant. A surfman proceeded to the place by street car, and by grappling recovered the body.
Sept. 23	South Chicago, Illinois, Lake Michigan.	Recovery of body...	During the forenoon surfmen pulled to the outer breakwater, and by grappling recovered the body of a man who had drowned the previous day.
Sept. 27	San Luis, Texas.....	Hydrographic information.	At 1 a. m. a surfman picked up a bottle on the beach, which contained a paper showing it to have been thrown from a vessel in latitude 17 degrees 15 minutes N., longitude 73 degrees 50 minutes W., and the keeper forwarded a copy of the document to the Hydrographic Office.
Sept. 27	Cleveland, Ohio, Lake Erie.	Rescue from danger.	At 6.50 p. m. a tug stopped at the station and informed the keeper that three men while putting a light upon the cribwork near the east breakwater had had their boat stove, and had climbed into the cribwork of the light, the tug being unable to rescue them on account of a heavy breaking sea. The life-savers put out in surfboat, rescued the men from the exposed situation, and landed them on shore.
Sept.*28	Forge River, New York...	Recovery of property.	During the day the crew gathered up two hundred bunches of lath that drifted upon the beach near the station.
Oct. 1	False Cape, Virginia.....	Successor.....	At 9 p. m. a clubhouse on an island 3 miles from the station was observed to be on fire. Surfmen manned a boat, and, pulling to the place, found that the building had been utterly destroyed. The keeper of the house and his wife lost all they had, and were taken by the surfmen to the home of friends, and the following day were supplied with necessary clothing from the stores of the Women's National Relief Association.
Oct. 1	Hatteras Inlet, North Carolina.	.....do.....	Two men traveling along shore were lodged overnight at the station.
Oct. 2	Buffalo, New York, Lake Erie.	Rescue from drowning.	An intoxicated man fell overboard from a boat passing the station, and surfmen rescued him in a scow.
Oct. 3	Chester Shoal, Florida...	Aid to sick.....	The keeper transported a woman who resided near the station to Titusville for necessary medical attention.
Oct. 3	Galveston, Texas.....	Rescue from drowning.	Two sailors who were engaged in painting the outside of a steamer's hull, near the station, were thrown from their scow into the water by the turning of the vessel's propeller, and a surfman instantly threw a life belt to one of them and a line to the other, and, assisted by a man who stood near, hauled them out of the water.
Oct. 3	Jackson Park, Michigan, Lake Michigan.	.....do.....	At 5 p. m. a man who had fallen asleep on the pier fell into the water. He was rescued by the life-savers, who provided him with dry clothing from the stores of the Women's National Relief Association, and then sent him home in an ambulance.

*Services of crews (miscellaneous)—Continued.*

Date.	Station and locality.	Service rendered.	Nature of casualty.
1904.			
Oct. 4	Maddequet, Massachusetts.	Fire extinguished.	At 8 p. m. surfmen extinguished a grass fire that threatened to destroy a cottage near the station.
Oct. 4	Coquille River, Oregon...	Rescue from drowning.	At 10.30 p. m. an intoxicated man fell overboard from a steamer lying at a wharf at Bandon. The keeper, who was passing by, jumped upon the vessel's guard, caught the drowning man, and shouted for help, thus arousing the steamer's crew, and they assisted in hoisting the man from the water.
Oct. 5	Marquette, Michigan, Lake Superior.	Recovery of body...	At midnight, in response to a telephone call, the life-savers launched surfboat, pulled to a point 1/2 mile from station, and by dragging recovered the body of Charles Peterson, who had fallen from a dock and drowned. Their efforts at resuscitation were fruitless, and they turned the body over to the police authorities.
Oct. 8	Galveston, Texas.....	Rescue from drowning.	Mr. Robert Marshall, of Galveston, in attempting to swim from a sloop at anchor near the station, became exhausted and had gone down for the second time when Surfman Hansen dived overboard and brought the drowning man to shore in an unconscious state, from which, however, he was soon resuscitated.
Oct. 8	Milwaukee, Wisconsin, Lake Michigan.	Aid to injured.....	A man working upon a new pier near the station was accidentally thrown upon a heap of stones and had a leg broken, besides receiving serious injuries about the head. The lookout promptly reported the casualty, and station crew pulled in surfboat to the place, assisted to carry the man to his home, and procured an ambulance in which he was transported to a hospital.
Oct. 9	Erie, Pennsylvania, Lake Erie.	Recovery of body ..	A sailor named Henry M. Brown fell from pier about 2 1/2 miles from the station and drowned, and, in response to a telephone message, surfmen pulled to the place, recovered the body by dragging, and delivered it to the coroner.
Oct. 10	Point Adams, Oregon ....	Rescue from danger.	At 11.30 a. m. a telephone message from Fort Stevens reached the station to the effect that the storm had washed away part of the jetty and track, and that five men upon the outer part were cut off by the sea and had no means of escape. The life-saving crew put out in surfboat, pulled to the tug Wallula, which had just anchored a ship inside the bar, and she towed the surfboat to within about 500 yards of the jetty. The life-savers then cast off the towline, and after a struggle of half an hour against heavy seas and a gale of wind, got close to the jetty, and the imperiled men, one by one, jumped into the water and were hauled into the boat, which was then towed to Fort Stevens by the Wallula. (See letter of acknowledgment.)
Oct. 14	Point Allerton, Massachusetts.	succor.....	At 9 p. m. the keeper received information that cries of help had been heard on the harbor side. He called away the dory, and with four surfmen pulled into the bay and finally found a man upon Hog Island, who stated that he and a companion had capsized from a boat in the bay, and that he had swum to the island while his comrade had drowned. The life-savers took him to the station, gave him dry clothing from the stores of the Women's National Relief Association, and he then went to his home. The surfmen attempted to recover the body of the man who was drowned, but were unsuccessful.
Oct. 15	New Shoreham, Rhode Island.	.....do.....	Two shipwrecked seamen were given food and shelter for the night at the station.

*Services of crews (miscellaneous)—Continued.*

Date.	Station and locality.	Service rendered.	Nature of casualty.
1904. Oct. 16	Jackson Park, Michigan, Lake Michigan.	Succor.....	A little girl who had fallen into the lake from a wharf was provided at station with hot drinks and with dry clothing from the stores of the Women's National Relief Association.
Oct. 16	Point Adams, Oregon ....	.....do .....	A soldier who had become unconscious through excessive drinking was found lying upon a railway crossing a short distance from the station, and surfmen took him to the station and cared for him until the arrival of an ambulance from Fort Stevens.
Oct. 18	Cape Henlopen, Rehoboth Beach, and Indian River Inlet, Delaware.	Assistance at fire ...	About 7.30 a. m. a heavy, black smoke over Rehoboth indicated a large fire. The life-saving crews hastened to the city and rendered valuable assistance in saving property and extinguishing the fire, which destroyed three buildings and threatened to spread over the city.
Oct. 18	Cleveland, Ohio, Lake Erie.	Recovery of body ...	At 7.50 p. m. the keeper received a telephone message to the effect that a man had drowned in the river about a mile from the station, and two surfmen in dingey, with dragging apparatus, recovered the body and delivered it to an undertaker. The name of the deceased was John McGee.
Oct. 21	Erie, Pennsylvania, Lake Erie.	.....do .....	Surfmen assisted in recovering the body of a man who had committed suicide by drowning in the bay.
Oct. 22	Point Adams, Oregon ....	Assistance to U. S. engineers.	At the request of the assistant engineer at Fort Stevens surfmen pulled to the end of the jetty in surfboat and took soundings; also transported several workmen to the jetty and assisted in landing some property that had been left there when a part of jetty and track washed away upon a previous date.
Oct. 23	South Chicago, Illinois, Lake Michigan.	Fire extinguished..	At 9 a. m. the lookout reported the northern pier of Calumet Harbor to be burning, and the crew, with force pump and hose, pulled to the pier and after an hour's work extinguished the fire.
Oct. 28	Maddequet, Massachusetts.	.....do .....	The watch reported a fire in the grass 3 miles from the station, and the crew hastened to the scene and succeeded in extinguishing the flames just in time to save several buildings near by.
Oct. 28	Duluth, Minnesota, Lake Superior.	Recovery of body ...	At the request of the police department a surfman, in dingey and provided with dragging apparatus, proceeded to a dock 1½ miles from the station and recovered the body of a man who had been missing since the 23d instant.
Nov. 3	Chatham, Massachusetts.	Succor.....	Two men with a team were cut off by a high tide and were sheltered at the station overnight.
Nov. 3	Big Sandy, New York, Lake Ontario.	.....do .....	About 7.30 p. m. a telephone message reached the station to the effect that cries for help had been heard in the vicinity of the north wind gap. Surfmen proceeded to the place, found two intoxicated men lying upon the beach, and took them to a camp 2 miles distant, where they were put to bed.
Nov. 5	Saint Joseph, Michigan, Lake Michigan.	Rescue from drowning.	While on S. patrol a surfman rescued an intoxicated man who had fallen into the river from Graham's dock.
Nov. 6	Fairport, Ohio, Lake Erie.	Recovery of body...	At 7 a. m. the keeper received a telephone message informing him that a negro man, named John Valleau, had been missed and that he was supposed to have fallen overboard from a dock about a mile S. of the station. The life-saving crew launched the surfboat, pulled to the place indicated, recovered the body, and delivered it to the coroner.
Nov. 7	Townsend Inlet, New Jersey.	Body found.....	About 8 p. m. a surfman on patrol found a dead man on the beach, and the coroner, who was called, identified the remains as those of John Wilson, who was supposed to have committed suicide some days previous.

*Services of crews (miscellaneous)—Continued.*

Date.	Station and locality.	Service rendered.	Nature of casualty.
1904. Nov. 9	Old Chicago, Illinois, Lake Michigan.	Bodies found (2)...	The keeper having heard that a dead man had been seen floating in the basin $\frac{1}{2}$ mile S. of station, surfmen pulled to the place, found the body, and delivered it to the authorities. Later in the day a report reached the station that another dead man had been seen afloat $\frac{1}{2}$ mile N. of the station, and surfmen put out in skiff, found it, and delivered it to the authorities.
Nov. 12	Blue Point, New York....	Body found.....	A surfman on patrol during the midwatch found a badly decomposed body of a man on the beach $\frac{1}{2}$ mile E. of station, and surfmen wrapped the remains in canvas and notified the coroner. The body was supposed to be that of a seaman lost from the schooner Benjamin C. Cromwell, wrecked February 22, 1904.
Nov. 13	Gilgo, New York.....	Succor.....	Owing to stormy weather a man and boy in a launch were forced to land upon an island near the shore, and the life-saving crew brought them to the station and succored them until the storm had abated.
Nov. 14	Plum Island, Massachu- setts.	Recovery of prop- erty.	About sunset the N. patrol found a valuable seine upon the beach. It was taken to the station and the next day was delivered to the owner.
Nov. 16	Mosquito Lagoon, Flori- da.	Succor.....	The keeper supplied food to a seaman traveling alongshore in search of relatives.
Nov. 19	Frankfort, Michigan, Lake Michigan.	Rescue from drown- ing.	At 7.15 a. m. the car ferry Ann Arbor was making a landing, when one of her deck hands fell overboard in the current of the propeller. Surfmen immediately put out in rowboats and rescued the endangered man.
Nov. 21	.....do.....	Rescue from danger.	At 8 a. m. a team of horses took fright and ran away through Main street, a small boy being in the buggy, while the owner was dragging close to the horses' heels. The keeper, who happened to be upon the street, jumped to the heads of the horses, grasped them, and after dragging about 100 feet succeeded in stopping them.
Nov. 23	Chester Shoal, Florida....	Clothing furnished.	The keeper supplied clothing from the stores of the Women's National Relief Association to a man who had been drenched in a heavy rain storm, and was suffering from exposure.
Nov. 23	Two Rivers, Wisconsin, Lake Michigan.	Assistance at fire...	At 5 p. m. fire broke out in a factory $\frac{1}{2}$ mile from the station, and surfmen provided with buckets hastened to the building and rendered valuable assistance in extinguishing the flames.
Nov. 23	Point Adams, Oregon....	Transportation.....	The life-saving crew put out in surfboat to an out-going steamer, and brought to shore two watchmen of the Immigration Service.
Nov. 26	Burnt Island, Maine.....	.....do.....	The keeper and a surfman transported to Port Clyde a nurse who had been attending upon the sick on the island.
Nov. 26	Rehoboth Beach, Dela- ware.	Aid to injured.....	At about 3 p. m. a mechanic employed in building a cottage near the station fell upon a hatchet, cutting his wrist badly, and the keeper dressed and bandaged the wound.
Nov. 27	Buffalo, New York, Lake Erie.	Recovery of body...	At 10 a. m. the keeper sent a member of the crew in a small boat provided with grappling gear, to search for the body of a man supposed to have drowned several days previous. The surfman soon recovered the body, and delivered it to the coroner.
Dec. 1	Michigan City, Indiana, Lake Michigan.	Rescue from drown- ing.	At 11.50 p. m. (inactive season) the keeper was awakened by cries for help. He immediately turned out, hastened to the end of the park pier, and there found John Lyons, a man of advanced years, clinging to a piling, his head barely above the surface of the water. With

*Services of crews (miscellaneous)—Continued.*

Date.	Station and locality.	Service rendered.	Nature of casualty.
1904. Dec. 1	Michigan City, Indiana, Lake Michigan.	Rescue from drown- ing.	the aid of a man living near the keeper rescued the drowning man and took him into town, where he was cared for by the police.
Dec. 4	Chicamacomico, North Carolina.	Succor.....	Four men, belated and unable to find other shelter, were lodged at the station overnight.
Dec. 6	Thunder Bay Island, Michigan, Lake Huron.	Recovery of prop- erty.	Surfmen piled up on shore a large quantity of lumber drifting upon the beach and continued the work the following day.
Dec. 8	Cobb Island, Virginia....	Rescue from drown- ing.	A man named W. N. Wilkins fell overboard from a boat lying near the station and was rescued by a surfman and taken to the station and provided with dry clothing from the Women's National Relief Association stores.
Dec. 15	Racine, Wisconsin, Lake Michigan.	Body found .....	At 7.30 a. m. the light keeper reported a body floating in drift ice at the entrance to the harbor, and assisted station keeper in recovering it and delivering it to the coroner.
Dec. 16	Orleans, Massachusetts...	Recovery of prop- erty.	Surfmen assisted local wreckers in securing a large quantity of lumber that had drifted upon the beach, and the keeper reported the same to wreck commissioner.
Dec. 23	Wood End, Massachusetts.	Body found.....	The keeper and a surfman took charge of the body of a dead man found upon the beach and assisted an undertaker in removing the remains.
Dec. 27	Old Chicago, Illinois, Lake Michigan.	Succor.....	Two men employed by the U. S. Engineer Department were succored overnight at the station on account of stormy weather.
Dec. 29	Cuttyhunk, Massachu- setts.	Medical assistance..	At 10.10 p. m. the W. patrolman telephoned to the station that the keeper of Cuttyhunk light was bleeding dangerously from the nose, and the keeper hastened to the light house and worked until 1.30 a. m., when he succeeded in checking the flow of blood.
Dec. 30	Lone Hill, New York.....	Transportation .....	At 10 a. m. nine men from the wrecked steamer Drumelzier arrived at the station, and surfmen transported them, with ice boats, across the bay.
Dec. 31	Golden Gate, California..	Aid to injured.....	A lady who had been thrown from a carriage and injured was cared for at the station by the keeper's wife until an ambulance arrived and carried her to a hospital.
1905. Jan. 1	Oak Island, New York ...	Transportation .....	The station crew manned the surfboat and took the master out to his ship, the Drumelzier, stranded at this place.
Jan. 5	Blue Point, New York....	Assistance to sick...	The keeper upon hearing of the severe illness of a fisherman living 3 miles E. of the station, visited him and found him suffering from cold and exposure, and threatened with congestion of the lungs. He supplied the patient with medicine and stimulants, rubbing the chest with tallow and turpentine until he showed signs of recovery.
Jan. 5	Point Adams, Oregon ....	Transportation .....	The life-saving crew launched surfboat and pulled to sea to an outward-bound steamer and brought ashore two inspectors of the Immigration Service.
Jan. 7	Salisbury Beach, Massa- chusetts.	Recovery of prop- erty.	During a violent SE. gale a large quantity of lumber was set adrift from the cottages on the beach. It was recovered by the life-saving crew and held until claimed by the owners.
Jan. 7	Orleans, Massachusetts...	.....do .....	The N. patrol telephoned the station that the heavy surf had washed away the shore, causing a cottage to fall over the bank. The crew at once proceeded to the place and found the cottage on the point of falling into the sea. Appliances having been procured the building was transported to a place of safety.

*Services of crews (miscellaneous)—Continued.*

Date.	Station and locality.	Service rendered.	Nature of casualty.
1905. Jan. 7	Monomoy Point, Massachusetts.	Recovery of property.	A large quantity of lumber having gone adrift on account of very high tides, the station crew picked it up and turned it over to the owners.
Jan. 21	Fairport, Ohio, Lake Erie.	Recovery of body...	At 2 p. m. the keeper of this station was notified that a boy named Ray Mosier, 13 years of age, had broken through the ice and drowned. A boat was launched on the ice and dragged over its surface to a point about 3 miles ENE. from the station, the broken ice indicating where the boy had disappeared. After dragging for the body for about fifteen minutes it was recovered and taken to Fairport and delivered to his parents.
Jan. 22	Spermaceti Cove, New Jersey.	.....do.....	A surfman found the leg and foot of a child about 200 yards N. of the station. It was taken to the station and the coroner notified.
Jan. 24	Cold Spring, New Jersey..	.....do.....	At 9 a. m. information was received from Sewells Point that a body had been discovered in a gunning skiff off this point. It was identified as the remains of Adolph Finer, of Two Mile Beach, and turned over to the coroner.
Jan. 25	Mosquito Lagoon, Florida.	Succor.....	At 9 a. m. a man by the name of Tony Mears came to the station in a small boat and stated that he had lost his way on the river the previous day, and had spent the night on a small island. Chilled and exhausted, he was succored at the station until he had recovered from the effects of exposure.
Feb. 6	.....do.....	.....do.....	A man visiting the station with an excursion party suddenly became very ill and the keeper provided him with remedies and kept him at the station until the next morning.
Feb. 12	South Brigantine, New Jersey.	Aid to sick .....	Surfmen in dory pulled to Atlantic City and returned with a physician to attend upon a young woman who was very ill. On the 16th they took her to the city, that she might have necessary assistance close at hand.
Feb. 12	Biscayne Bay, Florida....	Transportation .....	Thirteen persons who had landed from a launch, on the beach 2 miles S. of the station, were unable to return home because the launch had broken down. The keeper, with supply boat, carried them to Lemon City.
Feb. 14	Southampton, New York.	Succor.....	A surfman on the evening patrol found an intoxicated fisherman lying helpless on the beach and helped him to his dwelling place.
Feb. 16	Point of Woods, New York.	.....do.....	The telegraph operators at the Postal and Western Union telegraph towers informed the keeper that they were out of provisions, and he went to Sayville on an ice boat and brought them a supply.
Feb. 16	Buffalo, New York, Lake Erie.	Rescue from danger.	While crossing the creek on the ice the keeper and his brother found an intoxicated man lying unconscious in the snow, in danger of freezing to death. They took him to his home and resuscitated him.
Feb. 16	Point Adams, Oregon ....	Fire extinguished..	At 12.30 p. m. the keeper observed the roof of a dwelling near the station to be on fire, and with the crew he hastened to the building and extinguished the flames before much damage was done.
Feb. 21	Straitsmouth, Massachusetts.	Succor.....	Learning that the light keeper on Straitsmouth Island and his mother were both ill the keeper telephoned for a doctor, and upon the arrival of the latter at the station surfmen took him to the island. For several days thereafter the station crew aided the sick people in various ways.
Feb. 22	Point of Woods, New York.	Transportation .....	The keeper and a surfman, on an ice boat, took a sick woman from Fire Island to Great River, and there obtained for her a conveyance to a village where she could receive medical attention.

*Services of crews (miscellaneous)*—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1905. Feb. 22	Rockaway Point, New York.	Body found .....	Surfmen found upon the beach the body of Charles Wolf, who had drowned several days previous, and delivered it to the proper authorities.
Feb. 24	Point Adams, Oregon ....	Transportation .....	Station crew in surfboat pulled to an outgoing steamer and brought on shore two watchmen of the Immigration Service, and performed a similar duty two days later.
Feb. 28	Southside, California.....	Succor.....	A woman walking near the station suddenly became very ill and the keeper supplied her with such remedies as were available, after which a surfman took her to her home.
Mar. 3	Gloucester, Massachusetts.	.....do .....	At 6.15 a. m. a man suffering from cold and exposure was found unconscious on the beach by the N. patrol and, after treating him for frostbite, removed him to the hospital, where stimulants were administered until he revived.
Mar. 3	Monmouth Beach, New Jersey.	Recovery of property.	The life-saving crew assisted the light-house tender Gardenia to recover a buoy which had parted its moorings and washed ashore at North Long Branch. (See letter of acknowledgment.)
Mar. 4	Hunniwells Beach, Maine.	Succor.....	In response to a signal of distress flying on Seguin Island the life-saving crew launched the surfboat and pulled across to the island. On arriving there the light-house keeper requested assistance in his work at the station, all his men having been taken ill and unable to perform duty. The necessary help was furnished him by the life-savers until the men recovered.
Mar. 6	Hatteras Inlet, North Carolina.	.....do .....	Three men in a small open boat, having become storm bound, came to the station and requested shelter for the night. They were taken in and succored until the weather became favorable for them to continue on their way.
Mar. 8	Blue Point, New York.....	.....do .....	At 8.20 p. m. the keeper and station watch heard calls for help, and upon investigation ascertained that they came from two fishermen who had lost their way on the ice in thick fog. Suffering from cold and exposure, with their clothes drenched by the rain, they were taken to the station, succored for the night, and furnished with dry clothing from the supply of the Women's National Relief Association, their families in the meantime having been notified by telephone of their safety.
Mar. 8	Yaquina Bay, Oregon ....	Assistance at fire...	Heavy brush fires raging in the vicinity of several residences near by, the life-saving crew aided in removing all the household goods to a place of safety, and assisted in checking the flames until all danger had been averted.
Mar. 11	Milwaukee, Wisconsin, Lake Michigan.	Recovery of property.	At 11.30 p. m. the keeper discovered two men loading their boat with lumber belonging to the U. S. Government at this place. Upon realizing that they were detected they fled with their boat beyond the piers, hoping to escape under cover of darkness. The keeper at once started in pursuit and, with the assistance of a resident of Jones Island, apprehended the fugitives, recovered the lumber, and handed the men over to the police authorities.
Mar. 14	Brazos, Texas .....	Succor.....	Three men, finding it necessary to remain on the island overnight, came to the station and asked for shelter. They were furnished with the accommodations desired until the following day, when they proceeded on their way.
Mar. 15	Louisville, Kentucky ....	Recovery of property.	Upon discovering a large hog adrift in the river, launched surfboat, recovered the animal, and delivered it to the owner.

*Services of crews (miscellaneous)—Continued.*

Date.	Station and locality.	Service rendered.	Nature of casualty.
1905. Mar. 16	Brazos, Texas .....	Transportation .....	Three men wishing to leave the island and having no means of transportation, the same was furnished them in the station supply boat.
Mar. 19	Old Chicago, Illinois, Lake Michigan.	Recovery of body ..	At 6.30 a. m. the keeper was notified that a body was drifting on the lake, $\frac{1}{2}$ mile from the life-saving station. He at once launched a boat, picked up the body, and turned it over to the city authorities.
Mar. 20	Gloucester, Massachusetts	Recovery of prop- erty.	A dory having broken adrift was recovered by the life-saving crew and brought to the station to await the arrival of a claimant.
Mar. 20	Louisville, Kentucky.....	Rescue from danger	At 10 p. m. a surfman from this station took into custody a woman who was contemplating suicide and turned her over to the police authorities.
Mar. 23	Oak Island, New York ...	Succor.....	Three men in an open boat sought refuge at the station, a head wind and rough sea making their journey a hazardous undertaking. The keeper furnished them with food and shelter for the night.
Mar. 26	Cape Disappointment, Washington.	Transportation .....	A workman employed at Fort Columbia having been taken ill, a surfman with a skiff brought him to this place for medical assistance.
Mar. 28	Fire Island, New York ...	Assistance to Light- House Service.	The life-saving crew launched the surf-boat, obtained soundings on the bar, and assisted the light-house tender Gardenia to place the buoys in the channel.
Mar. 28	Michigan City, Indiana, Lake Michigan.	Aid to injured.....	Henry Bader, a hunter, accidentally shot off one of his hands, and the keeper took charge of him, stopping the flow of blood, until the arrival of a physician, who removed him to a hospital.
Apr. 1	Fletchers Neck, Maine...	Succor.....	Two fishermen, fatigued by travel along the beach, sought shelter at nightfall at the station and were furnished with lodging for the night.
Apr. 1	Sabine, Texas.....	Assistance at fire...	At 10 a. m., the lookout having reported two buildings on fire in the town, the station crew proceeded to the place and extinguished the flames at a time when the total destruction of the building seemed inevitable.
Apr. 2	Chadwick, New Jersey... ..	do .....	A fire being discovered in the dry grass of a swamp $\frac{1}{2}$ mile S. of the station, and threatening to destroy a building containing a fishing outfit, the life-savers hastened to the place and, after fighting the flames for several hours, succeeded in subduing the conflagration.
Apr. 6	Cape Lookout, North Car- olina.	Body found.....	The keeper found the body of a man on the beach and inasmuch as it had been in the water a long time identification proved impossible. The life-saving crew made a coffin and gave the remains temporary burial.
Apr. 8	Old Chicago, Illinois, Lake Michigan.	Recovery of prop- erty.	At 4 p. m. the keeper was notified that a horse and wagon had backed off the wharf into the slip $\frac{1}{2}$ mile W. of the station. The crew at once proceeded to the place and on arrival found the horse dead. They assisted in recovering the wagon and harness and delivered them to the owner.
Apr. 10	Grande Pointe au Sable, Michigan, Lake Michi- gan.	do .....	The keeper discovering a large piece of superstructure from a wharf floating in the lake and a menace to navigation, took it in tow with the surfboat and hauled it up onto the beach.
Apr. 13	Racine, Wisconsin, Lake Michigan.	Body found .....	At 6.30 p. m. the life-saving crew took charge of a body brought to the surface by the propeller of the light-house tender Sumac while working her engines at the dock, and removed it to an undertaker's establishment, where it was identified as the remains of Julius Rodunsky, who had disappeared the previous month.
Apr. 14	Bois Blanc, Michigan, Lake Huron.	Aid to injured.....	A man named Charles Shaw, with one hand nearly amputated, the result of an accident in a sawmill, came to the station

*Services of crews (miscellaneous)*—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1905. Apr. 14	Bois Blanc, Michigan, Lake Huron.	Aid to injured.....	and requested to be taken to Cheboygan for medical aid. The keeper took the man in a steam launch across the straits, filled with heavy drift ice, and landed him safely on the mainland, where a surgeon took charge of him.
Apr. 14	Racine, Wisconsin, Lake Michigan.	Assistance at fire ...	At 3.15 p. m. the lookout reported to the keeper that the south pier was on fire. The crew with the surfboat and proper appliances quickly pulled to the scene of conflagration and went to work fighting the flames until extinguished.
Apr. 15	Oswego, New York, Lake Ontario.	Rescue from danger	The keeper found a man in an intoxicated condition lying on the railroad track about 40 feet from the station and took him into custody and delivered him over to the police authorities.
Apr. 16	Short Beach, New York	Assistance to Light-House Service.	Upon request of the master of the light-house steamer the life-saving crew assisted to place the buoys in the channel, several members from the Point Lookout station aiding in the work.
Apr. 18	Charlevoix, Michigan, Lake Michigan.	Rescue from drowning.	At 4.45 p. m. the lookout saw a boy, John Trafford by name, fall from the launch way of the station into the lake and ran down to the water's edge and rescued him from drowning. The boy was taken to the station, furnished with stimulants, and dry clothing from the supply of the Women's National Relief Association, and sent to his home.
Apr. 19	Sturgeon Point, Michigan, Lake Huron.	Assistance at fire ...	A dwelling located $\frac{1}{2}$ mile W. of the station being threatened by destruction from forest fires, several of the crew proceeded to the place and fought back the flames before they swept down on a swamp, thickly overgrown with dry grass, in the vicinity of the dwelling and the life-saving station.
Apr. 20	Holland, Michigan, Lake Michigan.	Body found.....	At 3 a. m. the N. patrol found the body of a man on the beach, its mutilated condition giving evidence of having been in the water all winter. The coroner was notified and the remains were delivered to an undertaker.
Apr. 20	Baileys Harbor, Wisconsin, Lake Michigan.	Assistance at fire ...	At 1.40 a. m. the lookout reported a house on fire in the lower end of the town, $\frac{1}{4}$ miles from the life-saving station. The station crew manned the surfboat and, equipped with buckets and a fire extinguisher, proceeded to the place, and after arousing the occupants of a small building near by, which was also threatened by destruction, subdued the flames before they had wrought much damage.
Apr. 21	Point Allerton, Massachusetts.	Succor.....	Shortly after nightfall three fishermen, finding themselves storm bound in an open boat, came to the station and were furnished with food and shelter for the night.
Apr. 21	Manomet Point, Massachusetts.	.....do.....	At 1.30 p. m. the patrol discovered two men on the beach storm bound and in quest of shelter for the night. Drenched by the rain and suffering from exposure they were taken to the life-saving station and furnished with shelter, and dry clothing from the supply of the Women's National Relief Association.
Apr. 21	Golden Gate, California...	Recovery of property.	At 3 p. m. the beach patrol, seeing two men acting in a suspicious manner, discovered that one of them had stolen a chatelaine bag from some clothing on the beach while the owner was wading in the water. The patrol had both men taken into custody by the police authorities and the bag returned to its owner.
Apr. 24	South Brigantine, New Jersey.	Succor.....	Two hunters, storm bound, came to the station and requested shelter for the night. The keeper took them in and furnished them food and lodging until the storm subsided.

*Services of crews (miscellaneous)—Continued.*

Date.	Station and locality.	Service rendered.	Nature of casualty.
1905. Apr. 24	Erie, Pennsylvania, Lake Erie.	Assistance at fire ...	The lookout, discovering a fire on the peninsula 1 mile NNW. of the station, at once reported it to the keeper, who, with his crew and appliances, proceeded to the place, and after two hours' hard work succeeded in getting the flames under control.
Apr. 24	Holland, Michigan, Lake Michigan.	.....do .....	Flames being discovered in a building 100 yards E. of the station, the keeper and crew, equipped with fire buckets and appliances, repaired to the scene and extinguished the flames before extensive damage had been done.
Apr. 25	Frankfort, Michigan, Lake Michigan.	Rescue from drowning.	A child four years old, having fallen into the water from a crowded rowboat, was rescued from drowning by a surferman, who, upon realizing the danger, jumped into a skiff, recovered the child, and returned it to its parents.
Apr. 30	Saint Joseph, Michigan, Lake Michigan.	Search for body ....	At the request of the chief of police, the life-saving crew dragged the river's bottom for the body of a man who was reported missing and presumably drowned, but their efforts failed to reveal any trace of him.
Apr. 30	Milwaukee, Wisconsin, Lake Michigan.	Prevention from suicide.	An inmate of the soldier's home, contemplating suicide by jumping into the river at the foot of Erie street, was prevented in carrying out his designs by a surferman, who pulled across the stream in his skiff. With the assistance of another member of the station crew the demented man was taken into custody and turned over to the police authorities.
Apr. 30	.....do .....	Assistance at fire ...	The keeper of the station extinguished a large bonfire which a party of boys had started on the pier, thereby averting a conflagration and probable destruction of property in the neighborhood.
May 1	Hereford Inlet, New Jersey.	Rescue from drowning.	At 11 p. m. an intoxicated man fell overboard from a pier. The life-saving patrol heard his cries and, running to the scene, assisted in rescuing him. He declined other aid after being taken from the water.
May 2	Point of Woods, New York.	Aid to sick .....	The life-saving crew, at the request of the master of a sloop, transferred an ill and dying woman to his vessel, in order that she might be taken to the mainland. She weighed 275 pounds, and it became necessary to use the surfboat.
May 3	Fourth Cliff, Massachusetts.	Succor .....	George Delano, a fisherman of Green Harbor, was caught out in the high SW. winds and unable to return home. He was furnished with food and lodging for the night.
May 3	Sandy Point, Rhode Island.	.....do .....	At 4.45 a. m. a dory was seen coming toward the life-saving station. The men on watch beached the boat for its occupant, who proved to be P. Foley, of Provincetown, Massachusetts. He was furnished with succor, and left the station at 10 a. m.
May 4	Brenton Point, Rhode Island.	Assistance to navigation.	Keeper of station notified the U. S. Engineer Office at Newport of an obstruction to navigation in the form of a large deckhouse in the track of steamers. A tug was sent and the danger removed.
May 6	Pea Island, North Carolina.	Succor .....	Two men weather-bound, were given succor and lodging for four days, they having no other shelter.
May 8	Sturgeon Point, Michigan, Lake Huron.	Clothing furnished.	Clothing was furnished to the crew of the wrecked schooner W. H. Rounds from the supply of the Women's National Relief Association.
May 9	Point Bonita, and Fort Point, California.	Rescue from danger.	At 4 p. m. the keeper received a telephone message that a party of men were unable to leave Mile Rock, owing to the heavy gale and sea. The life-savers pulled to the rock in the surfboat and rescued nine men and transferred them to the lifeboat from Fort Point station, which placed the men on board the steamer Rio Rey.

*Services of crews (miscellaneous)*—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1905. May 10	Duluth, Minnesota, Lake Superior.	Assistance at fire...	A small house opposite the life-saving station being discovered on fire, the station crew extinguished the conflagration, using fire buckets.
May 10	Milwaukee, Wisconsin, Lake Michigan.	Body found.....	The life-saving crew found a body floating in the river above the railroad bridge. The keeper notified the coroner, who took charge of the body. It was identified as that of Albert Stamm, of Milwaukee.
May 11	Point Allerton, Massachusetts.	Rescue from danger.	At 9.40 a. m. the keeper was notified that an insane man was walking into deep water on the bayside. The life-savers responded to the call, and, after an exciting chase, the man was rescued and turned over to the police.
May 14	Fort Point, California....	Rescue from danger; succor.	At 6.30 p. m. the life-saving crew was telephoned from Golden Gate station that a fisherman was on the rocks off Bakers Beach. The surfboat was launched and hurried to the scene, arriving at 8 p. m., when the dangerous task of rescue was begun and accomplished, using lines to get the man from the rock. He was taken to the station and given a warm supper, etc. Had he not been rescued in time he would undoubtedly have been drowned by the rising tide and heavy sea.
May 15	Louisville, Kentucky ....	Recovery of property.	A hoghead of tobacco having accidentally been lost overboard from a pier, the life-saving crew got lines around it and landed the tobacco safely on the wharf.
May 18	Duluth, Minnesota, Lake Superior.	Recovery of body...	The life-saving crew recovered the body of Johan Aatholm, who had drowned by falling into the slip. The body was delivered to the coroner.
May 19	Racine, Wisconsin, Lake Michigan.	Assistance to U. S. Engineer.	At the request of the engineer officer in charge of harbor improvements, took soundings at the harbor entrance. He was unable to get other help.
May 21	Salisbury Beach, Massachusetts.	Assistance to police.	A sloop arrived at the life-saving station early in the morning. The actions of the occupant, coupled with the fact that he had changed the name of the boat and wished some one to take her to Gloucester, led the keeper to consider the boat stolen property. She was taken to Gloucester by surfman No. 3, the keeper having notified police at Newburyport, by telephone, of the facts.
May 21	Point Judith, Rhode Island.	Succor.....	A Greek fisherman, unable to speak English, in some manner fell overboard from his dory, but managed to reach land. He was given needed stimulants and his body well rubbed by the life-saving crew, and furnished with dry clothing from the Women's National Relief Association supply; also food and bed at the station for the night. His dory was found and cared for.
May 21	Milwaukee, Wisconsin, Lake Michigan.	Assistance at fire ...	A surfman discovered the pier in danger of destruction owing to fishermen starting a bonfire among the square timbers. He compelled them to extinguish it, thus preventing much damage being done.
May 22	Michigan City, Indiana, Lake Michigan.	Rescue from drowning.	Edward Heise, a four-year old boy, stumbled and fell overboard from the pier into the water about 400 feet from the life-saving station. The keeper observing the accident jumped into the water and succeeded in saving the boy before the latter sank.
May 26	South Chicago, Illinois, Lake Michigan.	.....do .....	At 1.50 a. m. the station lookout gave an alarm that a freight locomotive of the C. L. and Eastern R. R. had plunged into the Calumet River, 150 yards from the life-saving station. The station boat was quickly launched and, upon the arrival of the life-savers, they rescued from the water John Bush and Carl Cooper, the

*Services of crews (miscellaneous)—Continued.*

Date.	Station and locality.	Service rendered.	Nature of casualty.
1906. May 26	South Chicago, Illinois, Lake Michigan.	Rescue from drown- ing.	engine crew, who were found clinging, badly injured, to a floating plank. They were immediately taken to the life-saving station and furnished with dry clothing from the Women's National Relief Association supply. An ambulance had, in the meantime, been called and, upon its arrival, the injured men were carried to the hospital. The accident was owing to the engine running into an open drawbridge, the danger signals being obscured by the smoky weather.
May 26	Racine, Wisconsin, Lake Michigan.	Recovery of prop- erty.	The life-saving crew, while in a surfboat, picked up and delivered to the owners, two, 4-inch hawsers, of about 100 feet each in length. They were grappled for in twenty feet of water.
May 28	Charlotte, New York, Lake Ontario.	Rescue from drowning.	At 7.30 p. m. an intoxicated man, in attempting to land from his skiff, at the dock in front of the station, fell overboard. Surfmen Hungerford and Hodge, who were standing near, pulled him out of the water and landed him safely on the pier. He hurried away so rapidly that his name could not be learned.
May 28	Saint Joseph, Michigan, Lake Michigan.	.....do .....	A man named Thomas Daily fell off the pier near the station at 5 p. m. and was rescued by Surfman Roberts, who pulled him out of the water. The man was under the influence of liquor and would not accept dry clothing.
May 29	Salisbury Beach, Massa- chusetts.	Assistance at fire ...	The keeper and four surfmen put out a fire started by a boy to destroy moth nests. But for the timely assistance of the life-savers at least one barge would have been destroyed. A cottage and two buildings were somewhat scorched.
May 29	Milwaukee, Wisconsin, Lake Michigan.	Clothing furnished.	Three men, saved from the wreck of the sunken steamer Hiram E. Bond, arrived at the station wet and cold. They were furnished with dry clothing from the supply of the Women's National Relief Association.
May 30	Old Chicago, Illinois, Lake Michigan.	Recovery of body...	At 7.55 a. m. the station keeper received word by telephone that a body was floating in the lake, but could not be recovered from the shore owing to the heavy surf. The life-savers repaired to the scene in the surfboat and recovered the body of Charles B. Henderson, who had drowned May 14 by the capsizing of a sailboat off Roger's Park, 9 miles N. of the life-saving station.
May 31	Keweenaw, Wisconsin, Lake Michigan.	Assistance at fire ...	At 3 p. m. the lookout gave the alarm that fire had attacked a shed belonging to the railway company, about 800 feet N. of the station. The life-savers responded with fire buckets and, extinguishing the blaze, saved the structure. The damage by fire was slight.
June 1	Saint Joseph, Michigan, Lake Michigan.	Resuscitation.....	The life-savers assisted a physician to resuscitate a boy who had come near drowning, using hot exterior applications and rubbing him, thus saving his life.
June 2	Plum Island, Wisconsin, Lake Michigan.	Assistance to sick ..	In response to the telephonic request of the assistant light-house keeper, the station keeper sent two surfmen, who procured a physician to attend the wife of the applicant for assistance.
June 2	Lewis and Clark Exposit- ion, L. S. S., Portland, Oregon.	Recovery of body ..	A marine having reported that a canoe had capsized in the lake back of the Government building, the surfboat was manned by the station crew and proceeded to the scene, where the keeper learned that the occupant of the canoe had drowned. Repeated efforts were made to recover the body by diving. The keeper then dived, and his second effort met with success, and he recovered the body of Guy B. Dulan, of Portland, Oregon. Resuscitation was resorted to, but was abandoned

*Services of crews (miscellaneous)—Continued.*

Date.	Station and locality.	Service rendered.	Nature of casualty.
1905.			
June 2	Lewis and Clark Exposition, L. S. S., Portland, Oregon.	Recovery of body ..	after 1½ hours' constant work. Inventory of the unfortunate's effects was taken, and the body turned over to the coroner.
June 3	Cape Henry, Virginia ....	Body found .....	The body of an unknown man in a badly decomposed condition was washed ashore near the life-saving station. After having taken a detailed description of the corpse and notifying the Weather Bureau office at Cape Henry, the body was placed in a box and buried on the beach.
June 4	Milwaukee, Wisconsin, Lake Michigan.	Human head found.	A resident of Jones Island, having reported to the station keeper that he had seen a human head floating in the river, two surfmen were sent to investigate. They recovered the head, which was that of an infant about 11 months old, and an examination showed that it had been severed from the trunk with a sharp instrument. The coroner was at once notified.
June 5	Middle Island, Michigan, Lake Huron.	Succor.....	Furnished the mate and two men from the steamer Mariska with breakfast, they having landed from their vessel to get help for their ship, which went ashore in a thick fog, but afterwards floated off.
June 7	Louisville, Kentucky ....	Recovery of body ..	A telephone message having been received at the station stating that a boy had drowned at the foot of Thirtieth street, the life-savers dragged for and recovered the body of James Burke (colored), which they took to the station, having notified the coroner.
June 7	Frankfort, Michigan, Lake Michigan.	Rescue from drowning.	A man having fallen into the river the alarm was immediately given by the lookout. The lifeboat was manned by the life-savers, who reached the man in time to save his life. He expressed his gratitude, but did not give his name.
June 7	Old Chicago, Illinois, Lake Michigan.	Body found.....	At 1.30 p. m. a surfman discovered the body of an unknown man floating in the river. The body was picked up by the station crew and turned over to the coroner.
June 7	Milwaukee, Wisconsin, Lake Michigan.	Infant's arm found.	A resident of Jones Island having located an infant's arm in the river notified the life-saving crew, who got the arm and, taking it to the station, notified the coroner. It was believed to have belonged to the body of the child whose head was found in the river on the 4th instant.
June 7	Ilwaco Beach, Washington.	Body found.....	The life-saving crew found the body of an unknown man on the beach 5 miles S. of the station. The head was bruised as though from a fall and the body bore the appearance of having been in the water 3 or 4 days. The man was about 45 years of age, 6 feet tall, weighed about 200 pounds, had straight, black hair, and was smoothly shaven.
June 9	Bodie Island, North Carolina.	Oil furnished.....	The supply of oil at Bodie Island lighthouse having become exhausted the life-saving station keeper furnished the light keeper with sufficient oil to last until a supply could be sent by the tender.
June 9	Mosquito Lagoon, Florida.	Succor.....	Two men on a bicycle trip bound to Jacksonville were caught out at night and asked for food and lodging. It was furnished them by the life-saving crew.
June 10	Erie, Pennsylvania, Lake Erie.	Recovery of body ..	At 12.20 p. m. the station was notified by telephone that a man named Wheeler had drowned about 2 miles from the station. The life-savers proceeded to the scene and, after having grappled 20 minutes, recovered the body, which was turned over to the coroner. The casualty resulted from the capsizing of a boat containing five men, four being rescued by members of the yacht club. The accident was not seen from the station owing to the hazy weather.

*Services of crews (miscellaneous)—Continued.*

Date.	Station and locality.	Service rendered.	Nature of casualty.
1905. June 11	Santa Rosa, Florida .....	Resuscitation; suc- cor; clothing fur- nished.	A man named Charles Duval Smith, while bathing in shallow water, was knocked down by the surf and rendered helpless, being rescued from the water by M. J. Floris. Upon the arrival of the life-savers Smith was resuscitated, after $\frac{1}{2}$ an hour of hard work, and then taken to the station, where he was furnished with dry clothing from the supply of the Women's National Relief Association, and, having been put to bed, was nursed throughout the night by the keeper. He recovered and left the station next morning.
June 11	Holland, Michigan, Lake Michigan.	Rescue from drown- ing.	At the close of a yacht race, and during the excitement attending the same, a man named George Robertson fell overboard from the yacht Snipe. The lookout giving the alarm the life-savers hurried to the scene and saved the man from drowning. He was taken to the station, given a hot drink, and furnished with dry clothing from the supply of the Women's National Relief Association.
June 11	Old Chicago, Illinois, Lake Michigan.	Recovery of bodies.	The life-saving crew dragged for the bodies of the persons drowned in an automobile accident at Rush street bridge, 10th instant, and recovered the bodies of Mr. and Mrs. Jerome G. Kurtzman. They were turned over to the coroner.
June 13	Fairport, Ohio, Lake Erie.	Rescue from drown- ing; clothing fur- nished.	The alarm being given that a man was in the water and shouting for help, the life-savers quickly pulled to the place and took from the water Gust. Salb, a Finlander, found in an exhausted condition and partly intoxicated. He was taken to the station, rubbed down, and furnished with dry clothing from the supply of the Women's National Relief Association.
June 13	Yaquina Bay, Oregon ....	Assistance at fire ...	At 5 p. m. fire started under the roof of a house occupied by surfmen. The blaze was quickly quenched by the life-saving crew with extinguishers and fire buckets.
June 14	Cape Disappointment, Washington.	Recovery of prop- erty.	The life-saving crew while out patrolling Peacock Spit picked up a gill net valued at about \$300 and restored it to the owners.
June 15	Bethel Creek, Florida ....	Assistance at fire ...	At 6 p. m. fire was discovered 2 miles N. of the station. The life-savers, assisted by settlers, succeeded in extinguishing the conflagration at 9 p. m., before the station and settlers' cabins suffered any damage.
June 16	Velasco, Texas .....	Succor; transporta- tion.	A shipwrecked man was given succor for the night by the station keeper, who secured free transportation for him to Galveston.
June 16	Manistee, Michigan, Lake Michigan.	Recovery of body...	Having received word that an unknown boy had drowned $\frac{1}{4}$ of a mile up the river, the station crew proceeded to the spot and found the body in 5 feet of water. The surfmen and a physician tried for an hour and a half to resuscitate the boy, but without avail. Later the body was identified as that of Harold Schmock.
June 16	Ludington, Michigan, Lake Michigan.	Rescue from drowning.	Myron Chase, a boy, while in bathing 500 feet W. of the life-saving station, ventured out beyond his depth and was unable to reach the pier. Surfman Gatfield plunged into the water and brought the boy safely to the shore.
June 17	Saluria, Texas.....	Fresh water fur- nished.	A fisherman having exhausted his supply of fresh water and there being no other means of replenishing it, the station keeper furnished him with a sufficient quantity to relieve the necessity.

*Services of crews (miscellaneous)*—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1905. June 17	Racine, Wisconsin, Lake Michigan.	Recovery of body...	A request having been made by the authorities that the life-saving crew assist to recover the body of William Konnac, drowned in Root River, 4 miles inland, the keeper and a surfman proceeded to the place in a vehicle furnished them. Upon arrival the keeper dived and brought the body to the surface and turned it over to the coroner.
June 17	Cape Disappointment, Washington.	Recovery of property.	While patrolling Peacock Spit in the surfboat the life-savers found a gill net valued at \$300 and returned it to the owners.
June 18	Cleveland, Ohio, Lake Erie.	.....do.....	A man, Frank Brozo, while in swimming, drowned 3 miles ENE. of the life-saving station. Being notified by telephone of the accident, the life-savers went to the place and recovered the body, which was turned over to an undertaker.
June 18	Cape Disappointment, Washington.	.....do.....	The life-saving crew while out in the surfboat picked up a gill net off Peacock Spit and returned it to Frank Johnson, the owner. He had lost it in the surf and valued the net at \$300.
June 21	Jackson Park, Illinois, Lake Michigan.	Recovery of body..	The life-savers having been informed that a man named Bernard J. Collan had drowned in the harbor, promptly proceeded to the place indicated and succeeded in recovering the body with grapnels after half an hour's work. The casualty occurred out of sight of the station and was incident to swimming.
June 21	Milwaukee, Wisconsin, Lake Michigan.	Rescue from danger.	A man while in swimming swam out to a crib $\frac{2}{3}$ of a mile offshore and became too exhausted to return. The life-saving crew proceeded to the crib and taking the man in the surfboat transferred him to the shore.
June 22	Charlevoix, Michigan, Lake Michigan.	Recovery of property.	The station crew assisted to release and recover a boom of logs that had swung across the S. pier, thus enabling a tugboat to tow it up the harbor to a safe place.
June 22	Michigan City, Indiana, Lake Michigan.	Assistance at fire...	At 11.30 p. m. the W. pier light-house caught fire. Notifying the light keeper at the fog signal, the life-savers hurried to the scene and succeeded in putting the fire out, using the station extinguishers, but not before much damage had been done. The structure was saved from destruction.
June 24	Little Island, Virginia...	Aid to injured.....	A physician while en route to attend a patient was thrown from his carriage and suffered a fractured arm. The station keeper telephoned for medical aid and a conveyance to transport the injured man, and furnished him with a mattress, blankets, and pillows, also $\frac{1}{2}$ pint of brandy from the medicine chest.
June 25	Dam Neck Mills, Virginia.	Rescue from danger.	A man named Moses Sawyer, while in swimming, was carried by the current out to sea. He succeeded in reaching an old wreck, but was unable to return. The life-savers launched a boat and going to the man rescued him from his dangerous position.
June 27	Brenton Point, Rhode Island.	Clothing furnished.	The station keeper furnished the master and mate of the burned sloop Columbia with clothing from the supply of the Women's National Relief Association, they having lost everything in the fire on the vessel.
June 28	Charlotte, New York, Lake Ontario.	Aid to injured.....	A small boy having fallen and severely cut and otherwise injured his knee, the station keeper carried him to the station, applied first aid, and then took him to a physician, assisting the latter to sew the injured limb.
June 28	Cape Disappointment, Washington.	Recovery of property.	While patrolling Peacock Spit the life-savers picked up 75 fathoms of gill net, valued at about \$100, and held the property for a claimant.

*Services of crews (miscellaneous)*—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1905. June 28	Point Adams, Oregon.....	Assistance to Army.	At the request of the commanding officer at Fort Stevens, the keeper sent a surf-boat and towed a target during practice from the West Battery.
June 29	Point Betsie, Michigan, Lake Michigan.	Provisions furnished.	Provisions were furnished by the station keeper to four men in a boat, who were destitute, in order to permit them to reach Traverse City, Michigan, without suffering from hunger.
June 30	Holland, Michigan, Lake Michigan.	Assistance at fire ...	The lookout having discovered a large bath house and pavilion to be on fire at Macatawa Park, he notified the park company and life-saving crew by telephone. The life-savers at once proceeded to the scene and assisted to extinguish the fire, which had not acquired much headway, owing to the vigilance of the station lookout.



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**VESSELS WARNED FROM DANGER.**

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**1904-1905.**



## VESSELS WARNED FROM DANGER.

Under the regulations of the Service the station crews are required to patrol the beach every night during the active season from sunset to sunrise, and also during the daytime in thick weather, the main purpose of the patrol being to obtain speedy knowledge of disaster and insure prompt assistance. An additional object of importance is the discovery of vessels standing into danger. During the year 171 vessels (83 steamers and 88 sailing craft) were saved from disaster by the timely warnings of the patrolmen. In 157 instances the warnings were given during the night, in 14 during the daytime. Many lives and much property were undoubtedly thus saved from destruction, but it is manifestly impossible to estimate in figures the services of the station crews in this regard.

### WARNED BY NIGHT SIGNALS.

Date.	Station and locality.	Circumstances of warning.
1904.		
July 10	Point Reyes, California.....	While on patrol from 8 p. m. to midnight, a surfman observed a schooner very near the shore, and burned a Coston signal, apprising her that she was in a dangerous situation. The vessel responded by showing a bright light, then stood off-shore.
July 10	Southside, California.....	At 12.30 a. m. a patrolman flashed a night signal in warning to a vessel dangerously near the breakers, and she answered the signal and stood seaward.
Aug. 11	Cranberry Islands, Maine....	The patrol seeing a vessel near the shore, warned her by igniting a Coston signal.
Aug. 15	Race Point, Massachusetts ...	The patrol from midnight to 4 a. m. discovered a schooner very near the beach, and warned her by burning his night signal.
Aug. 18	Point Allerton, Massachusetts.	The W. patrol, seeing a schooner standing dangerously near to the shore, displayed a red light. She immediately tacked and stood offshore.
Aug. 22	Southampton, New York.....	The patrol burned a Coston signal and warned a yacht which was standing perilously near to the beach.
Sept. 2	Wood End, Massachusetts....	During the first night watch the N. patrol burned a Coston signal, warning a steamer that she was in a dangerous situation, and she hauled out into deep water.
Sept. 5	Cobb Island, Virginia.....	At 11 p. m. a surfman on patrol sighted a vessel standing in too close to the shoals and warned her off with a danger signal.
Sept. 6	.....do.....	At 11.15 p. m. a surfman on patrol saw a vessel standing into danger and warned her off with a night signal.
Sept. 7	New Inlet, North Carolina ...	At about 9 p. m. a patrolman discovered a large steamer too near the bar for safety and flashed a night signal apprising her of her danger.
Sept. 9	Wood End, Massachusetts....	During the midwatch the S. patrol burned a Coston signal to a schooner heading for the beach, and she promptly tacked offshore.
Sept. 13	Yaquina Bay, Oregon.....	At 7.45 p. m. a whistle was heard from a steamer off the station, which indicated that the vessel was too close in and a Coston signal was immediately fired to show her her position.
Sept. 17	Orleans, Massachusetts.....	At 11.30 p. m. the S. patrol flashed a danger signal to a small schooner heading for the beach, and she immediately tacked seaward.
Sept. 18	Cahoons Hollow, Massachu- setts.	During the first night watch a patrolman burned a red light to a schooner, warning her that she was heading a dangerous course, and she passed safely.
Sept. 22	Moriches, New York.....	At about 4.20 a. m. a surfman on patrol observed a large schooner close upon the beach. He immediately flashed a warning signal and she hauled seaward.
Sept. 23	Gay Head, Massachusetts ....	At 7 p. m. the S. patrol warned a steamer off the rocks by burning a Coston light.

*Warned by night signals—Continued.*

Date.	Station and locality.	Circumstances of warning.
1904. Sept. 28	Point Reyes, California .....	During the first night watch the N. patrol discovered a schooner dangerously near the breakers. He immediately fired a Coston signal and the vessel tacked offshore.
Sept. 29	Quogue, New York.....	The sunset patrol burned a night signal in warning to a steamer that was heading upon a dangerous course.
Sept. 29	Vermillion, Michigan.....	At 4.45 a. m. a surfman on patrol burned a warning signal to a steamer heading for the beach and she at once hauled out to a safe course.
Oct. 2	Pecks Beach, New Jersey.....	At 5 a. m. a surfman on patrol burned a Coston signal to warn a large schooner standing in dangerously near to the beach.
Oct. 7	Cobb Island, Virginia .....	At 7 p. m. the N. patrol sighted a vessel standing into danger and warned her by flashing a Coston signal.
Oct. 7	Mosquito Lagoon, Florida.....	At 3.30 p. m. the keeper discovered a schooner in dangerous proximity to the shore and burned a night signal, whereupon she hauled seaward.
Oct. 10	Yaquina Bay, Oregon .....	At 8.30 p. m. the S. patrol burned a night signal to warn off a steamer that was too close to the breakers for safety.
Oct. 11	Point of Woods, New York....	At 3.20 a. m. the night patrol sighted a vessel that appeared to be in distress, and after flashing a night signal he hastened to the station and reported. The vessel sent up three rockets in reply to the signal and then disappeared, and nothing further could be learned of her though a special patrol was maintained until morning.
Oct. 12	Little Island, Virginia.....	The sunset patrol flashed a warning signal to a schooner heading for the beach, and she changed her course and passed clear.
Oct. 12	Saluria, Texas.....	At 10.30 p. m. the SW. patrol flashed a night signal to a vessel heading for a shoal, and she immediately hauled offshore.
Oct. 17	North Scituate, Massachusetts.	At 8 p. m. the S. patrol flashed a danger signal in warning to a sloop that was too near the shore, and she hauled out and anchored, remaining until daylight.
Oct. 19	Virginia Beach, Virginia.....	The early morning patrol S. sighted a steamer in danger of stranding and warned her off with a Coston light.
Oct. 22	Southampton, New York.....	The midnight patrol flashed a night signal to a large schooner heading inshore, and she came to anchor.
Oct. 27	Nahant, Massachusetts.....	At 5 a. m. a patrolman observed a sloop sailing dangerously close to Shag Rocks and flashed a Coston signal, whereupon the vessel tacked offshore.
Oct. 29	Chicamacomco, Virginia .....	At 3 a. m. the N. patrol burned a danger signal to a steamer standing in too close to shore, and she at once hauled out.
Nov. 1	High Head, Massachusetts....	At 3.20 a. m. the E. patrol flashed a Coston signal in warning to a vessel dangerously near to shore.
Nov. 1	Umpqua River, Oregon.....	At 10.15 p. m. a surfman sighted a steamer's lights close to the breakers and he at once burned a danger signal in warning to the vessel.
Nov. 3	Green Run Inlet, Maryland....	At 7.30 p. m. the S. patrol discovered a fishing steamer dangerously near the breakers and warned her off with a night signal.
Nov. 11	Little Beach, New Jersey.....	The surfman on midnight patrol warned a steamer that she was in a dangerous position by flashing a Coston signal.
Nov. 13	Point Lookout, New York....	At 3 p. m. a surfman sighted a steamer heading for the shore; he flashed a night signal and she promptly hauled out to sea.
Nov. 14	Middle Island, Michigan.....	At 11 p. m. a surfman on patrol saw a steamer heading toward the beach and warned her off with a night signal.
Nov. 15	Deer Park, Michigan.....	At 12.15 a. m. the W. patrol observed a steamer heading inshore. He flashed a Coston signal and she at once hauled out into the lake.
Nov. 19	Vermillion, Michigan.....	At 9.50 p. m., the weather being foggy, the keeper sighted a steamer dangerously near to shore and flashed a night signal, whereupon she changed her course, passing in safety.
Nov. 21	Old Harbor, Massachusetts....	At 6.30 p. m. a surfman sighted a lumber-laden schooner dangerously near to Chatham Bars and warned her off with a Coston light.
Nov. 23	Plum Island, Massachusetts....	At 6.15 p. m. a small schooner was observed to be in danger of stranding on the beach, and the keeper warned her off by burning a Coston light.
Nov. 24	Old Harbor, Massachusetts....	At 3.30 a. m. the N. patrol saw a fishing schooner too close to the beach. He flashed a night signal and she at once stood out for deep water.
Nov. 24	Little Island, Virginia.....	Shortly after midnight a surfman on patrol flashed a danger signal to a steamer steering too close to shore. She responded by sounding her whistle and hauled seaward.
Nov. 25	Wachapreague, Virginia.....	A surfman on sunset patrol S. observed a schooner heading upon a dangerous course and burned a Coston signal, whereupon the vessel came to anchor, remaining until morning.
Nov. 26	Deer Park, Michigan.....	At 11 p. m. a patrolman flashed a danger signal to a steamer too close to shore and she hauled out into the lake.
Nov. 28	Vermillion, Michigan.....	At 7.30 p. m. a patrolman observed a steamer getting dangerously near to shore during a thick snowstorm and warned her off by burning a Coston signal.

*Warned by night signals—Continued.*

Date.	Station and locality.	Circumstances of warning.
1904. Nov. 28	Crispe, Michigan .....	At 10 p. m. the W. patrol burned a warning signal to a vessel heading for a shoal and she at once hauled out into deep water.
Nov. 28	Two Heart River, Michigan..	At 9.30 p. m. a patrolman discovered a steamer aground 2 miles E. of station. He flashed two Coston signals and started for the station, but the vessel succeeded in backing off unassisted.
Nov. 29	Vermilion, Michigan.....	At 2 a. m. a surfman on E. patrol sighted a steamer heading for the land. He flashed a danger signal and she at once hauled offshore.
Nov. 29	Crispe, Michigan .....	At 2 p. m., during a snow squall, the surfman on E. patrol warned a steamer off the beach by burning a Coston signal.
Dec. 1	Salisbury Beach, Massachu- setta.	At 7 p. m. a surfman observed a large fishing boat dangerously near the line of breakers, the occupants being busy fishing, and apparently unobservant of their peril. He at once flashed a night signal, and the boat worked offshore.
Dec. 1	Tathams, New Jersey .....	During the first night watch a surfman flashed a Coston signal, warning a vessel off the beach.
Dec. 4	Cape Henlopen, Delaware....	At 4.30 a. m. the morning watch sighted a steamer inside the Hen and Chickens Shoal, and burned a danger signal to apprise her of her peril.
Dec. 4	Pea Island, North Carolina...	The sunset patrol upon seeing a schooner heading for the beach flashed a night signal, and the vessel immediately hauled offshore.
Dec. 5	Atlantic City, New Jersey....	At 6.15 p. m. the N. patrol observed a fishing smack heading into the wrong channel. She immediately changed her course upon his burning a Coston signal.
Dec. 5	Penneys Hill, North Carolina.	At 9 p. m. a patrolman flashed a night signal in warning to a vessel too near the beach, and she hauled out to a safe course.
Dec. 6	Orleans, Massachusetts.....	At 7 a. m. a patrolman observed a tug with two barges in tow heading toward Nauset Bars, and he burned a night signal, whereupon the vessel hauled offshore.
Dec. 6	Humboldt Bay, California....	During the first night watch a surfman burned a danger signal to apprise a steamer that she was dangerously near the bar, and she finally stood offshore.
Dec. 9	Manomet Point, Massachu- setta.	During the midwatch the N. patrol sighted a schooner sailing perilously close to rocks, and apprised her of the fact by flashing a night signal.
Dec. 9	Hog Island, Virginia.....	At 9 p. m. a patrolman saw a steamer heading for the bar and burned a warning signal. The vessel was unable to change her course and struck the bar, but soon floated and proceeded down the beach.
Dec. 9	Bodie Island, North Carolina.	The sunset patrol S. observed a steamer heading for Oregon Inlet Bar, and flashed a danger signal, to which the vessel gave heed by hauling seaward.
Dec. 10	Oak Island, New York .....	The first night patrol, while returning to station, warned a vessel that she was in danger of stranding, by flashing a Coston signal, and she at once stood offshore.
Dec. 12	Hog Island, Virginia.....	At 2 a. m. a surfman saw a steamer heading for the beach and flashed two danger signals, the second of which apparently caused the vessel to change her course just in time to clear the bar.
Dec. 12	San Luis, Texas .....	At 10 p. m. the NE. patrol burned a Coston signal that caused a vessel heading into danger to haul offshore.
Dec. 12	Willapa Bay, Washington....	The lookout on midwatch burned a Coston signal warning off a steamer that was heading upon the beach.
Dec. 15	Bonds, New Jersey.....	The early morning patrol sighted a schooner standing into danger and apprised her of the fact by flashing a warning signal.
Dec. 16	Point Allerton, Massachu- setta.	At 3.50 a. m. a surfman burned two Coston signals to a schooner to warn her away from Point Allerton Bar. The schooner changed her course and stood out of danger.
Dec. 16	Willapa Bay, Washington....	During the midwatch a surfman warned a steamer off the beach by burning a night signal.
Dec. 17	Cape Henry, Virginia .....	At 11.10 p. m. a surfman flashed a Coston signal to a steamer standing into danger; the vessel replied with a rocket and turned seaward.
Dec. 19	Newburyport, Massachusetts.	At 5.45 a. m. a patrolman sighted a large tug in a dangerous position near the bar and warned her off by flashing a night signal.
Dec. 19	Dam Neck Mills, Virginia....	At 10.30 p. m. a surfman on N. patrol sighted a steamer heading too close upon the beach and burned two warning signals, after which she hauled out to a safe course.
Dec. 20	Peaked Hill Bars, Massachu- setta.	At 6.45 p. m. a surfman flashed a night signal to a schooner close on the bar, and the vessel hauled offshore.
Dec. 20	Core Bank, North Carolina...	While on station watch the keeper burned a night signal to a schooner too close to the beach, and she at once tacked seaward.
Dec. 22	Cahoons Hollow, Massachu- setta.	At 7 p. m. a surfman warned a schooner off the beach by burning a Coston signal.

*Warned by night signals—Continued.*

Date.	Station and locality.	Circumstances of warning.
1904.		
Dec. 22	Pecks Beach, New Jersey ....	At 7.35 p. m. a surfman on patrol burned a red light in warning to a large schooner in dangerous proximity to the shore.
Dec. 25	Sleeping Bear Point, Michigan.	At 8.45 p. m. two steamers, trying to enter the bay, got dangerously close to the beach, the night being very dark. The keeper sent a surfman to a point near the vessels, and he burned two Coston signals, apprising the vessels of their dangerous situation.
Dec. 26	False Cape, Virginia .....	During the evening watch a patrolman burned three night signals in warning to a steamer close to shore, and after the third signal the vessel hauled offshore.
Dec. 28	Fletchers Neck, Maine .....	At 8.30 p. m. the N. patrol saw a vessel standing toward some rocks and warned her off by flashing a night signal.
Dec. 29	Point Lookout, New York....	In the early morning the E. patrol warned a steamer from running upon the bar by flashing a Coston signal.
Dec. 30	Core Bank, North Carolina...	At about 7.30 p. m. the S. patrol burned a red light in warning to a steamer that was heading upon the beach, and she promptly changed her course.
1905.		
Jan. 1	Rye Beach, New Hampshire..	At 11.35 p. m. the E. patrol discovered a tow perilously near the beach, and upon warning her with a Coston signal she hauled offshore and passed clear.
Jan. 6	Lone Hill, New York.....	At 10 p. m. the night patrol, seeing a steamer's lights perilously near the beach, burned a red signal. The vessel replying with a blue light, changed her course and headed offshore.
Jan. 18	Point Bonita, California.....	A schooner having anchored perilously near the rocks was warned of her danger by three red lights from the patrol, and after replying with three flare-up lights hove short, kedged her anchors, and drifted to a safe anchorage. The patrol upon discovering a steamer standing dangerously near the shoals, burned his warning signal, whereupon the vessel headed about and stood to sea.
Jan. 23	South Brigantine, New Jersey.	At 7.10 p. m. a vessel was sighted standing directly for the shore and in danger of stranding on the bar, but was warned off by a Coston signal from the patrol.
Jan. 24	Cuttyhunk, Massachusetts ...	At 4 a. m. a steamer coming in close to the shore and in danger of stranding was warned off by burning a Coston signal.
Jan. 25	Wallis Sands, New Hampshire.	At midnight during a thick snowstorm the keeper received a telephone message from Rye Beach station that a steamer had been sighted bound up the coast and close to the shore. A little later made out the vessel and, thinking she had lost her way in the storm, burned a Coston signal to warn her not to approach any nearer to the beach. The N. patrol also discovered the vessel and warned her of her danger by burning his red signal. She changed her course and with increased speed ran safely into Portsmouth Harbor.
Jan. 25	Blue Point, New York.....	At midnight the patrol saw the red and green lights of a steamer rapidly approaching the beach. Upon seeing the warning signal from the patrol she quickly changed her course and stood offshore.
Jan. 25	Monmouth Beach, New Jersey.	The patrol discovered a vessel heading for the shore in a thick snowstorm. He immediately warned her of the danger by burning a Coston signal, whereupon she changed her course and disappeared offshore.
Jan. 25	False Cape, Virginia.....	At 8.30 p. m., during a fresh NW. gale and thick snowstorm, the patrol discovered a steamer standing in for the beach and in danger of stranding. A warning signal was quickly displayed; the steamer stopped, backed off, and disappeared in the thick snow.
Jan. 25	Wash Woods, North Carolina.	At 8.30 p. m. the N. patrol, sighting a steamer standing close inshore during a thick snowstorm, warned her of the danger by burning a Coston signal, whereupon she hauled off and stood to sea, the patrol watching her until she disappeared in the thick snow.
Jan. 25	Cape Disappointment, Washington.	A schooner having anchored in the channel and in danger of dragging ashore, was warned of her perilous position by a Coston signal from the station, whereupon the master procured a tug which took him to a safe anchorage in the harbor.
Jan. 26	Wachapreague, Virginia .....	The patrol, seeing a steamer's lights approaching dangerously near the shoals, burned his Coston signal to warn her off. It being disregarded, a second one was fired, upon which the vessel changed her course in time to avert stranding.
Jan. 27	Wallis Sands, New Hampshire.	A schooner standing close inshore, and in immediate danger of stranding on the rocky ledge at Long Point, was warned of her perilous situation by a danger signal from the beach patrol. She at once changed her course and passed in safety.

*Warned by night signals—Continued.*

Date.	Station and locality.	Circumstances of warning.
1905.		
Feb. 5	Cape Henry, Virginia .....	At 9.10 p. m. a surfman flashed two night signals in warning to a steamer heading too close to the beach, and the vessel at once hauled seaward.
Feb. 5	New Inlet, North Carolina....	During the first night watch a patrolman saw a steamer heading upon the bar and warned her off with a Coston signal.
Feb. 6	Virginia Beach, Virginia.....	A surfman on patrol expended two Coston signals in warning a steamer that she was in a dangerous situation.
Feb. 6	Santa Rosa, Florida .....	At 9.15 p. m. the keeper burned a danger signal to a steamer too close to the beach for safety.
Feb. 9	Cobb Island, Virginia .....	At 10.30 p. m. a patrolman sighted a vessel standing into danger. He flashed a warning signal and she promptly stood off for deep water.
Feb. 13	Orleans, Massachusetts .....	At 2.30 a. m. a patrolman discovered a steamer standing toward shore and dangerously near the outer bar. He burned two Coston signals, after which the vessel hauled seaward.
Feb. 27	Wood End, Massachusetts....	During the first night watch the surfman on S. patrol sighted a schooner heading upon the beach, and at once flashed a danger signal. The vessel, to keep from going ashore, let go an anchor, then hove it up and stood into the harbor.
Feb. 27	Velasco, Texas .....	At 5.10 a. m. the surfman on SW. patrol burned a Coston signal to a steamer that was too close in, and she hauled out to a safe course.
Feb. 28	Atlantic City, New Jersey....	At 1.15 a. m. surfman on S. patrol flashed a danger signal to a schooner heading upon the beach and she immediately headed offshore.
Mar. 6	Gurnet, Massachusetts .....	At 7 p. m. a vessel was seen standing in perilously close to the shore. She was warned of the danger by a Coston signal, whereupon she changed her course, but before she could recover on the other tack, ran aground. The tide running flood at the time, she was floated off without damage.
Mar. 7	Townsend Inlet, New Jersey..	The N. patrol discovered a vessel standing in for the beach and warned her off by burning a danger signal.
Mar. 7	Southside, California.....	At 2 a. m. the lookout sighted a flare-up light about 600 yards S. of the station. He replied with a Coston signal, whereupon the vessel changed her course and stood offshore.
Mar. 8	Point Allerton, Massachusetts	At 3.50 a. m. the patrol saw a flash light through the fog, 1 mile S. of the station, and dangerously near the shore. He responded with a night signal and the vessel passed in safety.
Mar. 10	Tiana, New York.....	At 12.15 a. m. the W. patrol, seeing a steamer heading directly for the shore, displayed his Coston signal to warn her of her perilous situation, whereupon she changed her course and stood offshore.
Mar. 10	Quogue, New York.....	The W. patrol, seeing a steamer standing inshore and in danger of stranding on the bar, warned her off with the usual night signal.
Mar. 18	Bogue Inlet, North Carolina.	A vessel standing close to the beach was warned off by two Coston signals burned at intervals of thirty-five minutes.
Mar. 20	Oak Island, New York .....	At 3.30 a. m. the E. patrol burned a Coston signal to warn a vessel approaching dangerously near Fire Island Bar. Upon seeing the signal she immediately came to anchor near the bar.
Mar. 21	False Cape, Virginia.....	At 8 p. m. the S. patrol sighted a steamer standing in for the shore. Upon displaying his danger signal she stopped, backed off, and stood to sea.
Mar. 21	.....do .....	At 9.35 p. m. the patrol, upon seeing a steamer near shore, warned her of the danger by burning two Coston signals. She then changed her course and went clear.
Mar. 21	.....do .....	At 9.45 p. m. a steamer standing in for the beach was warned of the danger by two night signals from the lookout. She stopped, backed off, and stood seaward.
Mar. 24	Wood End, Massachusetts....	The S. patrol from 7 p. m. to 9.30 p. m. observed the lights of a steamer approaching a rocky shore which stood out menacingly near her course a short distance ahead, and fired his Coston signal to warn her of the danger. Heeding the timely signal, the course was changed and the steamer passed in safety.
Mar. 27	Assateague Beach, Virginia ..	At 10 p. m. the E. patrol, seeing a vessel approaching the beach, warned her off by burning a Coston signal, whereupon she changed her course and stood to sea.
Mar. 27	San Luis, Texas .....	At about 11 p. m. the NE. patrol burned a Coston signal to warn a steamer which was standing dangerously near the shore. Upon seeing the signal she altered her course and stood seaward.
Mar. 28	Cobb Island, Virginia .....	At 10.30 p. m. the patrol burned a Coston signal, warning a vessel whose course would have run her ashore, and she promptly hauled out.

*Warned by night signals—Continued.*

Date.	Station and locality.	Circumstances of warning.
1905.		
Apr. 1	Rye Beach, New Hampshire..	Shortly after sunset the W. patrol flashed a Coston signal to warn a vessel approaching a sunken ledge off Little Boars Head. Regarding the timely signal she went about and stood offshore.
Apr. 8	Coskata, Massachusetts.....	At 7.40 p. m. the E. patrol observed a vessel standing in close to the beach and in danger of stranding. Upon displaying his red signal she immediately stood to sea and disappeared in the darkness.
Apr. 8	Sandy Point, Rhode Island...	The E. patrol seeing a steamer close to the rocky shore and in danger of being wrecked, quickly flashed his red danger signal; whereupon she stopped, turned back, and headed to sea.
Apr. 8	Little Beach, New Jersey.....	A steamer close to the beach and in danger of running on the shoals, the patrol flashed his warning signal and she drew off and passed in safety.
Apr. 8	North Beach, Maryland.....	The S. patrol between midnight and 4 a. m. burned a Coston signal to warn a sailing vessel approaching the beach. She at once changed her course and stood to sea.
Apr. 9	.....do.....	A sailing vessel in danger of running ashore was warned off by a red light from the patrol.
Apr. 11	San Luis, Texas.....	At 9 p. m. the SW. patrol burned a Coston signal to warn a steamer heading for the beach. Upon seeing the signal she changed her course and kept off.
Apr. 13	Parramore Beach, Virginia..	The S. patrol between the hours of midnight and 4.30 a. m. saw a sailing vessel near shore and in danger of stranding. A Coston signal of warning apprised her of her dangerous situation and she went about and stood to sea.
Apr. 13	False Cape, Virginia.....	At 9 p. m. a surfman observed a ship standing dangerously near the shoals, and immediately burned his Coston signal. Not heeding the warning, the keeper flashed a red light, but the vessel continued on her course toward the shore. Upon displaying a third signal she changed her course in time to clear the shoal and stood offshore.
Apr. 14	Oregon Inlet, North Carolina.	A steamer standing close to the beach was warned off by a Coston signal from the patrol.
Apr. 15	Orleans, Massachusetts.....	At 11 a. m. the lookout, seeing two sailing vessels standing close to the beach, flashed his red signal; whereupon they hauled off and stood down the coast at a safe distance from the shore.
Apr. 16	Parramore Beach, Virginia..	A steamer standing too close to the beach and in danger of running ashore, was warned off by a Coston signal from the patrol.
Apr. 17	Assateague Beach, Virginia..	At 2.25 a. m. the patrol saw a vessel standing directly for the beach, where she would have stranded had it not been for his timely danger signal.
Apr. 20	Orleans, Massachusetts.....	The patrol on his way to the station at 1.45 a. m. saw a small vessel standing directly for the shore, where she would have stranded had it not been for the timely warning given by the usual danger signal.
Apr. 23	North Beach, Maryland.....	A sailing vessel standing inshore and in close proximity to the beach, was warned off by the red flash light from the patrol.
May 2	Sandy Hook, New Jersey.....	Beach patrol warned five fishing smacks during the night, using Coston signals and by shouting to them.
May 3	Point Judith, Rhode Island..	At 8.50 p. m. patrol observed a tow of barges burning flare-up lights, and heard frequent whistle signals. He immediately burned a Coston signal and notified station, and a watch was kept to see if assistance was needed. After maneuvering in the vicinity of the barges for about 30 minutes, their tug was seen to proceed with them in tow up the bay. Aside from the foregoing, there was nothing to indicate trouble.
May 4	North Beach, Maryland.....	During the night the patrol saw a sloop standing into danger and immediately burned a Coston light. Seeing the signal, she changed her course and passed safely on her way.
May 5	Point Judith, Rhode Island..	At 4.30 p. m. life-saving crew visited the wreck of the barge Moonbeam, and placed a white light in her rigging, she being in the fairway of navigation.
May 5	Oregon Inlet, North Carolina.	After midnight the patrol noticed a steamer approaching too close to the beach. He burned a Coston signal, and the steamer headed offshore.
May 7	Yaquina Bay, Oregon.....	At 10.45 p. m. the beach patrol saw a steamer running too close to the beach. He burned a Coston signal, and the steamer immediately stood off and away from danger.
May 10	Assateague Beach, Virginia..	At 1.45 a. m. the life-saving patrol burned a Coston light, thus warning a tugboat and tow off the beach.
May 10	Hog Island, Virginia.....	At 11.25 p. m. Surfman Benton, on patrol, saw, by the bearing of an approaching steamer's lights, that she was in danger of grounding on the shoals. He burned a warning signal, whereupon the ship at once changed her course and stood offshore, and just in time to clear the shoals.

*Warned by night signals—Continued.*

Date.	Station and locality.	Circumstances of warning.
1906. May 12	Nahant, Massachusetts .....	A surfman on Great Nahant discovered a schooner standing inshore and apparently off her course, the night being misty. A Coston signal was burned, and the vessel at once headed offshore.
May 12	Monmouth Beach, New Jersey.	Being warned by the Coston light of a beach patrol, a steamer standing into danger was enabled to avoid the beach.
May 21	Assateague Beach, Virginia..	At 8 p. m. the station watch showed a Coston light in reply to a supposed signal from a vessel offshore. The surfboat was lowered and sent in the direction of the vessel, but she had changed her course and passed in safety.
May 27	Wood End, Massachusetts....	At 3 a. m. the beach patrol saw a schooner too near the beach for safety. She was apprised of her dangerous position, by a Coston light, and immediately tacked offshore out of danger.
May 28	San Luis, Texas .....	At 9.30 p. m. the SW. patrol burned a Coston light to warn a steamer that was too close to the beach. The course of the vessel was at once changed and the danger avoided.
May 30	Point of Woods, New York...	At 5 a. m. the beach patrol saw a large sloop heading on, and close to the shore. He burned a Coston light, and the vessel at once went on the other tack and stood offshore. The weather was foggy.
June 3	Marblehead, Ohio.....	A steamer, with a tow, was discovered running dangerously near the beach. The patrol burned a Coston signal and was able, owing to the nearness of the vessel, to call out and warn her of the danger. Her master immediately changed the course to offshore. Had it not been for the quick work of the surfman, the vessels would have stranded near Marblehead light.
June 9	False Cape, Virginia.....	At 10 p. m. a steamer was seen running dangerously close to the beach. The station keeper at once burned 3 danger signals and the vessel headed offshore.
June 11	Holland, Michigan.....	At 3 a. m. Surfman Yasson, on N. patrol, discovered the steamer Puritan steaming so close to the beach as to endanger her, the night being foggy. He burned a Coston signal and she stood offshore to safety.
June 18	Crisps, Michigan .....	The beach patrol burned a Coston signal at 2.15 a. m., during a thick fog, to warn an approaching steamer of danger. She immediately steered into deep water.

WARNED BY DAY SIGNALS.

1904. July 2	Newburyport, Massachusetts.	At 7.20 p. m. the keeper observed a tug with two barges in tow standing too close to the shore, and warned her off by hoisting the code signal JD (You are standing into danger).
July 21	Fletchers Neck, Maine.....	During a thick fog the keeper sighted a large sloop dangerously near the rocky shore and fired a gun to attract attention, then shouted to the master to go about, the warning being heeded.
July 21	.....do .....	During a thick fog the keeper sighted a yacht heading for the rocks, and saved her from disaster by shouting to the people on board that they were in danger.
Aug. 7	False Cape, Virginia .....	A surfman observed a schooner standing dangerously near the beach, and the signal JD (You are standing into danger) was hoisted at the station. The vessel immediately hauled offshore.
Aug. 29	Chester Shoal, Florida.....	The keeper observed a steamer close to shore and heading inside the shoal. He immediately hoisted the International Code signal JD (You are standing into danger) and she showed her answering pennant and hauled out to a safe course.
Aug. 30	Mosquito Lagoon, Florida....	At 3 p. m. the keeper observed a south-bound steamer standing in too close to the beach and hoisted a danger signal, whereupon the vessel gradually hauled seaward.
Nov. 22	False Cape, Virginia.....	At about 9 a. m. the lookout reported a steamship running dangerously close to Pebble Shoal. The code signal JD (You are standing into danger) was hoisted by the life-savers, and the ship changed her course, passing clear.
1905. Jan. 7	Long Branch, New Jersey....	The keeper, seeing a yawl boat containing four men attempting to make a landing on the beach through the heavy surf, immediately signaled, "Do not attempt to land in your own boat." The boat was finally turned round and, after considerable effort, the men pulled out clear of the breakers.
Jan. 7	Cape Henry, Virginia .....	At 4.10 p. m. the station crew sighted a steamer running near the shore and in immediate danger of stranding. Hoisted signal JD (You are standing into danger). She at once changed her course and stood offshore.

*Warned by day signals—Continued.*

Date.	Station and locality.	Circumstances of warning.
1905. Mar. 4	Oak Island, New York.....	At 11.45 a. m. the lookout, seeing a small steamer and a schooner approaching a dangerous shoal, hoisted the signal JD (You are standing into danger). The schooner immediately changed her course and went clear, but the steamer, disregarding the signal, struck the shoal, and, being of light draft, was carried over it by the force of the sea without damage.
May 24	Lone Hill, New York.....	At 8.30 a. m. the patrol saw a schooner close to the bar, and heading into danger. He shouted and waved his coat, which, being seen by those on board, caused them to put the helm down and the vessel stood offshore.
May 24	White Head, Maine .....	A schooner was seen from the life-saving station close to and running directly for Browns Ledge. A surfman ran to the beach with a signal flag and waved it, whereupon the vessel immediately changed her course, cleared the ledges, and stood offshore.
June 5	Frankfort, Michigan.....	The beach patrol heard a steamer coming directly for the beach in a dense fog. He at once commenced shouting to warn her, which, being heard by those on board, caused them to change their course and pass in safety.
June 17	Plum Island, Wisconsin.....	Hearing a steamer approaching the shore in a fog, the surfman on patrol began shouting to warn her of the danger. The master heard the patrol and, reversing the engines, backed off until in deep water, and then continued on his way.

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LETTERS OF ACKNOWLEDGMENT.

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

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The following special acknowledgments of services rendered by the life-saving crews during the year have been received at the office of the general superintendent. Numerous similar grateful expressions are contained in wreck reports and transcripts of journals.

BUFFALO, NEW YORK, July 5, 1904.

DEAR SIR: I beg to acknowledge the assistance rendered by your crew on Saturday, July 2, on the occasion of the dismasting of the yacht *Banshee II*, of the Buffalo Yacht Club, and wish to thank you for the same.

Yours, very truly,

ERNEST C. HALL, Captain.

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CHICAGO, ILLINOIS, August 3, 1904.

DEAR SIR: The *Day Spring* sunk in about 15 fathoms of water northwest of White Lake Harbor about 14 miles.

I wish to compliment you on the prompt action of the White River crew, considering the distance they had to go in the darkness, in coming to our rescue. I was surprised to see them and glad to know that they kept such a good lookout.

Thanking you for having such good men in your Service,

Very truly, yours,

L. C. LUDWIG,  
Master, Schooner *Day Spring*.

To Mr. CHAS. MORTON,  
Superintendent Twelfth Life-Saving District.

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CHICAGO, ILLINOIS, August 3, 1904.

MY DEAR SIR: We have to thank you and the men of your crew for your timely aid to us last Monday afternoon, August 1. When the NE. squall struck us the boat filled before we could lower the sail, and as she rolled over and over several times we were in imminent danger for a few minutes. Soon, however, we got her steady and found support for ourselves at either end. But the wind was very cold, and with the sail dragging straight down in the water we drifted so slowly that I feared we should be benumbed before we came to the shore. So I decided to swim to the Sixty-eighth street Pier, about half a mile, and I stripped off my shoes and trousers and started in. Near the pier head, however, the shoal water made the waves break so rapidly that it was hard to get my breath, and I was in considerable danger of drowning. Mr. Dexter also, on the boat, was rapidly chilling, and not being used to the water was feeling the strain on his nerves. Then came your help, which relieved first him and then me of a serious predicament. We are deeply grateful to you all. The grip of your strong arms was the most pleasing touch imaginable, and your hearty encouragement and friendliness were most invigorating. We deeply appreciate your services and know that they are held in like high esteem by all who frequent the water front.

Very truly, yours,

ARTHUR WYNN SHAW,  
Supplying Protestant Episcopal Church,  
Kenilworth, Illinois.

To Captain HENRY SINNIGEN,  
Keeper Jackson Park Life-Saving Station, Chicago, Illinois.

CLEVELAND, OHIO, *August 11, 1904.*

To the captain and crew of the Fairport Life-Saving Station I wish to extend my hearty thanks for their prompt rescue of my 18-foot launch, which had sunk in a heavy northwest sea and would undoubtedly have been a total loss but for their assistance. Within an hour and ten minutes after I gave the alarm they were at the place where the launch sank, having rowed over a mile and a half against an exceedingly heavy northwest sea and wind.

CHESTER K. BOWLES.

To Keeper NEILS M. RASMUSSEN AND CREW,  
*Fairport Life-Saving Station, Fairport, Ohio.*

ABERDEEN, WASHINGTON, *August 17, 1904.*

DEAR SIR: I desire to thank you most sincerely for your promptness in coming to my assistance during the night of the 10th and 11th, while aground on the Whitcom Spit, and for sending all assistance possible.

Believe me, your service was highly appreciated by me.

Yours, very respectfully,

HENRY PETERSEN,  
*Master Steamer Coronado.*

CHARLES JACOBSON,  
*Keeper Grays Harbor Life-Saving Station, Westport, Washington.*

SOUTH FRANKFORT, MICHIGAN, *August 20, 1904.*

DEAR SIR: I deem it my duty to express my gratitude to your Service for the preservation of my life on the 17th of August last.

On said date I was on a scow loaded with stone endeavoring to make the pier at Frankfort, and when about a half mile out a strong breeze came up from the NW. The 2 men with me took the rowboat, and left me to the mercy of wind and sea. The life-saving crew at Frankfort immediately came to my rescue, and when they rescued me the water was washing over the scow full length at every wave, and I was nearly exhausted when taken off. The crew soon placed me on the pier, then returned and saved my boat. I can not say too much for the gallant service rendered me in time of peril by Keeper Morency and his faithful crew.

I have lived in South Frankfort, Michigan, since the establishment of the Life-Saving Service, have been interested in boats and shipping most of the time, am to-day the most extensive real estate holder in our town, and can say that Captain George Morency is the most efficient officer I ever knew in the Service.

Very respectfully, yours,

AUGUST CODDEUS.

S. I. KIMBALL,  
*General Superintendent Life-Saving Service,  
Washington, District of Columbia.*

BOSTON, MASSACHUSETTS, *August 29, 1904.*

DEAR SIR: I write to commend the work of Captain Sparrow and his crew at Hull, Massachusetts. I have been spending my vacation in the neighborhood of this station and was very much surprised with the way work is carried on there. I had the pleasure of seeing actual work on Sunday, August 21. A fisherman went ashore on Gallups Island, and, through the efforts of Captain Sparrow and crew, was taken off at high tide.

I write this because I think this crew deserves it and should have credit for the work. I have never seen a more orderly set of men, and as I had a cottage next to them this summer, I am well able to judge.

Yours, truly,

DAVID F. CARR.

To the GENERAL SUPERINTENDENT LIFE-SAVING SERVICE,  
*Washington, District of Columbia.*

SAN FRANCISCO, CALIFORNIA, *September 4, 1904.*

SIR: I wish to respectfully acknowledge the valuable service rendered by Captain John G. Gronbeck and crew, of the Southside Life-Saving Station, who so quickly responded to our distress signal, and launched a lifeboat and ran a line from my vessel to a tug, through a heavy surf, which time and again entirely buried their boat out of sight. Without their assistance the vessel would without doubt have been a total loss, as my cables had parted, only a kedge anchor holding me, and the breakers were washing clear over the fore-castle head.

Respectfully, yours,

JOHN O. NORBY,

*Master of Schooner James A. Garfield.*

To Major T. J. BLAKENEY,

*Superintendent Thirteenth Life-Saving District.*

PROVINCETOWN, MASSACHUSETTS, *September 12, 1904.*

DEAR SIR: I wish to express my appreciation and return thanks for the gallant service rendered myself and crew on the morning of the 10th of September, 1904, when, after being in our boat all night, drifting about off Cape Cod, you launched your boat in a dangerous surf, came to our assistance, and landed us at Peaked Hill Bars Station in safety.

EDW. G. RILEY,

*Master Steamer Longfellow.*

L. D. MILLER,

*Chief Engineer Steamer Longfellow.*

To the KEEPER AND CREW,

*Highland Life-Saving Station, Massachusetts.*

HIGHLAND LIFE-SAVING STATION, MASSACHUSETTS, *September 12, 1904.*

I wish to express my heartfelt thanks to you for quick and efficient work in assisting me and my crew when our boat was upset while attempting to land from the sunken steamer *Longfellow* on the morning of the 10th of September, 1904, and also for the kind and hospitable treatment we have received at your hands since.

Very truly, yours,

JOHN A. JOHNSON,

*Mate Steamer Longfellow.*

CHARLES A. HOLLOWAY,

*Second Engineer Steamer Longfellow.*

To the HIGHLAND LIFE-SAVING CREW,

*Massachusetts.*

BLOCK ISLAND, RHODE ISLAND, *September 15, 1904.*

DEAR SIR: I wish to thank the keeper and crew of the New Shoreham Life-Saving Station many times for the service rendered me on September 15, 1904. At about 5 a. m. the wind blew a gale of 84½ miles an hour, by signal-service register, and my vessel, the sloop *Theresa*, of New London, dragged both anchors to the breakwater, and would have been a total wreck had it not been for the strict watch kept by Captain Littlefield and his men. The watch saw the vessel and reported to Captain Littlefield almost as soon as she struck, and they came like firemen to a fire. The captain and part of his crew boarded my vessel, putting out our anchor as they came aboard, and in less than ten minutes from the time they boarded the vessel she was afloat, and hung safely by the Government hawser. There was a sloop passing us in the gale (American sloop *Bessie*), which was saved by the surfmen, and her owner also wishes me to thank you for the service rendered by your gallant officer and men. The part of the crew not with the keeper were doing great work where men of the best experience were needed at that moment. They saved thousands of dollars worth of property from loss, and you could hear the praises on all sides of the work the life-savers had done.

I will say good-bye, sir, with many thanks from many a captain, as well as myself and crew.

I remain, your servant,

R. A. SANCHEZ,

*Master Sloop Theresa.*

Hon. S. I. KIMBALL,

*General Superintendent Life-Saving Service.*

OFFICE OF UNITED STATES ASSISTANT ENGINEER,  
Fort Stevens, Oregon, October 11, 1904.

DEAR SIR: I wish to thank you and your men most heartily for the valuable service rendered in rescuing 5 of our men from the end of the jetty tracks during yesterday's storm, when communication with the shore was cut off by the washing away of a portion of the tracks.

These services were greatly appreciated by myself, as well as everyone connected with the work, and I wish again to express my sincere thanks for the prompt assistance on this as well as on several previous occasions.

Very truly, yours,

G. B. HEGARTH, *Assistant Engineer.*

Captain OSCAR WICKLUND,  
*Keeper Point Adams Life-Saving Station.*

THE NATIONAL BOARD OF MARINE UNDERWRITERS,  
New York, New York, October 18, 1904.

SIR: It affords us pleasure to acknowledge the valuable assistance and hospitality recently extended to our captain, C. B. Wheldon, by Captain C. S. Coutant, keeper of the House of Refuge at Mosquito Lagoon, Florida. The use of Captain Coutant's boat and his knowledge of local conditions facilitated the saving of the schooner *Frances*, recently ashore in his district.

Yours, very truly,

J. RAYMOND SMITH,  
*Secretary and Manager.*

SUMNER I. KIMBALL, Esq.,  
*General Superintendent Life-Saving Service,  
Washington, District of Columbia.*

GRAYS HARBOR, WASHINGTON,  
October 18, 1904.

TO WHOM IT MAY CONCERN:

Steamer *Chehalis*, from Grays Harbor for San Francisco, in going out ran on a sand spit near the entrance to the harbor at 11.50 a. m. The life-saving crew came on board and assisted all in their power, taking soundings, etc., and, assisted by a tug, the vessel came off at 9.30 p. m.

On board the *Chehalis* were 16 passengers and a crew of 24, and the vessel was valued at \$100,000 and cargo at \$7,000. She received no apparent damage.

A. Y. JOHNSON, *Master.*

NEW YORK, NEW YORK,  
November 3, 1904.

I, the undersigned, Prospero Mortola, captain of the Italian bark *Georges Valentine*, wrecked on the Florida coast in the vicinity of the Gilbert Bar House of Refuge on the 16th of October, about 8 p. m., would state that in that great disaster Captain Rea, the local official (keeper of the house of refuge), lent every possible aid through the night and over Sunday and Monday, succoring 7 men of a crew of 12. Thanks are due for the aid rendered during the following days up to the 29th of October, particularly to one mariner who was seriously injured, to the mate, and to the undersigned, captain, who was lacerated and bruised, and all of whom unite in expressing their gratitude to Captain Rea and the beneficial institution of the United States Life-Saving Service.

Captain P. MORTOLA,  
*Of the Italian Bark Georges Valentine.*

GENERAL SUPERINTENDENT LIFE-SAVING SERVICE,  
*Washington, District of Columbia.*

GRAND HAVEN, MICHIGAN, November 5, 1904.

DEAR SIR: I wish to thank you and your crew for assisting the crew of my steamer, *Pentland*, while anchored near "The Door" October 25 last.

Respectfully,

Captain JOHNSON,  
*Keeper Plum Island Life-Saving Station.*

W. H. LOUTIT.

## PORTSMOUTH LIFE-SAVING STATION, NORTH CAROLINA,

November 15, 1904.

DEAR SIR: Before leaving this station I wish to express my appreciation of the assistance that Captain McWilliams and his crew have rendered to Mrs. Hutchins and myself. On the evening of the 12th instant we reached Royal Shoals in our house boat *Drift Lodge*, under tow. The weather came on bad in the night, and next morning we had one of the worst gales these waters have known for many years. Attempt was made to get into Portsmouth, as direction of wind made Royal Shoal a poor harbor, but the attempt failed. The house boat was then brought back to Royal Shoal and made fast to a large schooner, and Mrs. Hutchins and myself were taken on board the tug, which then found anchorage near by. Shortly after leaving the house boat she was cast adrift, as the people on the schooner feared that she would cause their anchor to drag. Next morning the storm had abated, but the captain of the tug could not cross the bars near, and he could serve us no longer as he had about run out of provisions and coal. We hoisted a distress signal, scarcely hoping that our little flag could be seen, as we were about 7 miles from the station, but very soon Captain McWilliams and his crew put out and took us ashore, and their treatment of us since has added to our indebtedness. Just now Captain McWilliams is about to add still another courtesy by taking us over to Ocracoke, so that we can get to Hatteras and search for our house boat.

As I said, I do not wish to leave here until I have made acknowledgment of obligation to the Life-Saving Service, and especially to Captain McWilliams and his crew.

Very respectfully,

FRANK W. HUTCHINS.

GENERAL SUPERINTENDENT LIFE-SAVING SERVICE,  
*Washington, District of Columbia.*

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MANOMET POINT, MASSACHUSETTS, November 18, 1904.

This is to certify that Jesse L. Scott, owner and master of the naphtha launch *Lily S.*, on the night of November 16, 1904, ran in too near to ledges off Manomet Point and certainly would have gone ashore but for warnings from the life-saving patrol, who burned Coston signals. Afterwards Captain George W. Holmes and crew boarded the launch, anchored her behind the rocks in the safest place that could be had, and brought us on shore, master and crew of two men, and kept us at the station two days, during a heavy northerly gale of wind. They also, with great danger to themselves, boarded the launch the second time and ran out extra anchors to keep her from going ashore. Without the aid of Captain Holmes and his crew we could not have saved the launch, and possibly would not have been able to save our own lives.

JESSE L. SCOTT.  
FRED. C. CRIPPS.  
HERBERT C. HOWARD.

TO DISTRICT SUPERINTENDENT,  
*Second Life-Saving District.*

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ASSATEAGUE, VIRGINIA, November 19, 1904.

SIR: I desire to express my appreciation of the promptness of the Life-Saving Service, as exemplified by the services rendered myself and vessel, the schooner *J. Howell Leeds*, by the Assateague Beach and Wallops Beach crews. They boarded the vessel as soon as possible, and assisted in every way in getting her into a safe place to anchor.

WALTER BATEMAN, *Master.*

TO THE GENERAL SUPERINTENDENT OF LIFE-SAVING SERVICE,  
*Washington, District of Columbia.*

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HATTERAS INLET, NORTH CAROLINA, November 24, 1904.

DEAR SIR: Permit me to write you further in regard to service rendered in matter of the house boat *Drift Lodge*, abandoned in storm of the 13th instant, near Royal Shoal, Pamlico Sound. The boat went ashore on Legged Lump Reef, where she was

discerned by the lookout at Hatteras Inlet Station. Captain McWilliams and his crew went out to her, saved what little we had left aboard, and brought the damaged boat into harbor near the station. When I reached this point Captain McWilliams turned over to me what property he had saved, and upon which he and his men had expended considerable time in cleaning and getting in as good condition as possible. Both the captain and his crew have also extended every courtesy to Mrs. Hutchins and myself when here arranging for getting the wrecked boat away. I expect to get her under tow this morning, having made the second visit to this point for the purpose.

It affords me pleasure to thus acknowledge the services and kindness of Captain McWilliams and his crew.

Very truly,

FRANK W. HUTCHINS.

GENERAL SUPERINTENDENT LIFE-SAVING SERVICE,  
*Washington, District of Columbia.*

CHICAMACOMICO LIFE-SAVING STATION, NORTH CAROLINA,  
*November 25, 1904.*

DEAR SIR: I write to thank you on behalf of myself and crew of the schooner *Myra W. Spear*, of Long Branch, for the kind treatment received at your hands when we were certainly in need of it.

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

Respectfully, yours,

D. J. LEWIS, *Master.*

TO L. BANISTER MIDGETT,  
*Keeper Chicamacomico Life-Saving Station.*

HATTERAS, NORTH CAROLINA, *December 11, 1904.*

DEAR SIR: I wish to express my thanks to Captain Styron and his noble crew of Durants Life-Saving Station, through you, for the kind treatment and service rendered me to-day in assisting in saving my kerosene-oil launch. A gale from the NW sprang up last night and my launch dragged her anchor and went ashore, and Captain Styron and his crew came to the rescue at once and took her into a safe harbor. I have been to sea for twenty-three years, seventeen of it as master, and this is the first time I ever called for help, but I got it, and got it quick. The only trouble I see with the Service is that the captain and crew are so poorly paid. The crew should get \$100 per month and the captain \$1,500 per year, as they pay the public more than any branch of the Government besides the risk they take of their lives.

Yours, truly,

JNO. B. WHEALTON.

GENERAL SUPERINTENDENT LIFE-SAVING SERVICE,  
*Washington, District of Columbia.*

YOUNGSTOWN, NEW YORK, *December 18, 1904.*

DEAR CAPTAIN: You will hear of the rescue from drowning in the river at Youngstown from other sources, and particulars in detail are not necessary.

But I do want to speak of the bravery of two of the Niagara station crew, John Fitzpatrick and Andrew Schultz, in jumping into the icy water and swimming to a helpless man and holding him up until the arrival of a boat, rowed out to their aid by Harry Rice, which brought them to shore. But their work was not ended then, as the rescued man was unconscious, and the work of resuscitation was resorted to, not in a haphazard way, doing one thing and then another and guessing all the time, but in an intelligent, scientific manner, as practiced in the Life-Saving Service. Those two surfmen certainly showed the efficiency of their training by their work, and before the arrival of a physician the man was restored and in a condition to be put to bed. I can see how men may do a thing on impulse of the moment that after it is done may be considered brave, but when two men run down the long steps of the Eldorado Hotel and out on the pier, stripping off coats as they run, they are doing the act with some degree of deliberation. As one of them said to me (Fitz-

patrick), "There was only one thing to do," and that was done, not with expectation of reward, but from a sense of duty of man toward man. As I saw the men jump into the water and swim out, I thought it was the bravest thing a man could do—not a foolhardy act, but a brave one in the true sense of the word.

Surely this is a great credit to the Life-Saving Service, when men who are off duty jump into freezing waters and swim to a drowning man. It proves that the Service instills into its surfmen lessons that do not become obsolete at the midnight closing of the stations. The bravery of those two men, also of the one who rowed to their rescue, should not be overlooked, when it is the policy of our country to recognize such deeds.

Very truly, yours,

HENRY H. DAVIS.

To Captain E. E. CHAPMAN,

*Superintendent Tenth Life-Saving District, Buffalo, New York.*

BOSTON, MASSACHUSETTS, *December 18, 1904.*

DEAR SIR: I hereby wish to state that I arrived off the whistling buoy at Coos Bay at dark on the evening of November 4, 1904, and that through the prompt action of Captain Nelson and crew I was saved from almost certain destruction—both myself and boat's crew. They warned me away from the blind breakers on the north jetty, which I was about to enter. Captain Nelson also rendered me valuable assistance by guiding me over the bar at 2 a. m. of the 12th; otherwise I should have been out twelve days more, which would have been a very serious matter, as I carry 42 men and had only one sack of flour and three tons of coal in the bunkers. Therefore I can not say too much in praise of the prompt action of Captain Nelson and his crew.

Respectfully,

S. F. COTLE,

*Master Steamship William Baylies.*

Captain W. H. ROBERTS,

*Assistant Inspector, Thirteenth Life-Saving District.*

CREEDS HILL LIFE-SAVING STATION, NORTH CAROLINA,

*December 31, 1904.*

DEAR SIR: The steamship *Northeastern*, from Port Arthur, Texas, bound to Philadelphia, on the night of December 27, got upon Diamond Shoals, and was in a very perilous position, in a southerly gale. We had to stay on the wreck thirty-five hours, at the same time burning torches and receiving answers from the Creeds Hill and Cape Hatteras life-saving stations. The sea was running very high and it was impossible for anyone to launch a lifeboat. At the first chance the captains of Creeds Hill and Hatteras life-saving stations launched their boats and came to our rescue, for which we were very glad, as the ship was broken in two and in a sinking condition. We were landed safely by Captain E. H. Peel and Captain P. H. Etheridge, and we, the crew of the steamship *Northeastern*, think they ran a great risk in doing so. The kindness they showed us at the life-saving station after landing we shall never forget, as all our clothing was lost. We, the undersigned, can not speak too highly of the danger they put themselves to in saving us, for in twelve hours more we should all have been lost. We had no boats to save ourselves; they all got stove in launching them.

Thanking Captains E. H. Peel and P. H. Etheridge and their crews for their kind hospitality, we remain,

Yours, respectfully,

W. J. LYNCH, *Master Steamer Northeastern.*

CHAS. R. MALCOLM, *Chief Engineer.*

C. H. BLAISDELL, *First Assistant Engineer.*

FRANK LIND, *Second Assistant Engineer.*

HENRY T. DANIELS, *Third Assistant Engineer.*

PAUL R. F. OVERBECK, *Second Mate.*

J. WATKINS, *Steward.*

ALFRED BOYD, *Oiler.*

FRANK JOHNSON, *Quartermaster.*

FRANK O. CARLSON, *Quartermaster.*

O. F. JANSON, *Seaman.*

LOUIS SIERVER, *Messman.*

The GENERAL SUPERINTENDENT OF THE LIFE-SAVING SERVICE,

*Washington, District of Columbia.*

NEW YORK, NEW YORK, *January 5, 1905.*

SIR: I wish to express through your newspaper, on behalf of my officers, crew, and myself, my sincere thanks and gratitude to Captain Doxsee, keeper of the Fire Island Life-Saving Station; to Captain Edgar Frost, keeper of the Oak Island Life-Saving Station, and to Captain T. H. Patterson, keeper of the life-saving station at Sandy Hook, for their gallant and valuable services in rescuing us at a time when our steamer was about to break to pieces.

I shall be obliged if you will kindly make this letter public, as an appreciation of our most grateful thanks to the life-savers, who, under the most perilous circumstances, saved our lives.

WILLIAM NICHOLSON,  
*Late Master of the Steamship Drumelzier.*

To the EDITOR OF THE HERALD.

CREEDS HILL, NORTH CAROLINA, *January 17, 1905.*

SIR: I should feel very ungrateful if I failed to express my high appreciation of the services rendered by keepers E. H. Peel and P. H. Etheridge, and their crews, of the Creeds Hill and Cape Hatteras life-saving stations, in rescuing me and the crew of the schooner *Cordelia E. Hays*, of Portland, Me., on the 15th instant. At great risk we were taken from the schooner while the seas were breaking completely over her and she was showing signs of going to pieces, for which service I wish to publicly thank them. We all wish to express the opinion that keepers Peel and Etheridge are masters in handling a surfboat. We watched all their movements and never before saw such skill as they displayed time and again. We expected that their boats would be lost, but at the right time they always had them in position to ride the mountains of seas. They brought their boats alongside the vessel, a perilous feat, and took us in safety to the station on shore, where we received every attention and good treatment.

Respectfully,

A. J. BROWN,  
*Master Schooner Cordelia E. Hays.*

The GENERAL SUPERINTENDENT LIFE-SAVING SERVICE,  
*Washington, District of Columbia.*

CHARLESTON, SOUTH CAROLINA, *January 17, 1905.*

DEAR SIR: I wish to thank you and your crew for the able assistance rendered me in pulling my vessel, the *Rapido*, of Cienfuegos, Cuba, off the shoal abreast of your station on the 13th instant. On my return to New York it will be my pleasure as well as my duty to call the attention of the insurance company underwriting this vessel to the services rendered. I am, my dear sir,

Yours, very truly,

C. E. MILLER,  
*Master Steamer Rapido.*

Captain W. T. WILLIS,  
*Keeper Core Bank Life-Saving Station, North Carolina.*

CHATHAM, MASSACHUSETTS, *January 28, 1905.*

DEAR SIR: I wish to thank you all for your kindness in going in the awful storm of Wednesday last to help save my boy. I can not express to you in writing the gratitude and thankfulness I owe you all. May God watch over and keep you all is the wish of a grateful mother's heart. Again thanking you for your kindness, I am,  
Very sincerely,

MYRA ELLIS.

Keeper H. E. ELDRIDGE AND CREW,  
*Chatham Life-Saving Station, Massachusetts.*

OWEN SOUND, ONTARIO, *February 1, 1905.*

DEAR SIR: I hereby tender you and your men of the Vermilion Life-Saving Station thanks for the manner in which you assisted us while aground near your station last December 1 and 2. I must say that I never met a more gentlemanly crew in my

life. I also found any and all of your men ready and willing to give assistance in any way they could. Hoping that you may long be spared to do so, I am,  
Respectfully, yours,

JAMES BLACK,  
*Master of Steamship Turret Court.*

Captain JAMES A. CARPENTER,  
*Keeper Vermilion Life-Saving Station, Michigan.*

STEAMSHIP AMAZONSENSE,  
*Galveston, Texas, February 4, 1905.*

DEAR SIR: Let me take this first opportunity of expressing to you my sincerest thanks for the very able and prompt manner in which your gallant life-saving crew responded to my distress signals when off the Galveston coast and at such a distance from their station. Words can not express my appreciation of the valuable and able assistance rendered under such unfavorable conditions as existed on the night of February 2, 1905. I can not speak too highly in behalf of the keeper and his crew.  
Most respectfully, yours,

W. I. HUGHES,  
*Master Steamship Amazonense.*

To W. A. HUTCHINGS,  
*Superintendent Ninth Life-Saving District.*

ON BOARD STEAMSHIP NUECES,  
*Galveston, Texas, February 11, 1905.*

DEAR SIR: I wish to express through you my thanks to the two life-saving crews, Captain J. Bottjer, of San Luis Station, and Captain John Steinhart, of Velasco Station. They did all that was possible to assist me while my ship was ashore—took telegrams to Velasco for me, ran anchors, and helped to discharge my cargo. In fact, they did everything possible, and did it cheerfully and willingly, and stood by me all the time, some fifty hours. They are a credit to their stations.  
Respectfully,

GEO. B. HIX,  
*Master Steamship Nueces.*

Mr. W. A. HUTCHINGS,  
*Superintendent Ninth Life-Saving District.*

GALVESTON, TEXAS, February 15, 1905.

DEAR SIR: I take pleasure in advising you that the life-saving crew at San Luis Pass, in charge of Keeper Bottjer, and the crew at Velasco Station, in charge of Keeper Steinhart, were very prompt and efficient in their services to the steamship *Nueces*, which stranded 5 miles west of San Luis Pass last week. They stayed by the *Nueces* until she was floated, and rendered assistance to Captain Hix in every possible way, and were ready and willing to do anything they could during the time she was stranded.

Yours, truly,

J. B. DENISON, *Agent.*

Mr. Wm. A. HUTCHINGS,  
*Superintendent Ninth Life-Saving District.*

FALSE CAPE, VIRGINIA, February 17, 1905.

SIR: We wish to express our sincere thanks to you for having in the Life-Saving Service a man as capable as Keeper William H. O'Neal, of False Cape Life-Saving Station.

On February 3, at 9.30 p. m., in a thick snowstorm, with the wind blowing strong NNW., we made the breakers, which proved to be 1½ miles N. of False Cape Life-Saving Station. We put the wheel up, but could not clear the breakers. We made distress signals, which were immediately answered. The life-savers sent off the

breeches buoy, which became tangled in some old wreckage and would not work. They then launched the surfboat in the face of a raging sea and blinding snowstorm, much in danger of their own lives, as the night was very dark, and landed the captain's wife and child. They then stood by the vessel until morning, as we did not care to take the chances of landing till daylight. We were then taken care of at the station, and we can not speak too highly of the captain and his crew.

We remain, yours, very truly,

R. A. HATFIELD, *Master*,  
ALONZO McDONOUGH, *Mate*,  
JAMES A. SHAW, *Steward*,  
ANTON ROSSLER, *Seaman*,  
WILHELM PEDERSEN, *Seaman*,  
FRANK JANSEN, *Seaman*,  
L. SMITH, *Seaman*,

*Of the American Schooner D. M. Anthony.*

GENERAL SUPERINTENDENT OF THE LIFE-SAVING SERVICE,  
*Washington, District of Columbia.*

NORFOLK, VIRGINIA, *February 20, 1905.*

DEAR SIR: I think it my duty, as well as a pleasure, to recommend the following gentlemen in the Life-Saving Service who have done so much for me: First, Captain W. H. O'Neal, for saving my wife in such a terrible night and sea, and handing her and her child over to No. 1 surfman, M. T. H. De Lon, who took them home to be cared for by his family, and I and they could not be better cared for by any of my friends. I also say that this surfman understands and is always ready and willing to do his duty, and as far as myself and wife are concerned we can not speak too highly of all of them.

Yours, very truly,

R. A. HATFIELD, *Captain*,  
MRS. R. A. HATFIELD,  
*Of the American Schooner D. M. Anthony.*

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

PORTSMOUTH, NORTH CAROLINA, *February 26, 1905.*

DEAR SIR: I want to thank you and your crew for your persistent efforts in successfully floating and saving my schooner, the *Cherubin*, which was stranded January 25 and later abandoned by her captain. Please tender with your report my thanks to the Department.

Respectfully, yours,

JOSEPH H. NEAL.

Keeper CHARLES S. McWILLIAMS,  
*Portsmouth Life-Saving Station, North Carolina.*

NORFOLK, VIRGINIA, *February 28, 1905.*

DEAR SIR: Captain J. BROWN, master of the steamship *Bangor*, ashore off your station February 25, 1905, wishes us to thank you for the valuable services which you and your crew rendered to him on that day.

Yours, very truly,

CASTNER, CURRAN & BULLITT,  
By E. BARNETT,  
*Manager Norfolk Office.*

CAPTAIN OF THE LITTLE ISLAND LIFE-SAVING STATION,  
*Virginia Beach, Virginia.*

OFFICE OF THE INSPECTOR, THIRD LIGHT-HOUSE DISTRICT,  
*Tompkinsville, New York, March 14, 1905.*

SIR: I have the honor to request that the thanks and appreciation of this office be extended to Captain James H. Mulligan, keeper of the Monmouth Beach Life-

Saving Station and the members of his crew for the assistance rendered the master of the light-house tender *Gardenia* in recovering a stranded buoy from the beach off his station March 3, 1905.

Respectfully,

F. W. OERKENFELS,  
Chief Clerk.

Captain CHARLES H. McLELLAN,  
United States Revenue-Cutter Service,  
Inspector Life-Saving Stations, 17 State Street, New York City.

GLOUCESTER, MASSACHUSETTS, March 18, 1905.

DEAR SIR: By request of Captain Joseph Graham, of the schooner *Ramona*, and also on behalf of the undersigned, the owners of the schooner *Ramona*, we wish to thank you for your help and assistance to the schooner *Ramona*, which was ashore on your bar off Chatham, on February 18, 1905. The captain says but for your prompt assistance, cheerfully given, he would have been in a bad fix, and he wished us to write and thank you for doing so much for him on that night. No one can appreciate your services except the men to whom you render assistance, but the owners of the Gloucester fishing schooners have nothing but praise for the life-saving men of Cape Cod, who more than once have been of timely assistance to their captains and men when in distress. Please convey the captain's and our thanks to your men also.

We shall write a letter to Congressman Gardner, telling him of your prompt and efficient services in this instance, as well as many others.

Yours, respectfully,

GEORGE STEELE & Co.

Captain HERBERT ELDRIDGE,  
Chatham Life-Saving Station, Chatham, Massachusetts.

BOSTON, MASSACHUSETTS, March 20, 1905.

DEAR SIR: I wish to give praise to Captain James H. Charles and crew of the Orleans, Massachusetts, Life-Saving Station for being so prompt in answer to signals of distress on schooner *James Rothwell* on the morning of March 18, and who rendered such valuable service in doing all in their power to get the vessel to a place of safety. The fact of their being so prompt in getting on board proves that this crew must be constantly on the watch and attending to their duty. Kindly accept thanks from myself and crew.

Yours, truly,

E. E. FISHER,  
Master, Schooner *James Rothwell*.

S. I. KIMBALL, Esq.,  
General Superintendent Life-Saving Service,  
Washington, District of Columbia.

JONESPORT, MAINE, April 4, 1905.

DEAR SIR: My vessel ran ashore near Freemans Rock, off the Eastern Bay, at 10.30 p. m. on the 1st instant. I was pleased the next morning to see the surfboat coming from the Great Wass Island Station. They arrived at 6.30 a. m., and were the first and only ones to offer any assistance. The crew took my men and personal effects, also a part of the stores, and carried them to the light-house on Moose Point, after which they took me to Jonesport, where I made a trade for assistance. By receiving their assistance I was enabled to reach town early enough to send a lighter to the vessel that same day. After lightening the deck load they succeeded in floating the schooner, and, with the assistance of the revenue cutter *Woodbury*, towed her to Jonesport. I appreciate the good work done for me by the station crew, also the genial manner in which they did it. I wish to congratulate you in having such an able man as Captain Hall.

Yours, very truly,

W. O. BERRY,  
Master, Schooner *Annie Gus*.

S. I. KIMBALL, Esq.,  
General Superintendent, Life-Saving Service,  
Washington, District of Columbia.

PHILADELPHIA, PENNSYLVANIA, *April 21, 1905.*

DEAR SIR: It is difficult to find words that will express my feelings of thankfulness to you and the boys under you for their kindness, hospitality, and many favors that were showered on me and my people during our stay with you.

I greatly appreciate the help you gave me in my endeavors to save the schooner *M. P. Howlett*, and if I can in any way repay you I am yours to command.

Yours, most thankfully,

M. P. HOWLETT,  
*Owner Schooner M. P. Howlett.*

Captain JOSEPH FEDDEMAN,  
*Keeper Assateague Beach Life-Saving Station, Virginia.*

FIREMAN'S INSURANCE COMPANY,  
*San Francisco, California, April 22, 1905.*

DEAR SIR: Our surveyor, Captain Turner, recently returned from the scene of the wreck of the schooner *Onward*, and advises us that Captain Johnson and crew of the Life-Saving Station at Bandon, Oregon (Coquille River), rendered extremely valuable assistance and service in connection with the salvage operations. Captain Turner also informs us that similar valuable services were rendered by Captain Johnson and crew, whereby the schooner *C. A. Klose* was saved from serious loss.

We therefore desire to express to you in this manner our sincere appreciation of the work of the Life-Saving Service, as just indicated, and to thank you personally for your kind courtesy in the *Onward* matter.

Yours, very truly,

J. B. LEVISON,  
*Marine Secretary.*

Major T. J. BLAKENEY,  
*Superintendent Thirteenth Life-Saving District,  
San Francisco, California.*

BIDDEFORD POOL, MAINE, *April 26, 1905.*

DEAR SIR: No words can express my gratitude for the keeper and crew of the Fletchers Neck Life-Saving Station for saving me and my crew on the morning of April 13. We had a cargo of lime on the schooner *Annie L. Wilder*, and had sailed from our home port of Rockport on the 4th day of April, 1905. Meeting rough weather and a fresh southwest wind we were compelled to come into the above port for shelter. On the morning of the 13th we made sail with the intention of going to sea, but as the wind was light and the tide running strong we were swept on the rocks at Negro Island, where we were discovered at daybreak by the life-saving crew, who boarded the vessel without delay. From the first we saw no chances of saving her from destruction by fire, so with the assistance of the captain and the crew from the station the vessel was stripped of rigging, sails, and spars. In less than two hours we had everything on shore. I have been here some little time and can say that I could not have been treated any better had I been with my own family, the keeper, his wife, and crew doing everything to make me comfortable. The men of the life-saving crew were the only help I could obtain, and I highly recommend them.

Yours, very truly,

W. P. GREENLAW,  
*Master Schooner Annie L. Wilder.*

The GENERAL SUPERINTENDENT OF THE LIFE-SAVING SERVICE,  
*Washington, District of Columbia.*

WAUKEGAN, ILLINOIS, *May 4, 1905.*

DEAR SIR: I feel prompted to write you this message to show how I appreciate the services rendered me by the life-saving station at Manistee, Michigan, and especially by Captain John Hanson during the past week. I put into Manistee in a schooner in a water-logged condition, and from the moment I reached the dock until the time

I left, I was treated with such careful attention and kindly sympathy by the men, and especially by Captain Hanson, that I feel it my duty to let the Department know what efficient service they rendered me. I am acquainted with the various stations all around the lake, but I have never received such prompt assistance and such courteous treatment as I received from Captain Hanson, of Manistee. To his duties as an official he added the qualities of a gentleman. While I thanked him personally for his many courtesies, still I feel it my duty to express myself to headquarters in this brief note. Trusting that you will not deem this expression of my feelings an intrusion, let me remain,

Yours, sincerely,

BENJAMIN PARMALEE,  
Master Schooner *Argo*.

Lieutenant J. H. QUINAN,  
United States Revenue-Cutter Service,  
Assistant Inspector, Life-Saving Service, Chicago, Illinois.

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BLACK RIVER, MICHIGAN, May 6, 1905.

I hereby certify that Captain Henderson and his crew of life-savers, of Sturgeon Point, Michigan, have been of great service to myself and crew, also my steamer *Edward P. Recor*, while ashore on Black River Reef, Michigan, May 2 to 6, 1905.

They are, one and all, good, strong, reliable men and report promptly to duty without a murmur and are always ready and willing to assist in any manner possible; and we, the undersigned, find them a very gentlemanly lot of men.

(Signed)

E. K. HUNGERFORD, *Master*,  
EDWARD EMIG, *Mate*,  
C. SCHUMNK, *Chief Engineer*,  
FRED ENRIGHT, *Second Engineer*.

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

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NORFOLK, VIRGINIA, May 14, 1905.

MY DEAR SIR: Through you I wish to extend my thanks to brave Captain Willis and the crew of Core Bank Life-Saving Station for the prompt assistance rendered by them while my schooner, the *D. D. Haskell*, was stranded on the beach near that station.

I wish to thank Captain Willis personally for his good advice and his kind treatment of myself and crew.

He will long be remembered by me.

Yours, truly,

ERNEST M. TORREY,  
Master Schooner *Haskell*.

GENERAL SUPERINTENDENT LIFE-SAVING SERVICE,  
Washington, District of Columbia.

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NEW YORK, NEW YORK, May 22, 1905.

SIR: I wish to express to you my sincere thanks and appreciation of the very valuable services which were rendered by the Long Branch Life-Saving Station on May 17, 1905, when my vessel, the Danish bark *Bertha*, was driven ashore at Elberon, New Jersey, during a dense fog.

The members of the life-saving station acted most courageously and, after we had been taken ashore, treated us in the kindest manner.

I should feel greatly obliged if you would kindly, officially, convey my personal thanks to the members of the life-saving station for the efficient services rendered.

Yours, most respectfully,

J. J. NORHOLM,  
Master Danish bark *Bertha*.

GENERAL SUPERINTENDENT UNITED STATES LIFE-SAVING SERVICE,  
Washington, District of Columbia.

CHEBOYGAN, MICHIGAN, *May 27, 1905.*

DEAR SIR: I wish to tender my thanks to the captain and crew of the Pointe aux Barques Station for their service toward the steamer *Hickox* when disabled off Pointe aux Barques on the 11th of May.

Yours, truly,

CAPTAIN EMIG,  
*Steamer Hickox.*

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

SAINT CLAIR, MICHIGAN, *June 5, 1905.*

DEAR SIR: I desire to express to you and your company my gratitude for the constant attention and services you rendered the steamer *E. P. Recor*, which stranded on Black River Reef May 2 to May 6, 1905.

Again thanking you, I remain, yours, sincerely,

E. C. RECOR,  
*Managing owner.*

Captain J. E. HENDERSON,  
*Keeper Sturgeon Point Life-Saving Station.*

CHICAGO, ILLINOIS, *June 20, 1905.*

GENTLEMEN: In appreciation of your timely assistance rendered the writer in the rapids of the Ohio River Sunday a. m., June 18, I beg to thank you, which is expressing my gratefulness very mildly, for the kindness shown us by your employees and officers.

Yours, very truly,

FRED DE CARDY.

UNITED STATES LIFE-SAVING STATION,  
*Louisville, Kentucky.*

LOUISVILLE, KENTUCKY, *June 21, 1905.*

GENTLEMEN: I wish to thank you for your timely assistance to myself and escort last Sunday morning, and to assure you I felt relieved when I discovered your crew coming to our aid. I now appreciate, as never before, the necessity of a life-saving station at this point, and I believe the Louisville crew would take the prize for quick action.

Again thanking you, and wishing you future success, I beg to remain,  
Respectfully,

ANNIE MAY WELCH.

UNITED STATES LIFE-SAVING STATION,  
*Louisville, Kentucky.*

LOUISVILLE, KENTUCKY, *June 22, 1905.*

I herewith beg to offer my hearty appreciation and thanks to this station and to the gallant crew, through whose vigilance and efficient promptness my brother and I were so bravely rescued from almost certain death on the rapids of the Ohio, the morning of June 21.

RUDOLPH WITGENSTEIN.

UNITED STATES LIFE-SAVING STATION,  
*Louisville, Kentucky.*

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**MEDALS OF HONOR.**

**1876-1905.**



## LIST OF MEDALISTS.

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

Detailed accounts of the rescues effected during the year 1904-5, for which medals have been awarded, may be found under the caption "Award of medals."

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

*List of medalists—Continued.*

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

List of medalists—Continued.

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

*List of medalists—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
William Devan.....	Louisville, Ky....	Rescuing from drowning in the Ohio River, at the falls at Louisville, at various times since 1875, of no less than forty-five persons. (An. Rpt. 1879.)	Gold medal...	Sept. 3, 1879
John Gillooly.....	do.....	do.....	do.....	Do.
John Tully.....	do.....	do.....	do.....	Do.
Isaac F. Mayo.....	Provincetown, Mass.	Rescuing several of the crew of the schooner Sarah J. Fort, wrecked on Cape Cod, Feb. 26, 1879. (An. Rpt., 1879.)	do.....	Nov. 10, 1879
Morris Dowd.....	Private, U. S. Army.	Rescue of a fellow-soldier named Charles Lock from drowning in Frenchmans Creek, Mont., July 20, 1879. (An. Rpt., 1880.)	Silver medal..	Feb. 4, 1880
John Delaney.....	Metropolitan police, New York.	Rescue of George McFadden from drowning in the East River, Dec. 4, 1879. (An. Rpt., 1880.)	do.....	Mar. 2, 1880
Cheney R. Prouty.....	Indianola, Tex....	Rescuing three men from a capsized boat on the Texas coast, May 5, 1878, after almost superhuman exertions. (An. Rpt., 1880.)	Gold medal...	Mar. 16, 1880
Thomas Farley.....	Metropolitan police, New York.	Rescuing a number of persons from drowning in the East River during the years 1877, 1879, and 1880. (An. Rpt., 1880.)	do.....	Apr. 2, 1880
Lovell K. Reynolds....	Ensign, U. S. Navy.	Rescuing at sea, during a gale, the crew of the wrecked Austro-Hungarian bark Olivo, Nov. 24, 1879, making several trips through the stormy sea between the U. S. frigate Constellation and the wreck in a small boat in effecting the rescue. (An. Rpt., 1880.)	do.....	Do.
William A. Clark.....	Glen Arbor, Mich.	Rescuing, at great risk to his life, two men, the survivors of the crew of seven of the wrecked schooner W. B. Phelps, Nov. 20, 1870, near Glen Arbor. (An. Rpt., 1880.)	do.....	Apr. 8, 1880
Charles A. Rosman.....	do.....	do.....	do.....	Do.
W. C. Ray.....	do.....	do.....	do.....	Do.
John Tobin.....	do.....	do.....	do.....	Do.
John Blanchfield.....	do.....	do.....	do.....	Do.
Charles H. Valentine....	Keeper of life-saving station.	Rescuing the crews of two vessels, the schooner E. C. Babcock and the Spanish brig Augustina, wrecked on the New Jersey beach during the terrible gale of Feb. 3, 1880. (An. Rpt., 1880.)	do.....	June 18, 1880
Garret H. White.....	Surfman.....	do.....	do.....	Do.
Nelson Lockwood.....	do.....	do.....	do.....	Do.
Benjamin C. Potter.....	do.....	do.....	do.....	Do.
William H. Ferguson.....	do.....	do.....	do.....	Do.
John Van Brunt.....	do.....	do.....	do.....	Do.
Jerome G. Kiah.....	Keeper of life-saving station.	Gallant attempt to reach the distressed scow J. H. Magruder, Apr. 23, 1880, in which the lifeboat was capsized and all but the keeper drowned. (An. Rpt., 1880.)	do.....	Nov. 8, 1880

*List of medalists—Continued.*

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

*List of medalists—Continued.*

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

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
John H. Hewitt.....	NewHaven, 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 Brandley .....	do	do	do	Do.
Frank Waters.....	do	do	do	Do.
James McFee.....	do	do	do	Do.
Thomas W. Perry.....	do	do	do	Do.
George E. Ball.....	do	do	do	Do.
Eugene Payne.....	do	do	do	Do.
John Burns.....	do	do	do	Do.
A. A. Gould.....	do	do	do	Do.
Alden C. Roberts.....	do	do	do	Do.
William J. Wilson.....	do	do	do	Do.
Charles Parketon.....	do	do	do	Do.
Henry C. Tuncks.....	do	do	do	Do.
E. P. H. Ley.....	do	do	do	Do.
Edward Smeed.....	Providence, R. I.	do	do	Do.
Carl Johnson.....	Charlestown, Mass	do	do	Do.
Ross Ingalls.....	Baltimore, Md.	do	do	Do.
Charles C. Goodwin....	Keeper of life-saving station.	Rescuing the crews, twenty-nine persons, of the schooners Sophia Minch, John B. Merrill, and John T. Johnson, sunk off Cleveland, Ohio, on Oct. 31, and Nov. 1 and 11, 1883, respectively. Each service was performed at night and during the prevalence of a terrific gale. (An. Rpt., 1885.) 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. Cowles, who broke through the ice while skating near Great Captains Island, Long Island Sound, Feb. 23, 1885. (An. Rpt., 1885.)	do	Apr. 24, 1885
Benjamin B. Dailey....	Keeper of life-saving station.	Rescuing the crew of nine men from the rigging of the wrecked barkentine Ephraim Williams, off Cape Hatteras, Dec. 22, 1884. To accomplish the rescue they pulled 5 miles offshore during a gale and through a tremendous sea. (An. Rpt., 1885.)	Gold medal...	Do.
Patrick H. Etheridge.....	do	do	do	Do.
Isaac L. Jennett.....	Surfman.....	do	do	Do.
Thomas Gray.....	do	do	do	Do.
John H. Midgett.....	do	do	do	Do.
Jabez B. Jennett.....	do	do	do	Do.
Charles Fulcher.....	do	do	do	Do.

*List of medalists—Continued.*

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

List of medalists—Continued.

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

## List of medalists—Continued.

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

*List of medalists—Continued.*

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

## List of medalists—Continued.

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

*List of medalists—Continued.*

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

*List of medalists—Continued.*

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

*List of medalists—Continued.*

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

*List of medalists—Continued.*

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

*List of medalists—Continued.*

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

*List of medalists—Continued.*

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

List of medalists—Continued.

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

*List of medalists—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Joseph Devine.....	Fire department, Providence, R. I.	Rescued by jumping from a wharf at Providence, R. I., July 17, 1890, a man who had fallen into the water. The current was strong and the man unable to swim. Mr. Devine having received a silver medal previously (see record of July 22, 1886), a silver bar was awarded for his service.	Silver bar ....	Feb. 20, 1893
W. G. Lee .....	Savannah, Ga. ....	Rescuing on five different occasions—four of them being at night—between Dec. 13, 1878, and July 5, 1885, eight persons who had fallen into the waters on the coasts of Georgia and Florida. The assistance was rendered at great personal risk, placing the life of the rescuer in jeopardy.	Gold medal...	Feb. 23, 1893
F. D. Webster .....	Lieutenant, U. S. Army.	Rescuing a man and his wife who had fallen through an air hole while crossing the ice between Jersey City and Bedloes Island, New York Harbor, on the evening of Jan. 18, 1893. The rescue was accomplished after arduous labor and at great hazard, the ice bending and almost giving way beneath the men engaged in the work, who were in imminent danger of being submerged.	Silver medal .	Do.
Denis Barry.....	Private, Co. A, Sixth Infantry.	.....do.....	.....do.....	Do.
John Buerger.....	.....do.....	.....do.....	.....do.....	Do.
Denis Guiney.....	.....do.....	.....do.....	.....do.....	Do.
Leroy S. Hotchkiss.....	.....do.....	.....do.....	.....do.....	Do.
Charles F. Rodenstein.....	.....do.....	.....do.....	.....do.....	Do.
Alex. M. Wetherill, jr.....	.....do.....	.....do.....	.....do.....	Do.
Benjamin Hewlett.....	Wilmington, N. C.	Rescuing on Aug. 8, 1892, two young girls bathing near the mouth of Hewletts Creek, Wrightsville Sound, North Carolina who had got beyond their depth and were drifting out with the current. After a heroic struggle he reached shore with them but was disabled several days by exhaustion and cuts on the feet caused by running over oyster beds to reach them.	.....do.....	Mar. 16, 1893
Harvey A. White .....	Bangor, Me.....	Rescued two boys from drowning in the Penobscot River, Maine, Aug. 15, 1892. One of the boys clutched him, but he shook himself free, and by using both hands in holding each by the hair, carried them safely ashore.	.....do.....	Do.
Valentine Jones .....	Master of the steamer Hudson.	Rescuing in the steamer Hudson, by superior seamanship and persistent courage, the crew of the barge Sunshine, consisting of six men and a woman, on the night of Oct. 29, 1892, on Lake Erie. The barge went to pieces soon after the crew had been saved.	.....do.....	Mar. 29, 1893

*List of medalists—Continued.*

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

*List of medalists—Continued.*

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

*List of medalists—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Dennis F. Ward.....	Patrolman, New York City police.	Rescued, by jumping from a wharf at the foot of 120th street, New York City, Mar. 24, 1892, a boy who was drifting outward with the tide. After a hard struggle in the freezing water the officer brought the benumbed and helpless lad to the shore.	Silver medal..	Feb. 28, 1894
Alfred Graeber .....	Belleville, Ill. ....	Rescuing, on Aug. 4, 1893, by prompt action, superior skill, and with considerable risk, four ladies who were endangered while bathing in the Okaw River, near Venedy, Ill.	.....do .....	May 11, 1894
Dr. Joseph B. Graham.	Savannah, Ga ....	Rescuing in a small boat, with the assistance of Peter Dodge, a colored man, three men from the British bark Mary E. Chapman, stranded on Stone Horse Reef, Tybee Island, Georgia, Feb. 24, 1894. The heroic example of Dr. Graham and his boatman inspired others to persist, in the face of adverse conditions, in efforts, which were finally successful, to rescue seven men remaining on board the imperiled vessel.	Gold medal...	Aug. 4, 1894
Peter Dodge .....	do .....	do .....	Silver medal..	Do.
Frank Sweezy .....	Fire department, Bridgeport, Conn.	Bravely rescuing from drowning two boys who had capsized in a small boat, on Mar. 31, 1893, by jumping from a bridge, and, encumbered by his clothing and unaided, succeeded in landing them safely on shore.	.....do .....	Aug. 28, 1894
Harry King .....	San Francisco, Cal.	Heroically swimming to the rescue, Oct. 31, 1893, of a fisherman whose boat had capsized in the breakers off the California coast, and who was unable to reach the shore.	Gold medal...	Sept. 26, 1894.
James Russell .....	Quartermaster, U. S. revenue cutter Forward.	Bravely rescuing, Apr. 2, 1894, a ship's boy, who had fallen overboard and was drifting with the tide into deep water. Russell sprang from the deck, encumbered by his clothing and shoes, dived for the lad, who had sunk beneath the surface, recovered and swam with him toward the vessel until aid therefrom reached them.	Silver medal..	Do.
Daniel E. Lynn .....	Port Huron, Mich.	During a fierce gale and high sea, attempted to reach the water-logged schooner William Shupe in a yawl boat towed by a tug, on May 19, 1894, to render assistance to the imperiled crew. The boat was capsized and all of its occupants, except Mr. Lynn, were drowned. He was washed ashore in an unconscious condition, half a mile from the vessel.	Gold medal...	Mar. 2, 1897 (special act).

*List of medalists—Continued.*

Name.	Residence, etc.	Service rendered.	Award,	Date of award.
Gilbert T. Hadlock ....	Master of steamer Islesford.	Daring seamanship, June 19, 1894, in navigating the small steamer Islesford in a dense fog and high sea through a tortuous and dangerous channel to the wreck of the schooner Effie T. Kemp, stranded on Thumper Ledge, Bakers Island, Maine, with seas breaking over her, and in rescuing thirteen men from her bowsprit by the skillful management of a dory.	Silver medal..	Mar. 18, 1898
Benjamin G. Cameron.	Keeper of life-saving station.	Rescuing and assisting to rescue 108 persons from shipwreck on various occasions from 1875 to 1897.	.....do.....	Feb. 20, 1899
Michael F. Barry.....	Brooklyn, N. Y. ...	Heroic services in rescuing from drowning, at the peril of his life, several people under the most trying difficulties on several occasions between the years 1887 and 1897.	Gold medal...	Apr. 25, 1899, by joint resolution of Congress, approved Feb. 27, 1899.
Alvin H. Cleveland ...	Vineyard Haven, Mass.	Rescuing and assisting to rescue fifteen persons from the wrecks of the American schooners E. J. Hamilton, Annie A. Booth, and Leora M. Thurlow, in the Harbor of Vineyard Haven, Mass., during the great hurricane of Nov. 27, 1898. This work was accomplished in the face of grave difficulties, and at the imminent risk of his own life.	.....do.....	July 28, 1899.
Isaac C. Norton.....	.....do.....	.....do.....	.....do.....	Do.
F. Horton Johnson.....	.....do.....	Rescuing and assisting to rescue ten persons from the wrecks of the American schooners Annie A. Booth and Leora M. Thurlow, at the same time and under the same conditions as the foregoing.	.....do.....	Do.
Frank Golart, jr.....	.....do.....	Rescuing and assisting to rescue five persons from the wreck of the American schooner E. J. Hamilton, at the same time and under the same conditions as described above.	.....do.....	Do.
Stanley Fisher.....	Cottage City, Mass.	Rescuing and assisting to rescue four persons from the wreck of the American schooner Leora M. Thurlow, at the same time and under the same conditions as described above.	.....do.....	Do.
Conrad F. Strand.....	Master of steamer Point Arena.	Bravely assisting in the rescue of twenty-five persons from the wreck of the steamer San Benito, at Point Arena, Cal., Nov. 22 and 23, 1896. Captain Strand stood by the wreck in a dangerous sea and sent a boat to it several times, saving all who had stayed by the wreck.	Silver medal..	Oct. 17, 1889.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Lars E. Olsen.....	Member of crew of steamer Point Arena.	Bravely rescuing and assisting to rescue twenty-five persons from the wreck of the steamer San Benito, at Point Arena, Cal., Nov. 22 and 23, 1896, by making several trips to the wreck through a dangerous sea.	Silver medal	Oct. 17, 1899
P. Anderson.....	do	do	do	Do.
A. Henrikson.....	do	do	do	Do.
Andrew O. Lilleland.....	do	do	do	Do.
Jefferson M. Brown...	Keeper of light station, Point Arena, Cal.	Heroic daring in attempting to rescue the crew of the wrecked steamer San Benito, at Point Arena, Cal., Nov. 22, 1896, by going out three times in an unseaworthy boat only to be hurled back by the force of the seas.	Gold medal...	Do.
Sam Miller.....	Point Arena, Cal.	do	do	Do.
Lazar Poznanovich.....	Elk, Cal.	do	do	Do.
Rasmus S. Midgett.....	Surfman	Extraordinary heroism in rescuing, single-handed, ten men from the wreck of the barkentine Priscilla, 3 miles south of Gull Shoal Station, N. C., Aug. 18, 1899. The rescue was effected at night and during the height of a disastrous storm which inundated the whole coast in that vicinity.	do	Oct. 18, 1899
Robert M. Lavender...	Boston, Mass.....	Bravely assisting in the rescue of a man from the sunken schooner F. H. Smith, in Provincetown Harbor, Mass., during the great storm of Nov. 27, 1898. The rescue was effected by a volunteer crew of eleven men, who braved the storm in an open boat.	Silver medal..	Oct. 19, 1899
Charles A. Foster.....	Provincetown, Mass.	do	do	Do.
James Brown, jr.....	do	do	do	Do.
Charles T. Forrest.....	do	do	do	Do.
Antoine K. Souza.....	do	do	do	Do.
Benjamin T. Benson.....	do	do	do	Do.
Ernest A. Horton.....	do	do	do	Do.
James L. Worth.....	do	do	do	Do.
Joseph H. Settes.....	do	do	do	Do.
James A. Lopez.....	do	do	do	Do.
James M. Burke.....	do	do	do	Do.
Otto B. Storbeck.....	Oshkosh, Wis.....	Bravely rescuing four women who were thrown into the Fox River by the capsizing of a rowboat on Sept. 2, 1885. Storbeck plunged into the cold water, which was deep and running swiftly, and succeeded in putting four women on the upset boat and towing it to the shore. Nine occupants of the boat were drowned.	do	July 3, 1900
H. R. Mayo Thom.....	Baltimore Md.....	Heroic services in rescuing a woman from drowning on Jan. 12, 1900. A partially-blind colored woman having fallen overboard from a steamer off Urbana, Va., Mr. Thom jumped into the water, and, after sinking with the woman beneath the ice-covered surface of the river, tied around her body a rope, by means of which she was hauled out of the water.	Gold medal...	Aug. 20, 1900

*List of medalists—Continued.*

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

List of medalists—Continued.

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

*List of medalists—Continued.*

Name	Residence, etc.	Service rendered.	Award.	Date of award.
Seth L. Ellis.....	Harwich port, Mass. (suriman, Monomoy Station).	At great hazard endeavored to save crew of barge Wadena, which was ashore on Shovel-ful Shoal, Mass., and afterwards aided members of life-saving crew on their overturned boat until their strength was exhausted.	Gold medal ..	Mar. 28, 1902
Robert E. Mills.....	New York, N. Y..	Rescued, with great skill and heroism, two men who had capsized in a small boat on the Hud-son River, off 175th street, New York City, Aug. 25, 1901.	.....do .....	Mar. 31, 1902
Morgan L. Steele.....	Washington, D. C.	Rescuing a man who had broken through the ice on the James River, near Richmond, Va., on the night of Feb. 9, 1895.	Silver medal..	Do.
Chas. A. Blank.....	San Francisco, Cal.	Rescued a woman who had jumped overboard from the ferryboat Oak-land, in San Francisco Bay, Cal., on the morn-ing of Apr. 17, 1901.	Gold medal...	Do.
Henry Thorn .....	Cleveland, Ohio..	Rescued from death in the early morning of Aug. 14, 1901, eighteen men who were imper-iled on crib No. 2, of the Cleveland waterworks tunnel in Lake Erie.	Silver medal..	Apr. 12, 1902
Alfred Sorensen .....	Boston, Mass.....	Jumped from his steamer at the peril of his own life and rescued a man who fell from the tug Elsie, July 29, 1900, near Boston light-ship.	Gold bar .....	Apr. 16, 1902
Fred. Johnson .....	Chicago, Ill.....	Rescued, with great skill, on Nov. 12, 1900, the crews of two barges, which were helplessly adrift on Lake Erie in a heavy sea and in dan-ger of foundering.	Silver medal..	June 3, 1902
John J. O'Connor.....	New York, N. Y..	Rescuing from the Har-lem River, at great per-sonal hazard, an insane woman who jumped from the steamer Thomas A. Brennan on the morning of June 22, 1901.	Gold medal ..	June 7, 1902
Clark E. McClintock ..	Corporal, 15th U. S. Infantry.	Attempting to rescue a comrade from drowning Apr. 12, 1901.	.....do .....	July 8, 1902
Charles S. Root .....	Second assistant engineer, U. S. Revenue-Cut-ter Service.	Rescuing and assisting to rescue thirty-four people during the hurricane at Galveston, Sept. 8, 1900.	.....do .....	Sept. 18, 1902
James Bierman .....	Ordinary seaman, U. S. Revenue-Cut-ter Service.	.....do .....	.....do .....	Do.
George Jeffas.....	Gunner, U. S. Revenue-Cut-ter Service.	.....do .....	Silver medal..	Do.
Jacob Pedersen .....	Carpenter, U. S. Revenue-Cut-ter Service.	.....do .....	.....do .....	Do.
W. Cormack .....	Master-at-arms, U. S. Revenue-Cut-ter Service.	.....do .....	.....do .....	Do.
F. Olsen .....	Cockswain, U. S. Revenue-Cut-ter Service.	.....do .....	.....do .....	Do.
W. Gardiner .....	Third-class oiler, U. S. Revenue-Cut-ter Service.	.....do .....	.....do .....	Do.
W. Idstrom .....	do	.....do .....	.....do .....	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
B. Rafailovich .....	Fireman, U. S. Revenue-Cutter Service.	Rescuing and assisting to rescue thirty-four people during the hurricane at Galveston, Sept. 8, 1900.	Silver medal.	Sept. 18, 1902
Albert Bernston .....	Surfman, Golden Gate Life-Saving Station.	Rescuing a man at Point Lobos, Cal., Sept. 6, 1901.	.....do.....	Do.
Thomas Duggan .....	New York, N. Y. . . . .	Rescuing three persons from the East River, New York.	.....do.....	Sept. 24, 1902
Daniel J. Fogarty .....	.....do.....	Rescuing a man from the Harlem River, New York, July 25, 1896.	.....do.....	Nov. 5, 1902
Howard M. Poland ....	Cornwall on the Hudson.	Rescue of two comrades, May 13, 1902.	.....do.....	Nov. 28, 1902
Michael J. O'Loughlin.	Brooklyn, N. Y. . . . .	Heroic daring in rescuing two men from the East River, New York, Nov. 5, 1889, and Feb. 25, 1900.	Gold medal.	Dec. 3, 1902
John W. Wilson .....	Private, Co. M, 29th U. S. Volunteer Infantry.	Assisting to rescue thirteen comrades, near Calbayog, Samar, Philippine Islands, Oct. 31, 1902.	Silver medal.	Dec. 4, 1902
Patrick J. Kelly .....	New York, N. Y. . . . .	Rescue of a woman from Hudson River, New York, Feb. 21, 1902.	.....do.....	Do.
J. K. Taussig .....	Ensign, U. S. Navy.	Swimming to the assistance of a shipmate in the harbor of Yokohama, Japan, Apr. 27, 1902.	.....do.....	Do.
William Thompson....	Seaman, U. S. Navy.	Rescuing a messmate on Apr. 15, 1901.	.....do.....	Dec. 5, 1902
Irving P. Grace.....	Master of U. S. tug Nimrod.	Rescued sixteen persons in the vicinity of New York, N. Y.	.....do.....	Jan. 3, 1903
Dennis Sheehan.....	Portland, Me. ....	Rescued a man in Portland Harbor, Maine.	.....do.....	Do.
James A. Corscaden ...	New York, N. Y. . . . .	Rescued a woman at Belmar, N. J., Sept. 1, 1902.	.....do.....	Do.
Thomas F. Duffy .....	Private, U. S. Marine Corps.	Rescuing a comrade on Feb. 10, 1901, in Newport Harbor, Rhode Island.	.....do.....	Do.
C. H. Plummer .....	Millbridge, Me. ....	Saving and assisting to save the lives of 150 persons during the hurricane at Galveston, Tex., Sept. 8, 1900.	Gold medal.	Do.
Guy Plummer .....	.....do.....	.....do.....	.....do.....	Do.
Jack Plummer .....	Beaumont, Tex. ....	.....do.....	.....do.....	Do.
Joseph Corthell .....	Galveston, Tex. ....	.....do.....	.....do.....	Do.
Daniel H. McCarthy....	Private, U. S. Marine Corps.	Rescuing a comrade in New York Harbor, May 25, 1902.	Silver medal.	Do.
Harry M. Griffin .....	.....do.....	.....do.....	.....do.....	Do.
Frank J. Halbe .....	Private, Co. D, 2d U. S. Infantry.	Rescuing a comrade in the harbor of Cienfuegos, Mar. 3, 1900.	.....do.....	Do.
George N. Gray .....	Keeper Charlotte Life-Saving Station.	Rescue of four men and one woman from the wrecked schooner John R. Noyes, Dec. 15, 1902.	Gold medal.	Do.
Ira S. Palmer .....	Surfman .....	.....do.....	.....do.....	Do.
Lester D. Seymour .....	.....do.....	.....do.....	.....do.....	Do.
Mial E. Eggleston .....	.....do.....	.....do.....	.....do.....	Do.
Delbert Rose .....	.....do.....	.....do.....	.....do.....	Do.
Charles Eastwood .....	.....do.....	.....do.....	.....do.....	Do.
W. Vernon Downing .....	.....do.....	.....do.....	.....do.....	Do.
Frank B. Chapman .....	.....do.....	.....do.....	.....do.....	Do.
George E. Henderson .....	.....do.....	.....do.....	.....do.....	Do.
Thomas J. Gleason.....	New York, N. Y. . . . .	Rescuing a man who fell into the East River, New York.	Silver medal.	Do.
James H. Holmes.....	Norfolk, Va. ....	Rescuing a man at Virginia Beach, Va., Sept. 1, 1902.	.....do.....	Feb. 9, 1903
George D. Cobb.....	Assistant keeper, Point Bonita Light-Station, California.	Rescuing three men in San Francisco Bay, Dec. 26, 1896.	.....do.....	Do.
Edwin W. Brewer .....	Redondo, Cal. ....	Rescuing persons on various occasions at Santa Monica and Redondo, Cal.	Gold medal.	Do.

*List of medalists—Continued.*

Name	Residence, etc.	Service rendered.	Award.	Date of award.
Albert G. Rowe	Quartermaster, U. S. tug Unadilla.	Rescuing a woman who fell overboard from the U. S. tug Unadilla, at Mare Island, Cal., Dec. 13, 1901.	Gold medal	Feb. 9, 1903
Carl Eich	Apprentice, U. S. steamer Isla de Luzon.	Rescuing a messmate from drowning in the harbor of Cebu, Philippine Islands, Sept. 29, 1901.	Silver medal	Feb. 20, 1903
Laurits Haugens	Seaman, U. S. steamer Isla de Luzon.	do	do	Do.
John R. Glover	Master steamer O. W. Cheney.	Rescue of crew of seven men from the schooner barge Nellie Mason, in Lake Erie, Sept. 29, 1895.	do	June 9, 1903
W. H. J. Dallaghan	Formerly bugler, U. S. revenue steamer Manning.	Rescuing a man who fell from a wharf at San Francisco, Cal., May 7, 1900.	do	Do.
John H. Kleindienst	Philadelphia, Pa.	Rescued a man from the Delaware River, Jan. 10, 1903.	do	Do.
Hugh F. Doherty	Brooklyn, N. Y.	Rescuing persons from drowning on various occasions.	do	Aug. 25, 1903
Louis B. Diggins	Washington, D. C.	Rescuing two women from drowning at Virginia Beach, Va., Sept. 1, 1902.	do	Oct. 7, 1903
H. D. Fadden	Coxswain, U. S. Navy.	Rescuing a comrade who had fallen overboard at sea, June 30, 1903.	do	Do.
William E. Cope	Rochester, N. Y.	Rescuing a woman who had fallen overboard from a steamer in the harbor of Charlotte, N. Y., July 23, 1903.	do	Oct. 22, 1903
August Kirchner	Chicago, Ill.	Rescuing a man from drowning in Lake Michigan, July 26, 1903.	do	Do.
Cornelius F. Sullivan	Ordinary seaman, U. S. Navy.	Rescuing a shipmate from drowning in the harbor of Culebra, P. R., May 4, 1902.	do	Do.
Isaac W. Truex	Keeper Ship Bottom Life-Saving Station.	Rescue of five men from the wreck of the barkentine Abiel Abbott, Jan. 20, 1903.	Gold medal	Jan. 15, 1904
C. V. Conklin	Surfman	do	do	Do.
James H. Cranmer	do	do	do	Do.
J. Horace Cranmer	do	do	do	Do.
Barton P. Pharo	do	do	do	Do.
Walter Pharo	do	do	do	Do.
A. B. Salmons	do	do	do	Do.
George Mathis	Keeper Long Beach Life-Saving Station.	do	do	Do.
M. D. Kelly	Surfman	do	do	Do.
W. E. Pharo	do	do	do	Do.
W. N. Capps	Surfman, Virginia Beach Life-Saving Station.	Rescuing two men from drowning, at Virginia Beach, Va., Oct. 10, 1903.	do	Do.
Michael M. Haley	Private, U. S. Marine Corps.	Making a brave effort to rescue a man from drowning, at Mayaguez, P. R., Dec. 20, 1902.	Silver medal	Do.
Captain John K. Andersen	Fort Pierce, Fla.	Rescuing a man from drowning, at Squan Beach, N. J., June 13, 1903.	Gold medal	Mar. 12, 1904
Harry Andersen	Manasquan, N. J.	do	do	Do.
Chas. E. Boker	do	Rescue of two men from drowning, at Squan Beach, N. J., June 13, 1903.	do	Do.
Captain Robert F. Longstreet	Keeper Squan Beach Life-Saving Station.	do	do	Do.
Albert Latham	Surfman, Blue Point Life-Saving Station.	Rescue of two men from drowning, at the wreck of the schooner Benjamin C. Cromwell, Feb. 22, 1904.	do	Do.
Frank B. Raynor	do	do	do	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
W. F. Halsey, jr.....	Surfman, Quogue Life-Saving Station.	Rescuing a man from drowning, at the wreck of the schooner Augustus Hunt, Jan. 22, 1904.	Gold medal...	Mar. 12, 1904
Frank D. Warner.....	do	do	do	Do.
John Spofford.....	Seaman, U. S. S. Sprigg Carroll.	Rescuing a man from drowning, in the harbor of New London, Connecticut, Dec. 19, 1903.	Silver medal..	May 25, 1904
Nils Nelson.....	Assistant keeper, Sakonnet Light-House.	Rescuing a man from drowning, near West Island, Rhode Island, July 24, 1903.	Gold medal...	June 25, 1904
Michael J. Coyne.....	Metropolitan police, New York.	Rescued, by jumping from a wharf at the foot of Corlears street, New York City, Feb. 27, 1903, a man who was drifting out with the tide; recovered and swam with him until aid reached them from the shore.	do	July 21, 1904
James Hamilton.....	Kelleys Island, Ohio.	Bravely rescuing one man and two women from the wreck of the steamer George Dunbar, off Middle Island, Lake Erie, June 29, 1902.	do	Do.
Fred Dishinger, sr.....	do	do	do	Do.
Fred Dishinger, jr.....	do	do	do	Do.
Charles R. Weston.....	Second officer, U. S. Transport Service.	Heroic daring in rescuing two men from drowning off San Juan, Porto Rico, Aug. 8, 1899.	do	Aug. 3, 1904
Frank A. McGregor...	Gunner, U. S. Navy.	Saving the lives of two men who were in danger of drowning by the capsizing of a sailboat in the harbor of Bellingham, Washington, June 22, 1904.	Silver medal..	Do.
Michael J. Burke.....	Mate, steamer Minnahanonck.	Rescuing a man and a woman from drowning in the East River, New York, Feb. 14, 1899, and May 12, 1903.	Gold medal...	Aug. 4, 1904
Samuel T. Mackall....	Second lieutenant, Eleventh U. S. Infantry.	Rescued, on Aug. 2, 1902, with great bravery and at peril of his life, two soldiers from drowning in the Malabang River, island of Mindanao.	do	Do.
Lucien B. Gardener...	Sergeant, Eleventh U. S. Infantry.	Bravely swimming to the rescue of a drowning comrade in the Malabang River, Philippine Islands, Aug 2, 1902.	Silver medal..	Do.
Lawrence Doyle.....	Corporal, Eleventh U. S. Infantry.	do	do	Do.
F. Miguchi.....	Cook, U. S. Revenue-Cutter Service.	Extraordinary heroism in rescuing, Aug. 17, 1904, a sailor who had drifted into deep water. Miguchi leaped overboard, encumbered by his clothing, dived for the man, who had sunk beneath the surface, recovered and swam with him until aid reached them.	do	Sept. 21, 1904
Patrick H. McMahon..	Master of steamer Mystic.	Rescuing, on July 12, 1904, by prompt action, superior skill, and with considerable risk, a man who was endangered while bathing in Lake Erie.	do	Do.
John P. Boyle.....	Private, U. S. Coast Artillery.	Rescuing a man from drowning off Fort Monroe, Virginia, on Apr. 8, 1901.	do	Do.

*List of medalists—Continued.*

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Charles Thompson ....	Chief carpenter, U. S. Navy.	Rescued, with great skill and heroism, Lieutenant-Commander Henry B. Wilson, U. S. Navy, who had capsized in a boat from the U. S. S. Saratoga, off San Fernando, Trinidad, Feb. 24, 1887.	Silver medal..	Jan. 12, 1905
Daniel J. Sullivan .....	Metropolitan police, New York.	Bravely swimming to the rescue of a man who had fallen into the Harlem River, New York, and sunk in 15 feet of water, Aug. 4, 1904.	.....do.....	Jan. 18, 1905
Joseph Ridley .....	New York, New York.	Heroic services in rescuing a man and a child from drowning in the East River, New York, on Oct. 30, 1896, and Oct. 17, 1900.	Gold medal...	Mar. 1, 1905
Thomas S. Quinn.....	Patrolman, New York police.	Rescuing a man from drowning in the East River, New York, on Oct. 28, 1904, under circumstances of great personal hazard.	Silver medal..	Mar. 21, 1905
William H. Gaskill ....	Keeper of life-saving station.	Rescue of six men from the wreck of the schooner Sarah D. J. Rawson, on Lookout Shoals, North Carolina, Feb. 9, 10, 1905.	Gold medal...	Apr. 12, 1905
Kilby Guthrie .....	Surfman.....	.....do.....	.....do.....	Do.
Walter M. Yeomans .....	.....do.....	.....do.....	.....do.....	Do.
Tyre Moore .....	.....do.....	.....do.....	.....do.....	Do.
John A. Guthrie .....	.....do.....	.....do.....	.....do.....	Do.
James W. Fulcher .....	.....do.....	.....do.....	.....do.....	Do.
John E. Kirkman .....	.....do.....	.....do.....	.....do.....	Do.
Calupt T. Jarvis .....	.....do.....	.....do.....	.....do.....	Do.
Joseph L. Lewis .....	Former surfman.	.....do.....	.....do.....	Do.
Henry Ulke, jr .....	Second lieutenant, U. S. Revenue-Cutter Service.	Rescuing a man who fell into the East River, New York, Feb. 3, 1905.	Silver medal..	Do.
John R. Hanby.....	Wilmington, North Carolina.	Heroically rescuing a bather from drowning in the surf at Wrightsville Beach, North Carolina, on Aug. 13, 1904.	.....do.....	June 6, 1905
C. C. Williamson .....	.....do.....	.....do.....	.....do.....	Do.
Thomas Richards .....	Saint Michael, Alaska.	Gallantly effecting the rescue of three men who had drifted to sea on an ice floe and were cast upon an uninhabited island 10 miles from shore, Feb. 9, 1905.	.....do.....	June 7, 1905
Thomas Thompson .....	.....do.....	.....do.....	.....do.....	Do.
Charles White .....	.....do.....	.....do.....	.....do.....	Do.
John L. Carlberg .....	Master of sloop Irene.	Bravely rescuing ten men of the wrecked steamer Spartan, off the coast of New Jersey, during a severe gale, Sept. 16, 1903.	.....do.....	June 22, 1905
Carl A. Aspenburg .....	Sloop Irene.....	.....do.....	.....do.....	Do.

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## TABLE OF CASUALTIES

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

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SEASON OF 1904-1905.

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## DISTRICT NO. 1.—EMBRACING COASTS OF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1904.					
July 1	Three miles east-north-east of station.	Quoddy Head....	Sc. Lanie Cobb, Machias, Me.	F a r n s - worth.	243
July 7	One and three-quarters miles north of station.	Hunniwells Beach	Sc. Freddie W. Alton, Provincetown, Mass.	Tibbetts...	86
July 18	Long Ledge.....	White Head.....	Sc. Lydia M. Webster, Southwest Harbor, Me.	Leland.....	47
July 18	One-third mile south of station.	Fletchers Neck...	Slp. y. Goldenrod, Boston, Mass.	.....	20
July 23	One and one-half miles southwest of station.	Hampton Beach..	Ga. Ich. Curlew, Exeter, N. H.	.....	
July 25	One-quarter mile east of station.	Hunniwells Beach	Slp. Sea Witch, Boston, Mass.	.....	
July 26	Upper Gangway Ledge and North West Ledge.	White Head.....	Str. City of Rockland, Portland, Me.	Pierce.....	1,696
July 29	One and one-quarter miles northeast of station.	Fletchers Neck...	Sc. Winchester, Mt. Desert Ferry, Me.	Joy.....	303
Aug. 1	Three-quarters mile south by east of station.	Cross Island.....	Sc. Mary Lee Newton, Lubec, Me.	Cook.....	112
Aug. 2	Two miles north of station.	Quoddy Head....	Sloop, Lubec, Me.....	.....	
Aug. 9	One-half mile south-southeast of station...	Cranberry Islands	Sc. Lucy Elizabeth, Southwest Harbor, Me.	Colson.....	40
Aug. 20	One-half mile north-northwest of station.	White Head.....	Sloop, St. George, Me.....	.....	
Aug. 23	Four miles northeast by east of station.	Burnt Island.....	Sc. Bee, Portland, Me.....	.....	
Aug. 23	One mile east-southeast of station.	Jerrys Point.....	Slp. Heater, Boston, Me.....	.....	
Aug. 25	Seal Harbor.....	White Head.....	Sc. Ida Chase, St. George, Me.	Barter.....	6
Aug. 26	Three miles northeast of station.	Burnt Island.....	Sc. Metamora, Damariscotta, Me.	Thompson.	36
Aug. 27	One mile northeast by north of station.	Jerrys Point.....	Sc. Eva May, Milbridge, Me.	Godfrey...	130
Sept. 1	One and one-quarter miles north of station.	Burnt Island.....	Sc. Laura and Marion, Portland, Me.	Eastman...	49
Sept. 8	Fullers Rock.....	Hunniwells Beach	Sc. J. D. Ingraham, Edgartown, Mass.	Sanborn...	153
Sept. 10	Two and one-quarter miles north of station.	Burnt Island.....	Sc. Charlie A. Sproul, Rockland, Me.	Thorndike.	68
Sept. 15	Long Ledge.....	Cranberry Islands	Sc. Ida M., St. John, New Brunswick.	Clark.....	77
Sept. 18	One mile east by north of station.	Hunniwells Beach	Slp. Marguerite, Pop-ham Beach, Me.	.....	
Sept. 30	One mile northeast of station.	White Head.....	Sc. Eugene Borda, Rockland, Me.	Freeman...	207
Oct. 4	One mile east-southeast of station.	Hunniwells Beach	Sloop, Bath, Me.....	.....	
Oct. 6	Old Man Ledge.....	Burnt Island.....	Sc. B. L. Eaton, Calais, Me.	Hibbard...	171
Oct. 10	Three and one-half miles east-northeast of station.	.....do.....	Sc. Ned P. Walker, North Haven, Me. <sup>a</sup>	Spencer...	98
Oct. 15	Little Beach Island.....	Fletchers Neck....	Sc. Billow, Machias, Me.	Nash.....	63
Oct. 23	Allens Ledge.....	Burnt Island.....	Sc. Carrie C. Miles, Rockland, Me.	Hart.....	106
Nov. 13	One mile northeast of station.	White Head.....	Sc. Chase, Rockland, Me.	Hallowell..	94
Nov. 14	Two-sevenths mile north-east of station.	Quoddy Head....	Sc. Abana, St John, New Brunswick.	McAloney..	97
Nov. 21	One mile southeast of station.	Hampton Beach..	Fishboats (2).....	.....	
Dec. 22	Two and one-half miles east of station.	Quoddy Head....	Slp. Xantho, Machias, Me.	Falking-ham.	5

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

season of 1904-5.

MAINE AND NEW HAMPSHIRE.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
New York City to Calais, Me.	Coal.....	\$3,000	\$2,000	\$5,000	\$4,800	\$200	6	6			
Arrowsic, Me., to Boston, Mass.	Wood....	2,000	175	2,175	2,175		3	3			
Bangor, Me., to Boston, Mass.	Lumber...	700	1,020	1,720	1,695	25	3	3			
Boston, Mass., to Portland, Me.	.....	1,000	.....	1,000	1,000	.....	8	8			
Pleasure trip.....	.....	500	.....	500	495	5	2	2			
Adrift.....	.....	2,000	.....	2,000	2,000	.....					
Boston, Mass., to Bangor, Me.	General..	250,000	43,000	293,000	203,600	89,400	510	510			
Philadelphia, Pa., to Saco, Me.	Coal.....	6,000	1,000	7,000	6,500	500	6	6			
South Amboy, N. J., to Eastport, Me.	.....do....	1,200	800	2,000	2,000	.....	5	5			
Grand Manan, New Brunswick, to Lubec, Me.	.....	200	.....	200	200	.....	3	3			
Machias to Rockland, Me.	Staves....	300	600	900	900	.....	3	3			
Spruce Head to White Head Island, Me.	.....	35	.....	35	35	.....	1	1			
Belfast to Portland, Me.	.....	125	.....	125	100	25	3	3			
York, Me., to Portsmouth, N. H.	.....	500	.....	500	500	.....	2	2			
Matineus to Tennants Harbor, Me.	Fish.....	300	25	325	300	25	3	3			
New Harbor to Bangor, Me.	.....	700	.....	700	700	.....	2	2			
New York City to Annisquam, Me.	Coal.....	5,000	1,500	6,500	6,500	.....	5	5			
Carvers Harbor to Harpswell, Me.	Salt.....	1,200	205	1,405	1,100	305	3	3			
South Gardiner, Me., to Vineyard Haven, Mass.	Lumber...	1,000	3,000	4,000	.....	4,000	4	4	2	4	
Stonington to Portland, Me.	Granite..	1,000	500	1,500	1,500	.....	3	3			
River Hebert, Nova Scotia, to Boston, Mass.	Lumber...	2,500	2,000	4,500	4,470	30	4	4			
Pleasure trip.....	.....	200	.....	200	200	.....	1	1			
Clarks Island to Spruce Head, Me.	.....	5,000	.....	5,000	5,000	.....	4	4			
Rockland to Bath, Me.	.....	200	.....	200	200	.....	1	1	1	1	
New York City to Eastport, Me.	Coal.....	1,800	700	2,500	.....	2,500	5	5	5	5	
Port Liberty, N. Y., to Vinal Haven, Me.	.....do....	1,500	375	1,875	1,875	.....	4	4			
Portsmouth, N. H., to Portland, Me.	Sand.....	800	75	875	.....	875	3	3	3	6	
Black Island, Me., to New York City..	Stone.....	1,600	1,200	2,800	2,800	.....	4	4			
New York City to Rockport, Me.	Coal.....	1,600	350	1,950	100	1,850	4	4	4	16	
St. John, New Brunswick, to Boston, Mass.	Lumber...	1,000	1,800	2,800	2,800	.....	4	4			
Fishing trip.....	.....	20	.....	20	20	.....	2	2	2	2	
Jonesport to Lubec, Me.	.....	325	.....	325	325	.....	1	1			

## Table of casualties, season

## DISTRICT NO. 1.—EMBRACING COASTS OF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1905. Jan. 7	Concord Point.....	Wallis Sands, Jer- rys Point and Rye Beach.	Sc. Lizzie Carr, Thomas- ton, Me.	Merchant..	286
Jan. 8	Two and one-half miles east of station.	Quoddy Head.....	Sc. Carrie Easler, Parrs- boro, Nova Scotia.	Wagner....	160
Jan. 11	Two and one-quarter miles south-southwest of station.	Damiscove Is- land.	Sc. Ray G., Parrsboro, Nova Scotia.	Taylor....	96
Jan. 25	Four miles east of sta- tion.	White Head.....	Sc. Maud Seward, Deer Isle, Me.	Martin....	143
Jan. 25	.....do.....	.....do.....	Sc. James Rothwell, Bos- ton, Mass.	Fisher.....	498
Feb. 17	One-half mile east-north- east of station.	.....do.....	Skiff, St. George, Me.....	.....	.....
Feb. 24	Two and three-quarters miles northeast of sta- tion.	Burnt Island.....	Slp. Archann T., St. George, Me.	Thompson.	6
Mar. 5	Four miles east-south- east one-half east of station.	.....do.....	Slp. Bismarck, Salem, Mass.	Coffin.....	14
Mar. 12	Duck Island Ledges....	Jerrys Point.....	Sc. Ramona, Gloucester, Mass.	Graham...	88
Mar. 29	One-half mile east by north of station.	Hunniwells Beach	Sc. Mentor, Bath, Me....	Barter.....	82
Mar. 31	Two and three-quarters miles northeast of sta- tion.	Burnt Island.....	Sc. Sunbeam, Boston, Mass.	Freil.....	55
Apr. 1	Four miles east by south of station.	Great Wass Is- land.	Sc. Annie Gus, Calais, Me.	Berry.....	99
Apr. 2	Two miles east-southeast of station.	Quoddy Head....	Sc. T. A. Stuart, Calais, Me.	Warr.....	178
Apr. 6	Odiornes Point.....	Wallis Sands and Jerrys Point.	Sc. Galatea, Boston, Mass.	Russell....	62
Apr. 7	One mile northeast of station.	Jerrys Point.....	Sc. Estelle S. Nunan, Gloucester, Mass..	Gregory....	34
Apr. 8	Two miles south of sta- tion.	White head.....	Naphtha launch, Bos- ton, Mass.	.....	.....
Apr. 9	One and three-quarters miles north-northwest of station.	Burnt Island.....	Gasoline launch, Boston, Mass.	.....	.....
Apr. 13	Negro Island.....	Fletchers Neck....	Sc. Annie L. Wilder, Rockport, Me.	Greenlaw..	118
Apr. 21	Two-sevenths mile north- east of station.	Cape Elizabeth...	Sc. Mary Willey, Ports- mouth, N. H.	Williams...	100
May 12	One and one-half miles southeast by south of station.	Hunniwells Beach	Naphtha launch, Phips- burg, Me.	.....	.....
June 17	One and one-quarter miles southeast by south of station.	White Head.....	Sc. William H. Daven- port, Bath, Me.	Stacy.....	256
June 19	One mile north of station.	Fletchers Neck...	Sc. R. S. Lane, Glouces- ter, Mass.	Cragin.....	72
June 26	Three miles north of sta- tion.	Cape Elizabeth...	Lch. Elenor.....	.....	.....
	Total.....	.....	.....	.....	.....

## DISTRICT NO. 2.—EMBRACING COAST

1904. July 1	One-half mile west north- west of station.	City Point.....	Slp. Ada, Boston, Mass..	.....	.....
July 1	One-quarter mile north by west of station.	.....do.....	Slp. Omar, Boston, Mass.	.....	.....
July 1	Two miles south of sta- tion.	Old Harbor.....	Bkn. Albertina, Wind- sor, Nova Scotia.	Chri- stiansen.	701

of 1904-5—Continued.

MAINE AND NEW HAMPSHIRE—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Calais, Me., to New York City.	Lumber...	\$6,500	\$3,800	\$10,300	\$300	\$10,000	7	6	1	4	22
New York City to Lunenburg, Nova Scotia.	do.....	2,000	2,000	4,000	3,700	300	4	4			
Eatonville, Nova Scotia, to Boston, Mass.	do.....	2,000	2,000	4,000		4,000	4	4		4	4
Dragged anchors and stranded.		5,000		5,000	4,000	1,000	2	2			
do.....	Stone.....	5,000	11,000	16,000	14,800	1,200	7	7			
Adrift.....		15		15	15		1	1			
Parted chains and stranded.		300		300	180	120	2	2			
Fishing trip.....		1,500		1,500		1,500	4	4			
do.....	Fish.....	8,500	175	8,675	8,675		14	14			
Danversport, Mass., to Bath, Me.	Iron.....	800	2,700	3,500	3,500		3	3			
Boston, Mass., to Port Clyde, Me.		300		300	275	25	3	3			
Calais, Me., to Fall River, Mass.	Lumber...	800	2,000	2,800	2,000	800	4	4			
Port Reading, N. J., to Lubec, Me.	Coal.....	2,000	1,000	3,000	3,000		5	5			
Fishing trip.....		7,000		7,000		7,000	13	13		13	15
do.....		4,000		4,000	4,000		12	12			
Rockland, Me., to Boston, Mass.		1,000		1,000	1,000		4	4		4	4
do.....		1,000		1,000	1,000		4	4			
Rockport, Me., to Boston, Mass.	Lime.....	1,000	1,100	2,100		2,100	3	3		3	9
Boston, Mass., to Bangor, Me.	Corn.....	1,600	2,200	3,800	500	3,300	3	3		3	3
Fishing trip.....	Fish.....	50	10	60	60		2	2		2	2
Bath to Stonington, Me.		11,000		11,000	10,500	500	6	6			
North Deer Isle, Me., to Boston, Mass.	Gravel...	1,200	240	1,440	1,440		4	4			
Broke from moorings.		1,200		1,200	450	750					
		357,070	88,550	445,620	313,285	132,335	723	722	1	50	93

OF MASSACHUSETTS.

Adrift.....		\$150		\$150	\$150						
Broke from moorings.		400		400	400						
New York City to Windsor, Nova Scotia.		7,000		7,000		\$7,000	10	10			

## Table of casualties, season

## DISTRICT NO. 2.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1904.					
July 2	One and one-half miles east-southeast of station.	City Point.....	Sailboat, Boston, Mass.....		
July 2	Shovelvul Shoal.....	Monomoy Point..	Sc. Viola May, Calais, Me.	Chri- stiansen.	172
July 4	One mile southeast of station.	City Point.....	Slp. y. Wayward, Boston, Mass.	Fleming...	20
July 6	Three-quarters mile east of station.	Salisbury Beach..	Str. Mabel Bird, Greenport, N. Y.	Curtis.....	138
July 7	One and one-half miles northeast of station.	City Point.....	Ga. s. Winona, Salem, Mass.	Chase.....	18
July 17	One and one-quarter miles east-southeast of station.	.....do.....	Slp. Summer, Boston, Mass.		
July 23	One-quarter mile north by east of station.	.....do.....	Slp. Josie C., Boston, Mass.		
July 23	One mile southwest by west of station.	.....do.....	Ga. Ich. Spark, Boston, Mass.		
July 23	One-quarter mile north of station.	.....do.....	Slp. Summer, Boston, Mass.		
July 23	Three and one-half miles north-north west of station.	Point Allerton...	Sc. Irving Leslie, Bucksport, Me.	Bennett...	99
July 23	Two and one-half miles east of station.	Gay Head.....	Sc. R. S. Dean, Belfast, Me.	Miller.....	136
July 28	One and one-quarter miles southeast of station.	City Point.....	Slp. Kismet, Boston, Mass.		
July 30	One mile southwest of station.	.....do.....	Slp. Myth, Boston, Mass.		
July 31	One-half mile north of station.	.....do.....	Slp. Laura, Boston, Mass.		
July 31	One-half mile north-northwest of station.	.....do.....	Catboat Myrtle, Boston, Mass.		
July 31	Two-thirds mile southeast by south of station.	.....do.....	Small boat, Boston, Mass.		
Aug. 3	Two miles northeast of station.	.....do.....	Sc. Thomas W. Knight, Kennebunk, Me.	Goodwin...	66
Aug. 7	Three-quarters mile north-northwest of station.	Straitsmouth....	Slp. Clondike, Rockport, Mass.		
Aug. 11	Handkerchief Shoal.....	Monomoy Point..	Sc. Ephrata, Philadelphia, Pa.	Dutch.....	954
Aug. 11	.....do.....	.....do.....	Sc. Alburdis, Philadelphia, Pa.	Bralley....	954
Aug. 15	One-half mile north of Newburyport station.	Newburyport and Salisbury Beach.	Sc. Edwina, New York City.	Rayner....	459
Aug. 15	Three miles southwest of station.	Coskata.....	Slp. Bonnie Doon, New York City.	Rogers....	5
Aug. 18	Two and one-half miles southwest of station.	City Point.....	Sloop, Boston, Mass.....		
Aug. 19	One mile east of station.	Salisbury Beach..	Ga. Ich. Lenore, Newburyport, Mass.		
Aug. 20	One-half mile north of station.	City Point.....	Slp. Silva, Boston, Mass.		
Aug. 20	.....do.....	.....do.....	Slp. Alda, Boston, Mass.		
Aug. 20	One and two-thirds miles north of station.	.....do.....	Slp. Ileen, Boston, Mass.		
Aug. 20	One-quarter mile northeast of station.	.....do.....	Sailboat Albertina, Boston, Mass.		5
Aug. 20	Two-thirds mile north-west of station.	.....do.....	Slp. Natalie, Boston, Mass.		
Aug. 20	One and two-thirds miles north-northeast of station.	.....do.....	Slp. United, Boston, Mass.		
Aug. 20	One-quarter mile north-west of station.	.....do.....	Slp. y. Fanchon, Boston, Mass.		6
Aug. 20	One-half mile east-south-east of station.	Point Allerton...	Slp. y. Weona, Hingham, Mass.		

of 1904-5—Continued.

OF MASSACHUSETTS—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Pleasure trip .....		\$20 .....		\$20 .....	\$20 .....		2 .....	2 .....			
Calais, Me., to Pawtucket, R. I.	Lumber ..	2,000 .....	\$2,500 .....	4,500 .....	1,300 .....	\$3,200 .....	4 .....	4 .....		4 .....	4 .....
Gloucester to City Point, Mass.		2,800 .....		2,800 .....	2,700 .....	100 .....	14 .....	14 .....			
Fishing trip .....	Fish .....	10,000 .....	1,000 .....	11,000 .....		11,000 .....	25 .....	25 .....			
Boston, Mass., to Boothbay, Me.		5,000 .....		5,000 .....	5,000 .....		7 .....	7 .....			
Capsized .....		200 .....		200 .....	175 .....	25 .....	14 .....	14 .....			
Dragged anchor .....		600 .....		600 .....	600 .....		4 .....	4 .....			
Pleasure trip .....		2,000 .....		2,000 .....	2,000 .....		1 .....	1 .....			
Dragged anchor and collided.		200 .....		200 .....	175 .....	25 .....					
Sullivan, Me., to Boston, Mass.	Granite ..	1,500 .....	1,000 .....	2,500 .....	1,500 .....	1,000 .....	4 .....	4 .....		2 .....	2 .....
Boston to Gay Head, Mass.		1,600 .....		1,600 .....	1,600 .....		4 .....	4 .....			
Pleasure trip .....		400 .....		400 .....	400 .....		1 .....	1 .....			
do .....		500 .....		500 .....	480 .....	20 .....	5 .....	5 .....			
Dragged anchor and stranded.		325 .....		325 .....	325 .....						
Dragged anchor .....		175 .....		175 .....	175 .....						
Fishing trip .....		25 .....		25 .....	20 .....	5 .....	2 .....	2 .....			
do .....		2,000 .....		2,000 .....	2,000 .....		16 .....	16 .....			
do .....	Fish .....	200 .....	15 .....	215 .....	200 .....	15 .....	2 .....	2 .....			
Philadelphia, Pa., to Boston, Mass.	Coal .....	22,000 .....	8,000 .....	30,000 .....	30,000 .....		4 .....	4 .....			
do .....	do .....	22,000 .....	8,000 .....	30,000 .....	30,000 .....		4 .....	4 .....			
Newport News, Va., to Newburyport, Mass.	do .....	10,000 .....	2,000 .....	12,000 .....	12,000 .....		10 .....	10 .....			
Wauwinet to Nantucket, Mass.		500 .....		500 .....	500 .....		8 .....	8 .....			
Pleasure trip .....		75 .....		75 .....	75 .....		5 .....	5 .....			
Fishing trip .....		800 .....		800 .....	800 .....		10 .....	10 .....			
Adrift .....		225 .....		225 .....	225 .....						
do .....		250 .....		250 .....	250 .....						
Dragged anchor .....		200 .....		200 .....	200 .....						
Pleasure trip .....		500 .....		500 .....	485 .....	15 .....	6 .....	6 .....			
Adrift .....		525 .....		525 .....	525 .....						
do .....		100 .....		100 .....	100 .....						
Broke from moorings.		500 .....		500 .....	500 .....						
Pleasure trip .....		1,000 .....		1,000 .....	1,000 .....		4 .....	4 .....		1 .....	1 .....

## Table of casualties, season

## DISTRICT NO. 2.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1904.					
Aug. 20	One and one-quarter miles south of station.	Brant Rock .....	Slp. Cassacus, Swampscott, Mass.	.....	.....
Aug. 20	One-third mile northwest of station.	Race Point .....	Slp. Ruth, Boston, Mass.	.....	.....
Aug. 21	One-quarter mile west-southwest of station.	City Point .....	Sailboat Charlotte, Boston, Mass.	.....	.....
Aug. 21	Two and one-half miles northwest of station.	Point Allerton ..	Sc. Robert and Arthur, Boston, Mass.	Anderson..	110
Aug. 25	One-half mile northwest by west of station.	Cuttyhunk .....	Sc. Caroline, Bristol, R. I.	Nettleton..	28
Aug. 26	Four miles north of station.	Maddequet .....	Catboat Moccasin, Nantucket, Mass.	.....	.....
Sept. 3	One-quarter mile west-northwest of station.	City Point .....	Ga. Ich. Gladys, Boston, Mass.	.....	.....
Sept. 3	Two miles south of Old Harbor Station.	Old Harbor and Chatham.	Sc. Cora May, St. John, New Brunswick.	Christopher.	130
Sept. 4	One and one-quarter miles southeast of station.	City Point .....	Slp. Clara, Boston, Mass.	.....	.....
Sept. 5	One-half mile north of station.	.....do .....	Ga. Ich. Alma, Boston, Mass.	.....	.....
Sept. 9	Four miles south-southeast of Highland Station.	Highland and Peaked Hill Bars.	Str. Longfellow, New York City.	Riley.....	413
Sept. 9	Five miles east by south of station.	Monomoy Point..	Sc. Fraulien, Moncton, New Brunswick.	Thorne....	154
Sept. 10	One and one-half miles west by south of station.	Orleans.....	Sloop, East Orleans, Mass.	.....	.....
Sept. 11	Three-quarters mile east by north of station.	Newburyport ..	Slp. Roxie, Newburyport, Mass.	.....	.....
Sept. 11	One and one-half miles southeast of station.	City Point.....	Slp. y. Violet, Boston, Mass.	McKee....	11
Sept. 15	Two-thirds mile northeast of station.	.....do .....	Ywl. Kathrina, Boston, Mass.	.....	.....
Sept. 15	One mile north by east of station.	.....do .....	Sc. Nettle, Boston, Mass.	.....	.....
Sept. 15	One-half mile west-northwest of Peaked Hill Bars Station.	Peaked Hill Bars, Race Point, and High Head.	Str. Joseph Church, Greenport, N. Y.	Leeman...	234
Sept. 15	Three miles east of station.	Gay Head.....	Ga. s. Mable D., Edgartown, Mass.	Reynolds..	6
Sept. 15	.....do .....	.....do .....	Catboat Cottage City, Mass.	.....	.....
Sept. 15	.....do .....	.....do .....	Slp. O. I. C. U., Beverly, Mass.	.....	.....
Sept. 15	.....do .....	.....do .....	Catboat Two Brothers, Hyannis, Mass.	Colman....	5
Sept. 15	.....do .....	.....do .....	Sc. R. S. Dean, Belfast, Me.	Muller....	136
Sept. 15	One-quarter mile northeast of station.	.....do .....	Ywl. Donna Almelia, New Bedford, Mass.	.....	.....
Sept. 15	.....do .....	.....do .....	Catboat New Bedford, Mass.	.....	.....
Sept. 15	One-half mile north-northwest of station.	Cuttyhunk .....	Slp. Mabel, Marion, Mass.	.....	.....
Sept. 15	.....do .....	.....do .....	Slp. William A., Cuttyhunk, Mass.	.....	.....
Sept. 18	One-half mile southwest of station.	City Point.....	Ga. Ich. Nourmahal, Boston, Mass.	.....	.....
Sept. 18	Two-thirds mile east by north of station.	.....do .....	Slp. Ileen, Boston, Mass.	.....	.....
Sept. 24	Two-thirds mile north by west of station.	.....do .....	Slp. Omar, Boston, Mass.	.....	.....
Sept. 24	One mile southwest of station.	.....do .....	Catboat Duster, Boston, Mass.	.....	.....
Sept. 25	One and one-quarter miles west of station.	Point Allerton....	Sc. Monarch, Gloucester, Mass.	Griffin....	126

of 1904-5—Continued.

OF MASSACHUSETTS—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Swampscott to Green Harbor, Mass.		\$250		\$250	\$250		1	1			
Boston to Oysterville, Mass.		250		250	250		2	2		2	2
Capsized		100		100	100		2	2			
Fishing trip	Fish	11,000	\$1,400	12,400	12,400		20	20			
Bristol, R. I., to Cuttyhunk, Mass.	Seaweed	800	20	820	820		2	2			
Nantucket to Cottage City, Mass.		250		250	250		6	6			
Pleasure trip		575		575	575		1	1			
St. John, New Brunswick, to Stonington, Conn.	Lumber	4,000	3,000	7,000	7,000		6	6		6	6
Pleasure trip		200		200	140	\$60	12	12			
do		650		650	645	5	5	5			
Wilmington, Del., to Houghton, Mich.	Explosives.	15,000	15,000	30,000		30,000	16	16		16	40
St. John, New Brunswick, to Providence, R. I.	Lumber	2,000	1,800	3,800	300	3,500	5	5		5	5
Dragged anchor		25		25	20	5					
Fishing trip		250		250	250		8	8		1	1
Pleasure trip		1,200		1,200	1,025	175	6	6			
Dragged anchors		4,000		4,000	4,000						
do		300		300	220	80					
Provincetown, Mass. to Promised Land, N. Y.	Fish	20,000	2,100	22,100		22,100	25	25		25	25
Fishing trip		600		600	600		2	2			
do		250		250	250		4	4			
do		600		600	600		3	3			
do		350		350	350		2	2			
Somerset to Gay Head, Mass.		1,600		1,600		1,600	4	4			
Fishing trip		300		300		300	3	3		3	3
do		25		25	25		1	1		1	1
New Bedford to Cuttyhunk, Mass.		600		600	600		1	1			
Dragged anchors		400		400	400		1	1			
Pleasure trip		1,000		1,000	1,000		1	1			
In Boston Harbor		200		200	160	40	2	2			
Broke from moorings.		400		400	375	25					
Pleasure trip		600		600	590	10	7	7			
Fishing trip	Fish	9,000	1,500	10,500	10,500		20	20			

## Table of casualties, season

## DISTRICT NO. 2.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1904.					
Sept. 26	One-quarter mile north of station.	Newburyport.....	Sc. M. L. Weatherell, Boston, Mass.	Collins.....	69
Sept. 27	Two and one-half miles southwest by west of station.	City Point.....	St. Ich. Orontes, Boston, Mass.		
Sept. 29	One mile east by north of station.	.....do.....	Catboat Solitaire, Boston, Mass.		
Sept. 30	Two miles north of station.	.....do.....	Slp. Maiaa, Boston, Mass.		
Sept. 30	One mile east of station.	.....do.....	Sloop, Boston, Mass.		
Sept. 30	One and one-half miles east of station.	.....do.....	Rowboats (2), Boston, Mass.		
Sept. 30	One-quarter mile southwest of station.	.....do.....	Slp. Hester, Boston, Mass.		
Oct. 1	Twenty-five yards east of station.	.....do.....	Ywl. Kathrina, Boston, Mass.		
Oct. 1	One-quarter mile north of station.	.....do.....	Sailboat, Boston, Mass.		
Oct. 1	One mile west-southwest of station.	.....do.....	Slp. Neptune, Boston, Mass.		
Oct. 2	Six and two-thirds miles east-southeast of station.	.....do.....	Slp. y. Amero, Boston, Mass.	Cobb.....	14
Oct. 5	Shovelful Shoal.....	Monomoy Point..	Sc. John C. Smith, Belfast, Me.	Pendleton	451
Oct. 6	One-half mile north of station.	North Scituate...	Lch. Ella, Boston, Mass.		
Oct. 7	Four miles southeast of station.	City Point.....	Slp. Gracie Belle, Boston, Mass.	Libby.....	12
Oct. 11	One mile east-northeast of station.	Point Allerton...	Rowboat, Boston, Mass.		
Oct. 11	One-third mile northwest of station.	Cuttyhunk.....	Slp. Helen, Cuttyhunk, Mass.		
Oct. 12	One mile west of station.	City Point.....	Sloop, Boston, Mass.		
Oct. 12	One-half mile west of station.	.....do.....	Slp. Veronica, Boston, Mass.		
Oct. 12	.....do.....	.....do.....	Ywl. Katrina, Boston, Mass.		
Oct. 12	One-quarter mile west of station.	.....do.....	Slp. y. Ocean Lily, Boston, Mass.		9
Oct. 12	Two-thirds mile north of station.	.....do.....	Slp. Lillian, Boston, Mass.		
Oct. 12	.....do.....	.....do.....	Ga. lch. Rosebud, Boston, Mass.		
Oct. 12	One mile northwest of station.	.....do.....	Ywl. Hawk, Boston, Mass.		
Oct. 12	Two-thirds mile west of station.	.....do.....	Slp. Sadie B., Boston, Mass.		
Oct. 12	One-half mile west-northwest of station.	.....do.....	Catboat Sans Peur, Boston, Mass.		
Oct. 12	One-half mile west-southwest of station.	.....do.....	Sc. Lena S., Boston, Mass.		
Oct. 13	Three miles south of station.	Plum Island.....	Sc. Newell B. Hawes, Boston, Mass.	Hassen....	89
Oct. 13	One and one-quarter miles north of station.	City Point.....	Sloop, Boston, Mass.		
Oct. 13	One-half mile south of Old Harbor Station.	Old Harbor and Orleans.	Sc. Wentworth, Windsor, Nova Scotia.	Priddle....	350
Oct. 14	One and one-half miles east of station.	Gloucester.....	Slp. Nan, <sup>a</sup> Gloucester, Mass.		
Oct. 14	One and one-quarter miles west-northwest of Peaked Hill Bars Station.	Peaked Hill Bars and Race Point.	Sc. Elwood Burton, New York City.	Williams...	394
Oct. 15	Two miles west of station	Gloucester.....	Sc. Annie M. Allen, Boston, Mass.	Ricker.....	450
Oct. 15	Common Flats.....	Chatham and Monomoy.	Sc. y. Fortuna, New York City.	Cody.....	85
Oct. 21	One-quarter mile north one-half east of station.	City Point.....	Slp. Cozey, Boston, Mass.		

<sup>a</sup> The persons on board landed without assistance.

of 1904-5—Continued.

OF MASSACHUSETTS—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Lynn to Newburyport, Mass.		\$1,000		\$1,000	\$1,000		4	4			
Sunk at moorings.		1,000		1,000	850	\$150					
Pleasure trip.		700		700	700		1	1			
Broke from moorings.		350		350	350						
Dragged anchor.		70		70	70						
Pleasure trip.		20		20	20		5	5			
Dragged anchor.		400		400	400						
Parted cables and collided.		4,000		4,000	3,975	25					
Capsized.		70		70	70		2	2		2	2
Dragged anchors and stranded.		150		150	150						
In Boston Bay.		1,400		1,400	1,370	30	6	6			
Bangor, Me., to New York City.	Lumber..	6,000	\$4,500	10,500		10,500	4	4		4	20
Cape Ann to Boston, Mass.		300		300	300		1	1		1	1
Pleasure trip.		800		800	800		2	2			
Capsized.		60		60	60		2	2			
Dragged anchor and stranded.		500		500	500		3	3			
Dragged anchor.		400		400	400						
Adrift.		200		200	200						
Dragged anchor.		4,000		4,000	4,000						
Broke from moorings.		500		500	500						
Dragged anchor and stranded.		150		150	135	15					
Broke from moorings and stranded.		1,400		1,400	1,400						
do.		500		500	500						
Dragged moorings.		700		700	700						
Broke from moorings.		350		350	350						
Dragged anchor.		600		600	600						
Lying in harbor.	Sand.....	2,500	150	2,650	2,600	50	7	7			
Adrift.		500		500	490	10					
Hillsboro, Nova Scotia to New York City.	Plaster..	15,000	3,000	18,000		18,000	11		11		
Pleasure trip.		300		300	300		4	4			
St. John, New Brunswick to New York City.	Laths....	4,000	5,050	9,050		9,050	7	3	4	3	9
Hillsboro, Nova Scotia to Newark, N.J.	Plaster...	6,000	3,600	9,600		9,600	7	7			
New York City to Gloucester, Mass.		20,000		20,000	20,000		10	10			
Dragged anchor and stranded.		275		275	250	25					

## Table of casualties, season

## DISTRICT No 2.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1904.					
Oct. 21	One-half mile north of station.	City Point.....	Slp. Veronica, Boston, Mass.	.....	.....
Oct. 21	One-half mile northwest by west of station.	.....do.....	Slp. Nomei, Boston, Mass.	.....	.....
Oct. 21	One-half mile north of station.	.....do.....	Slp. Roma, Boston, Mass.	.....	.....
Oct. 21	do.....	.....do.....	Catboat Chispa, Boston, Mass.	.....	.....
Oct. 21	One-half mile north-northwest of station.	.....do.....	Slp. Josie C., Boston, Mass.	.....	.....
Oct. 21	Two-thirds mile northwest of station.	.....do.....	Sc. y. Annie B., Portsmouth, N. H.	.....	10
Oct. 21	One-half mile northwest by north of station.	.....do.....	Slp. Echo, Boston, Mass.	.....	.....
Oct. 21	One-quarter mile north-northwest of station.	.....do.....	Slp. Nordeck, Boston, Mass.	.....	.....
Oct. 21	One-half mile north-northwest of station.	.....do.....	Slp. Gracie Belle, Boston, Mass.	.....	12
Oct. 24	Ipswich Bar.....	Plum Island.....	Sc. Olive May, Gloucester, Mass.	Duguo.....	14
Oct. 30	One-half mile east of station.	Newburyport.....	Tender belonging to yht. Polly, Salem, Mass.	.....	.....
Oct. 30	One-quarter mile northwest of station.	Cuttyhunk.....	Slp. Mikoga, New Bedford, Mass.	.....	.....
Nov. 13	One mile southeast of station.	Gloucester.....	Sc. Nautilus, Rockland, Me.	Tolman...	135
Nov. 15	Two miles west of station	Wood End.....	Bkn. Hattie S. Dixon, <sup>a</sup> New York City.	Shanks...	528
Nov. 16	One mile west-northwest of station.	Straitsmouth.....	Sc. General Hancock, Rockland, Me.	Curzon...	12
Nov. 17	Three-quarters mile south of station.	Manomet Point...	Na. lch. Lilly S., <sup>a</sup> Boston, Mass.	.....	.....
Nov. 20	Three-quarters mile north of station.	Newburyport.....	Sc. Braddock, Fall River, Mass.	Hadkins...	678
Nov. 22	One and one-half miles northeast of station	Gloucester.....	Ga. lch. Blanche.....	.....	.....
Nov. 27	Two-thirds mile southwest of station.	Monomoy Point..	Sc. Eliza Jane, Edgartown, Mass.	Lewis.....	29
Nov. 29	Three and three-quarters miles northwest of Wood End Station.	Wood End and Race Point.	Gasoline boat, Provincetown, Mass.	.....	.....
Nov. 29	One-half mile northwest of station.	Wood End.....	Small boat, Provincetown, Mass.	.....	.....
Nov. 29	One hundred yards northwest of station.	Race Point.....	Gasoline boat, Provincetown, Mass.	.....	.....
Dec. 7	Two and one-half miles north-northwest of station.	Point Allerton....	Sc. Mary G. Powers, Boston, Mass.	Steel.....	133
Dec. 13	Two and three-quarters miles northwest of station.	.....do.....	Sc. Irene and May, Boston, Mass.	Paul.....	91
Dec. 18	One mile southwest of station.	Monomoy Point..	Sc. Eliza Jane, Edgartown, Mass.	Lewis.....	29
Dec. 23	One and one-half miles north of station.	Maddequet.....	Catboat Emily, Nantucket, Mass.	.....	6
1905.					
Jan. 7	One and one-half miles northeast of station.	Gloucester.....	Slp. Urad, Aalesund, Norway.	.....	.....
Jan. 25	One mile west-northwest of station.	Chatham.....	Catboat.....	.....	.....
Jan. 25	Two and one-quarter miles north-northwest of station.	Coskata.....	Str. Georgetown, Buffalo, N. Y.	Pennington.	1,358
Feb. 7	Three miles northwest of Monomoy Station..	Monomoy and Monomoy Point.	Ga. s. Gypsy Maid, Hyannis, Mass.	Nickerson..	9
Feb. 18	One mile south-southeast of station.	Chatham.....	Sc. Ramona, Gloucester, Mass.	Graham...	88
Feb. 20	Three and one-half miles north-northeast of station.	Point Allerton...	Sc. Varuna, Boston, Mass.	Woodbury.	90

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

of 1904-5—Continued.

OF MASSACHUSETTS—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Dragged anchor and stranded.		\$200		\$200	\$200						
Broke from moorings and stranded.		1,800		1,800	1,800						
.....do.....		600		600	600						
.....do.....		600		600	595	\$5					
.....do.....		600		600	600						
.....do.....		2,000		2,000	2,000						
.....do.....		1,000		1,000	900	100					
Collided.....		450		450	430	20					
Broke from moorings.		800		800	800						
Gloucester to Ipswich, Mass.		2,800		2,800	2,500	300	4	4			
Adrift.....		25		25	25						
New Bedford to Cuttyhunk, Mass.		500		500	500		6	6		6	6
Perth Amboy, N. J., to Rockland, Me.	Coal.....	2,500	\$1,500	4,000		4,000	4	4		4	8
St. John, New Brunswick, to New York City.	Laths.....	7,000	5,000	12,000	12,000		9	9			
Fishing trip.....		1,000		1,000	150	850	4	4			
Provincetown to Boston, Mass.		1,500		1,500	1,500		3	3		3	9
South Amboy, N. J., to Amesbury, Mass.	Coal.....	18,000	7,000	25,000	25,000		3	3			
Dragged anchor and stranded.		500		500	500		4	4			
New Bedford to Monomoy Point, Mass.	Lumber...	500	400	900	900		2	2		2	6
Fishing trip.....	Fish.....	200	15	215	215		2	2			
Capsized.....	.....do.....	60	30	90	75	15	2	2		2	2
Fishing trip.....	.....do.....	300	20	320	320		2	2		2	2
.....do.....	.....do.....	11,000	1,600	12,600	12,600		22	22			
.....do.....	.....do.....	7,000	600	7,600	7,200	400	18	18			
New Bedford to Monomoy, Mass.		500		500	300	200	2	2		2	2
Caught in the ice.....		250		250	250						
Aalesund, Norway, to New York City.		700		700	700		4	4			
Caught in the ice.....		50		50	50		1	1			
Portland, Me., to Newport News, Va.		180,000		180,000	150,000	30,000	19	19		1	1
Caught in the ice.....		1,500		1,500	1,500		2	2		2	6
Fishing trip.....		9,000		9,000	9,000		12	12			
In Boston Harbor.....		10,000		10,000	10,000		5	5			

## Table of casualties, season

## DISTRICT NO. 2.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1905.					
Mar. 5	Three miles northwest of station.	Point Allerton....	Sc. Etta Mildred, Boston, Mass.	Trevoyn...	72
Mar. 7	Two miles north-northwest of station.	.....do.....	Sc. Ellen C. Burke, Boston, Mass.	Nickerson..	92
Mar. 11	Onemile south of station.	Wood End.....	Sc. Esther Grey, Provincetown, Mass.	Andrews...	30
Mar. 11	Two hundred yards south of station.	.....do.....	Slp. Florance, Provincetown, Mass.	Cook.....	8
Mar. 18	Five miles east by north of station.	Orleans.....	Sc. James Rothwell, Boston, Mass.	Fisher.....	498
Mar. 18	One and one-half miles north - northwest of station.	Maddequet.....	Str. Judge, Philadelphia, Pa.	Burchell...	17
Mar. 23	Two and one-half miles west-southwest of station.	Gurnet.....	Ga. s. Perseverance, Provincetown, Mass.	Paulsene...	12
Mar. 27	One and one-eighth miles northwest of station.	Newburyport....	Sc. G. M. Hopkins, Boston, Mass.	Grey.....	73
Mar. 30	One and one-half miles north of station.	Maddequet.....	Sloop, Nantucket, Mass.	.....	.....
Apr. 1	Three and one-half miles southeast of station.	Salisbury Beach..	Gasoline launch, Newburyport, Mass.	.....	.....
Apr. 16	One and one-half miles northwest of station.	Straitsmouth....	Sc. Albert H. Harding, Boston, Mass.	Houghton..	64
Apr. 19	Two miles northeast of station.	Cuttyhunk.....	Skiff, Naushon, Mass.	.....	.....
Apr. 21	One and one-half miles south by east of station.	Coskata.....	Catboat Raleigh, Chatham, Mass.	Barry.....	5
Apr. 24	Two miles south-southwest of station.	Gurnet.....	Sailboat, Plymouth, Mass.	.....	.....
Apr. 28	Two-sevenths mile northwest of station.	Race Point.....	Sc. Julia Costa, Provincetown, Mass.	Volton.....	107
May 1	One and one-half miles east by south of station.	Newburyport....	Gasoline launch, Newburyport, Mass.	.....	.....
May 1	Four and three-quarters miles southeast by south of Monomoy Station.	Monomoy and Monomoy Point.	Sc. Seth M. Todd, Calais, Me.	Carter.....	194
May 5	One-half mile north-northwest of station.	City Point.....	Tender, Boston, Mass.	.....	.....
May 7	One mile west-northwest of station.	Straitsmouth....	Sc. Grace W. Hone, Boston, Mass.	Landry....	11
May 7	Two-thirds mile east of station.	City Point.....	Rowboat, Boston, Mass.	.....	.....
May 7	Spectacle Island.....	.....do.....	Cutter, Boston, Mass.	.....	.....
May 7	One-half mile southwest of station.	.....do.....	Tender, Boston, Mass.	.....	.....
May 7	One and one-half miles southwest by south of station.	.....do.....	Slp. May, Boston, Mass.	.....	.....
May 16	Three miles south-southwest of station.	Gloucester.....	Ga. lch. Plunger, Gloucester, Mass.	.....	.....
May 17	Two and one-quarter miles west of station.	City Point.....	Sc. Grayling, Boston, Mass.	.....	.....
May 17	Three and one-half miles west-southwest of station.	Monomoy Point..	Sc. Kineo, Gloucester, Mass.	Balaney...	119
May 20	One and one-quarter miles west of station.	City Point.....	Ga. lch. Founder, Boston, Mass.	.....	.....
May 20	One and two-thirds miles east by south of station.	.....do.....	Ga. lch. Zutka, Boston, Mass.	.....	.....
May 24	One and one-half miles northeast of station.	Gloucester.....	Slp. Bobolink, Gloucester, Mass.	.....	.....
May 24	.....do.....	.....do.....	Ga. lch. Rienzi, Gloucester, Mass.	.....	.....
May 25	.....do.....	North Scituate...	Small boat, Scituate, Mass.	.....	.....
May 25	Two miles northeast of station.	Pamet River....	Sc. Wm. Slater, Belfast, Me.	Pattershall	221
May 26	One-quarter mile southwest of station.	Nahant.....	Slp. y. Concord, Boston, Mass.	McLeod....	22

of 1904-5—Continued.

OF MASSACHUSETTS—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Fishing trip		\$8,000		\$8,000	\$7,800	\$200	16	16			
do	Fish	12,000	\$1,400	13,400	13,400		18	18			
do	do	3,500	50	3,550	3,550		4	4			
do		1,000		1,000	850	150	3	3			
Clarks Island, Me., to Philadelphia, Pa. Fishing trip.	Granite	5,000	11,000	16,000	15,300	700	7	7			
		2,000		2,000	2,000		4	4		3	3
Plymouth to Provincetown, Mass.		1,500		1,500	1,500		2	2			
Boston to Newburyport, Mass. Fishing trip	Sand	1,000	95	1,095	1,060	35	4	4			
do		50		50	50		1	1			
do		225		225	225		1	1			
Boston to Ipswich, Mass. Adrift		300		300		300	3	3			
Fishing trip		45		45	45		3	3			
do		500		500	500		2	2			
do		5		5	5		1	1			
Boston to Provincetown, Mass. Fishing trip		5,000		5,000	5,000		20	20			
do		200		200	200		2	2		2	2
Calais, Me., to Vineyard Haven, Mass.	Lumber	4,000	4,400	8,400	7,600	800	6	6			
Capsized		10		10	10		1	1			
Fishing trip		1,200		1,200	1,200		4	4			
Pleasure trip		5		5	5		2	2			
do		150		150	150		12	12			
Adrift		35		35	35		1	1			
Pleasure trip		75		75	55	20	4	4			
do		400		400	400		5	5			
Adrift		1,600		1,600	1,600						
Fishing trip		12,150		12,150	12,150		20	20			
Pleasure trip		600		600	600		3	3			
Fishing trip		200		200	200		4	4			
Pleasure trip		125		125	120	5	2	2			
Ipswich to Gloucester, Mass.		250		250	250		1	1			
Capsized	Sea moss	30	10	40	40		1	1		1	1
Port Johnson, N. J., to Bangor, Me.	Coal	2,000	1,900	3,900	3,900		7	7			
Broke from moorings.		1,200		1,200	1,200						

## Table of casualties, season

## DISTRICT No. 2.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1905.					
May 26	Two and one-quarter miles southwest of station.	City Point.....	Slp. Dana, Boston, Mass.		
May 26	One-fifth mile north of station.	.....do.....	Cutter Duchess, Boston, Mass.		
May 26	One-quarter mile north of station.	.....do.....	Sc. y. Hotspur, Boston, Mass.		9
May 26	One-half mile northwest of station.	.....do.....	Slp. Walrus, Boston, Mass.		
May 26	.....do.....	.....do.....	Slp. Sea Fox, Boston, Mass.		
May 26	.....do.....	.....do.....	Slp. Summer, Boston, Mass.		
May 26	One-quarter mile north of station.	.....do.....	Slp. y. Chieftain, Boston, Mass.		
May 26	One mile northeast of station.	North Scituate...	Sailboats (2), Scituate, Mass.		
May 30	Five miles east-southeast of station.	Monomoy Point...	Ga. Ich. Em Bee, New York City.		
June 4	Three and one-half miles southeast of station.	City Point.....	Slp. Ragtime, Boston, Mass.		
June 11	One and one-half miles east of station.	.....do.....	Slp. Crecans, Boston, Mass.		
June 24	Two-thirds mile southeast of station.	.....do.....	Slp. Florence, Boston, Mass.		
June 25	Two miles east of station.	.....do.....	Ywl. Waldemar, Boston, Mass.		
June 25	Five miles east of station.	.....do.....	Slp. Myrtle, Boston, Mass.		
June 25	Two miles southeast of station.	.....do.....	Sc. Yankee, Boston, Mass.		
June 26	Two-thirds mile north-northeast of station.	.....do.....	Ywl. Wild Duck, Boston, Mass.		
June 26	Two-thirds mile southeast of station.	.....do.....	Catboat Rosina, Boston, Mass.		
June 26	One and one-quarter miles northeast of station.	.....do.....	Slp. Vesta, Boston, Mass.		
June 26	One mile east-southeast of station.	Point Allerton...	Lch. Dirigo, Boston, Mass.		
	Total.....				

## DISTRICT NO. 3.—EMBRACING COASTS OF

1904.					
July 6	Brentons Reef.....	Brenton Point...	Str. George W. Humphrey, Greenport, N. Y.	Church.....	214
Aug. 17	Two and one-half miles west-southwest of station.	Point Judith.....	Slp. y. Narika, New York City.		
Sept. 4	Three miles north of station.	Block Island.....	Slp. Julia E. Simons, New London, Conn.		
Sept. 15	Two miles west-southwest of station.	Point Judith.....	Sc. James L. Maloy, Boston, Mass.	Whelpley..	174
Sept. 15	.....do.....	.....do.....	Catboat Posidon, Newport, R. I.		
Sept. 15	One-quarter mile southeast of station.	New Shoreham...	Slp. Bessie, Providence, R. I.	Briggs.....	6
Sept. 15	.....do.....	.....do.....	Ga. s. Lindsay, Newport, R. I.	Dodge.....	10
Sept. 15	.....do.....	.....do.....	Ga. s. In Time, Newport, R. I.	Luke.....	9
Sept. 15	.....do.....	.....do.....	Ywl. Theresa, Marblehead, Mass.	Sanchez....	18
Oct. 30	Three and one-half miles north-northwest of station.	Brenton Point...	Slp. Young America, Newport, R. I.		

of 1904-5—Continued.

OF MASSACHUSETTS—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Dragged anchor .....		\$600		\$600	\$600						
do .....		400		400	400						
do .....		500		500	500						
do .....		700		700	650	\$50					
do .....		300		300	280	20					
do .....		200		200	200						
do .....		1,000		1,000	1,000						
North Scituate to Scituate, Mass. Adrift .....	Sea moss.	400	\$20	420	420		2	2		2	2
		1,600		1,600	1,600						
Pleasure trip .....		500		500	480	20	5	5			
do .....		250		250	230	20	5	5			
do .....		85		85	80	5	3	3			
do .....		450		450	400	50	5	5			
do .....		350		350	300	50	9	9			
do .....		500		500	490	10	6	6			
Dragged anchor .....		550		550	550						
Pleasure trip .....		250		250	235	15	5	5			
Adrift .....		700		700	700						
Pleasure trip .....		800		800	800		2	2			
		584,165	98,675	682,840	516,740	166,100	746	731	15	108	172

RHODE ISLAND AND FISHERS ISLAND.

Fishing trip .....		\$30,000		\$30,000	\$30,000		26	26			
Pleasure trip .....		1,000		1,000	\$995	5	3	3		3	5
New London, Conn., to Block Island, R. I., South Amboy, N. J., to Kennebunkport, Ma. ....	Coal.	300		300		300	2	2		2	2
		3,600	\$800	4,400	3,400	1,000	5	5			
Dragged anchor and sunk .....		500		500	450	50	2	2		2	2
Dragged anchor and stranded .....		200		200	200		3	3			
Dragged anchors .....		1,500		1,500	1,500		2	2			
do .....		1,000		1,000	1,000		3	3			
Dragged anchors and stranded .....		1,000		1,000	1,000		4	4			
Fishing trip .....		300		300	200	100	2	2		1	1

## Table of casualties, season

## DISTRICT NO. 3.—EMBRACING COASTS OF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1904.					
Nov. 14	Three-quarters mile northwest of station.	New Shoreham.	Catboat Lawrence, Newport, R. I.	Hayes.....	7
Dec. 17	One-quarter mile southeast of station.	.....do.....	Ga. s. Peggy, Newport, R. I.	Mitchell....	7
Dec. 18	Three and one-quarter miles west-southwest of station.	Fishers Island....	Sc. Alburts, Philadelphia, Pa.	Brailey....	954
1905.					
Jan. 24	Two miles southwest of station.	Watch Hill.....	Sc. Marshall O. Wells, Bridgeport, Conn.	Lamson....	88
Mar. 19	One and three-quarters miles southeast of station.	New Shoreham....	Str. Spartan, Boston, Mass.	Briggs.....	1,596
Apr. 6	Three and three-quarters miles south-southwest of station.	.....do.....	Sc. Texas, New York City.	Olsten.....	1,627
Apr. 11	Two miles southeast of station.	Watch Hill.....	Gasoline launch, Noank, Conn.	.....	.....
May 18	One and one-half miles from station.	Sandy Point.....	Sc. Arthur M. Gibson, St. John, New Brunswick.	Withers....	334
May 20	One-half mile west of station.	Point Judith.....	Sc. Julia A. Berkele, New York City.	Anderson..	168
	Total.....	.....	.....	.....	.....

## DISTRICT NO. 4.—EMBRACING

1904.					
Aug. 22	Three-quarters mile north of station.	Smiths Point.....	Slp. Stinger, Bellport, N. Y.	.....	.....
Aug. 26	One mile west of station.	Quogue.....	Catboat Two Star, Quantuck Bay, N. Y.	.....	.....
Aug. 30	One-quarter mile north-northeast of station.	Point of Woods..	Catboat Mamy Rosa, Patchogue, N. Y.	Ruland....	5
Aug. 30	One-half mile northeast of station.	.....do.....	Catboat Lulu, Bayshore, N. Y.	.....	.....
Sept. 6	Three-quarters mile west of station.	Blue Point.....	Slp. Carrie M., Patchogue, N. Y.	Brown....	6
Sept. 6	Two miles southwest of station.	Point of Woods..	Slp. Brunhilde, Patchogue, N. Y.	Jeffery....	6
Sept. 15	One and one-half miles north of station.	Hither Plain.....	Slp. Mary E. Davis, Greenport, N. Y.	Davis.....	11
Sept. 15	One-half mile northwest of station.	Tiana.....	Catboat, Southampton, N. Y.	.....	.....
Sept. 15	One-fifth mile north of station.	Point of Woods..	Catboats (16).....	.....	.....
Sept. 15	.....do.....	.....do.....	Catboat Skipjack.....	.....	5
Sept. 15	Two miles northeast of station.	Oak Island.....	Slp. Flyaway, Patchogue, N. Y.	Sharp.....	8
Sept. 15	One and one-half miles north of station.	Hither Plain.....	Slp. Engeborg, New York City.	.....	.....
Sept. 16	.....do.....	.....do.....	Sc. S. Greenwood, Greenport, N. Y.	Rackett....	15
Sept. 21	Two and one-quarter miles west of station.	Rocky Point.....	Sailboat.....	.....	.....
Sept. 24	One-eighth mile north of station.	Potunk.....	Catboat Passaic, West Hampton, N. Y.	.....	.....
Sept. 26	Fire Island Bar.....	Fire Island and Oak Island.	Sc. Emily Baxter, Patchogue, N. Y.	Newton....	53
Oct. 6	Five miles west of Fire Island Station.	.....do.....	Sc. Glide, New York City.	Erickson..	54
Oct. 12	One-half mile north of station.	Fire Island.....	Sc. Sarah E., Patchogue, N. Y.	Raynor....	12
Oct. 27	One-fifth mile north of station.	Point of Woods..	Ga. s. Gilbert Hirsch, Patchogue, N. Y.	Brant.....	10

of 1904-5—Continued.

RHODE ISLAND AND FISHERS 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 station.	Days' succor afforded.
Dragged anchor and stranded.		\$800		\$800	\$800						
Sunk at moorings.....		1,200		1,200	1,200						
Philadelphia, Pa., to Boston, Mass.	Coal.....	30,000	\$9,000	39,000	2,500	\$36,500	5	5		5	55
Providence, R. I., to New Haven, Conn.	Oysters...	6,000	4,000	10,000	10,000		7	7			
Providence, R. I., to Philadelphia, Pa.	General...	130,000	300,000	430,000	165,000	265,000	23	23		23	92
Newport News, Va., to Fall River, Mass.	Coal.....	41,000	6,270	47,270		47,270	5	3	2	3	9
Noank, Conn., to Block Island, R. I.		250		250	250		4	4			
St. John, New Brunswick, to New York City.	Lumber...	10,000	7,000	17,000	16,000	1,000	8	8			
Narragansett Pier, R. I., to South Amboy, N. J.		3,000		3,000	3,000		4	4			
		261,650	327,070	588,720	207,495	381,225	108	106	2	39	166

COAST OF LONG ISLAND.

Capsized.....		\$400		\$400	\$400		4	4			
do.....		50		50	50		1	1			
Fouled anchor and stranded.		500		500	500		1	1			
Water Island to Point of Woods, N. Y.		150		150	150		5	5			
Broke from moorings and stranded.		800		800	800						
Fishing trip.....	Fish.....	700	\$40	740	740		2	2			
Broke from moorings and stranded.		1,000		1,000	1,000		2	2			
Capsized.....		50		50	50						
Parted cables and stranded.		4,335		4,335	4,335		22	22			
do.....		500		500	500		1	1			
do.....	Clams.....	1,200	25	1,225	1,225		4	4			
do.....		600		600	600		1	1			
do.....		1,200		1,200	1,200		3	3			
Broke from moorings.		100		100	60	\$40					
Capsized.....		100		100	100		2	2			
Elizabethport, N. J., to Islip, N. Y.	Coal.....	1,200	500	1,700	1,575	125	3	3			
Fire Island, N. Y., to New Haven, Conn.		1,000		1,000		1,000	4	4		4	4
Moriches, N. Y., to New York City.		500		500	485	15	2	2			
Point of Woods to Sayville, N. Y.	Fish.....	900	40	940	940		5	5			

## Table of casualties, season

## DISTRICT NO. 4.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1904.					
Oct. 30	One mile northwest of station.	Bellport.....	Catboat Bonita, Bellport, N. Y.	.....	
Nov. 8	One and one-half miles west of Short Beach Station.	Short Beach and Point Lookout.	Sc. Enterprise, Patchogue, N. Y.	Baldwin...	23
Nov. 20	One and one-half miles west of station.	Long Beach.....	Str. Sicilian Prince, Newcastle, England.	Hanks.....	2,965
Nov. 21	One-half mile north of station.	Point of Woods...	Sc. Charles W. Lynde, Patchogue, N. Y.	Jones.....	61
Dec. 7	One-half mile northwest of station.	.....do.....	Sc. Emily Baxter, Patchogue, N. Y.	Newton.....	53
Dec. 13	One-half mile north of station.	Fire Island.....	Slp. Minion, Fire Island, N. Y.	.....	
Dec. 23	Two miles southeast of Oak Island Station.	Oak Island and Fire Island.	Sc. Frank W. McCullough, Patchogue, N. Y.	Brink.....	127
Dec. 26	Two and one-half miles southeast of Oak Island Station.	.....do.....	Str. Drumelzier, Liverpool, England.	Nicholson..	3,625
Dec. 28	Two miles northeast of station.	Fire Island.....	Slp. Itakit, Bayshore, N. Y.	.....	
1905.					
Jan. 12	One-half mile east of Fire Island Station.	Fire Island and Point of Woods.	Str. Indus, London, England.	Kydd.....	3,395
Feb. 2	One and one-half miles west of station.	Long Beach.....	Sc. Georgia D. Jenkins, New York City.	Jenkins....	471
Mar. 29	One-quarter mile northwest of station.	Point of Woods...	Naphtha launch, Sayville, N. Y.	.....	
Apr. 9	One mile north-northwest of station.	.....do.....	Slp. Amanda Bishop, Patchogue, N. Y.	Bishop.....	29
Apr. 13	One and one-half miles southeast of station.	Oak Island.....	Boat belonging to Lightship No. 48.	.....	
Apr. 16	Three miles west of station.	Point of Woods...	Sc. Emma Jane, New Haven, Conn.	Savage.....	25
Apr. 16	.....do.....	.....do.....	Sc. Hamlet, Greenport, N. Y.	Patterson..	26
Apr. 21	One-half mile north-northwest of station.	.....do.....	Slp. Edgar Bernard, New York City.	Bumstead..	16
Apr. 22	One-half mile north-northwest of Point of Woods Station.	Point of Woods and Fire Island.	Slp. Minnie C., Greenport, N. Y.	Griffin.....	28
Apr. 23	One-half mile north of station.	Point of Woods...	Sc. Charles W. Lynde, Patchogue, N. Y.	Jones.....	61
Apr. 30	One-half mile north-northwest of Point of Woods Station.	Point of Woods and Fire Island.	Slp. Gustavus A. Muller, Tuckerton, N. J.	Quinn.....	21
May 8	One mile west of station.	Point of Woods...	Sc. J. H. Elliott, Philadelphia, Pa.	Pruitt.....	71
May 13	Three miles west of station.	Long Beach.....	Slp. Sarah O'Neill, New York City.	Smith.....	20
May 16	One mile east-northeast of station.	Point of Woods...	Naphtha launch, Patchogue, N. Y.	.....	
May 20	One mile north of station.	.....do.....	Sc. Annie Louise, Patchogue, N. Y.	Brown.....	49
May 28	Five miles southeast of station.	Fire Island.....	Small boat.....	.....	
May 29	One and three-quarters miles west-southwest of Shinnecock Station.	Shinnecock and Tiana.	Str. Seaconnet, Greenport, N. Y.	Fish.....	188
June 5	Jones Inlet.....	Short Beach.....	St. dredge Caucus, Greenport, N. Y.	.....	
	Total.....	.....	.....	.....	

of 1904-5—Continued.

OF 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 station.	Days' succor afforded.
Dragged anchor .....		\$500		\$500	\$500						
New York City to Freeport, N. Y.	Coal .....	1,000	\$200	1,200	1,200		3	3			
Palermo, Italy, to New York City.	General...	78,000	120,000	198,000	191,000	\$7,000	612	612			
Port Johnson, N. J., to Patchogue, N. Y.	Coal .....	2,200	450	2,650	2,650		3	3			
Verplancks to Patchogue, N. Y.	Brick .....	1,000	310	1,310	1,310		3	3			
Dragged anchor .....		75		75	75						
Georgetown, S. C., to Patchogue, N. Y.	Lumber...	7,000	2,500	9,500		9,500	5	5		5	35
New York City to Havre, France.	General...	200,000	344,000	544,000		544,000	30	30			
Fire Island to Bayshore, N. Y.		600		600	590	10	5	5		1	1
Habana, Cuba, to New York City.	Sugar .....	250,000	250,000	500,000	365,000	135,000	44	44			
Jacksonville, Fla., to New York City.	Lumber...	25,000	15,000	40,000	40,000		7	7			
Fire Island to Sayville, N. Y.	Canvas...	200	40	240	240		2	2			
Northport to Oakdale, N. Y.	Oysters...	3,000	1,000	4,000	4,000		3	3			
Sunk in harbor .....		100		100	100		1	1		1	1
Sayville to Greenport, N. Y.		1,500		1,500	1,500		2	2			
do .....		1,000		1,000	1,000		2	2			
Northport to Sayville, N. Y.	Oysters...	1,000	400	1,400	1,400		2	2			
do .....	do .....	2,000	900	2,900	2,900		2	2			
Port Johnson, N. J., to Patchogue, N. Y.	Coal .....	3,000	450	3,450	3,450		4	4			
Northport to Sayville, N. Y.	Oysters...	2,500	800	3,300	3,300		2	2			
Bridgeport, Conn., to Sayville, N. Y.	do .....	4,000	3,000	7,000	7,000		4	4			
Northport to Long Beach, N. Y.	do .....	2,500	800	3,300	3,300		3	3			
Sayville to South Bay, N. Y.		500		500	500		1	1			
New Haven, Conn., to Sayville, N. Y.	Oysters...	2,800	1,700	4,500	4,500		2	2			
Adrift .....		30		30	30						
Fishing trip .....	Fish .....	25,000	600	25,600		25,600	24	24		24	24
Greenport, N. Y., to New York City.		200,000		200,000	200,000		28	28			
.....		829,790	742,755	1,572,545	850,255	722,290	856	856		35	65

## Table of casualties, season

## DISTRICT NO. 5.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1904.					
July 1	One and one-half miles northeast of station.	Barnegat.....	Sc. Jack Tier, Beaufort, N. C.	Kent.....	7
July 2	Off station.....	Hereford Inlet.....	Small boat.....		
July 2	One-half mile southeast of station.	.....do.....	Lch. Clyde, Wildwood, N. J.		
July 3	One mile south of station	.....do.....	Slp. L. M. Green, Camden, N. J.	Garrett.....	12
July 6	One-half mile north of station.	Little Egg.....	Sc. y. Vigil, Philadelphia, Pa.	Olson.....	26
July 17	Three miles east of station.	Cold Spring.....	Na. lch. Frances S., Philadelphia, Pa.		
July 20	One-half mile northeast of station.	Atlantic City.....	Sc. y. Adrienne, Philadelphia, Pa.	Clapp.....	25
July 22	One mile south of station	Hereford Inlet....	Str. Ocean City, Bridgeton, N. J.	Buck.....	29
July 26	Three-quarters mile north-northeast of station.	Barnegat.....	Sc. C. R. Bennett, Chincoteague, Va.	Buzzy.....	32
July 27	Three miles east of station.	Cold Spring.....	Yawl, Baltimore, Md....		
Aug. 2	One and one-half miles north of station.	Little Egg.....	Na. lch. Veranor, Philadelphia, Pa.		
Aug. 5	Three miles southeast of Little Egg Station.	Little Egg and Little Beach.	Sc. Rebecca M. Smith, Philadelphia, Pa.	Grace.....	318
Aug. 9	Absecon Bar.....	Atlantic City.....	Catboat Louie S. Allen, Somers Point, N. J.	Johnson....	8
Aug. 10	One mile south of station	Hereford Inlet....	Slp. Geo. H. Bates, Somers Point, N. J.	Monroe.....	15
Aug. 11	One and three-quarters miles southwest of Little Egg Station.	Little Egg and Little Beach.	Str. Somerset, Fall River, Mass.	Porter.....	179
Aug. 11	One and one-half miles south of Little Egg Station.	.....do.....	Slp. y. Jackpot, Beach Haven, N. J.		
Aug. 15	One mile southwest of station.	Tathams.....	Bateau.....		
Aug. 21	One and one-quarter miles south-southwest of station.	Hereford Inlet....	El. s. Barbara, Somers Point, N. J.	Wilson.....	11
Aug. 26	One and one-half miles southwest of station.	Spermaceti Cove..	Catboat Cynthia, New York City.		
Sept. 5	One-half mile southeast of station.	Barnegat.....	Gasoline launch, Barnegat, N. J.		
Sept. 15	One and one-half miles northwest of station.	Spermaceti Cove..	Catboat Romola; Red Bank, N. J.		
Sept. 15	One-sixth mile west of station.	Great Egg.....	Ga. lch. Sarah Jane, Longport, N. J.		
Sept. 15	One hundred yards northwest of station.	.....do.....	Ga. lch. Imp, Longport, N. J.		
Sept. 15	Two hundred yards north of station.	.....do.....	Gasoline launch, Longport, N. J.		
Sept. 15	One-quarter mile northeast of station.	Hereford Inlet....	Ga. s. Leslie, Bridgeton, N. J.	Smith.....	8
Sept. 15	.....do.....	.....do.....	Slp. Pittsburg, Somers Point, N. J.	Jeffries.....	12
Sept. 21	One-half mile east of station.	Cold Spring.....	Skiff, Holly Beach, N. J.		
Sept. 21	Three-quarters mile southwest of Cold Spring Station.	Cold Spring and Cape May.	Sc. Golden Rule, Wilmington, Del.	Scull.....	44
Oct. 21	Two miles west of station.	Little Egg.....	Sc. Millie Frank, Bridgeton, N. J.	Taylor.....	60
Oct. 28	Three-quarters mile north-northwest of station.	Sandy Hook.....	Str. F. H. Beckwith, New London, Conn.	Beckwith..	195
Oct. 30	One and one-quarter miles southwest of station.	Spermaceti Cove..	Sc. Buena Vista, Perth Amboy, N. J.	Wilson.....	32
Nov. 4	One mile northwest of station.	Monmouth Beach.	Str. Little Silver, Perth Amboy, N. J.	Edwards...	428

of 1904-5—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 station.	Days' succor afforded.
Charleston, S. C. to Barnegat, N. J.		\$1,000		\$1,000	\$1,000		3	3			
Adrift		20		20	20		1	1			
Wildwood to Anglesea, N. J.		700		700	700		5	5			
Fishing trip		1,200		1,200	1,200		9	9			
Philadelphia, Pa., to Atlantic City, N. J.		3,000		3,000	3,000		3	3			
Philadelphia, Pa., to Sea Isle City, N. J.		1,500		1,500	1,500		4	4			
Pleasure trip		4,500		4,500	4,475	\$25	3	3			
Fishing trip		6,000		6,000	5,800	200	34	34			
Kettle Creek, N. Y., to New York City.		175		175	175		3	3			
Baltimore, Md., to Cold Spring Inlet, N. J.		300		300	300		1	1			
Atlantic City to Beach Haven, N. J.		3,000		3,000	3,000		2	2			
Rockport, Mass., to Philadelphia, Pa.	Stone	2,500	\$1,000	3,500		3,500	8	8		7	21
Somers Point to Atlantic City, N. J.		600		600	600		3	3			
Fishing trip		2,200		2,200	2,200		10	10			
Fall River, Mass., to Delaware Breakwater.		3,000		3,000	3,000		6	6			
Beach Haven to Little Egg Harbor Inlet, N. J.		1,000		1,000	1,000		6	6			
Capsized		25		25	25		2	2			
Fishing trip		4,000		4,000	3,980	20	44	44			
Bath Beach, N. Y., to Highlands, N. J.		500		500	495	5	5	5			
Fishing trip	Fish	200	25	225	150	75	6	6			
Pleasure trip		200		200	200		3	3			
Sunk at moorings		800		800	800						
do		300		300	300						
Dragged anchor and stranded.		300		300	300						
do		1,000		1,000	850	150	2	2			
do		2,500		2,500	2,490	10					
Capsized		40		40	40		2	2		2	2
Mispillion Creek, Del., to Dennis Creek, N. J.	Cedar logs	500	200	700	700		3	3			
Hampton, Va., to Bristol, R. I.	Wood	3,500	500	4,000	4,000		4	4			
Fishing trip	Fish	35,000	350	35,350	35,350		24	24			
Perth Amboy to Seabright, N. J.	Coal	1,000	265	1,265	1,165	100	2	2			
Long Branch, N. J., to New York City.		40,000		40,000	40,000		27	27			

## Table of casualties, season

## DISTRICT NO. 5.—EMBRACING COAST

Date.	Place.	Name of station	Name of vessel and where owned.	Master.	Tonnage.
1904.					
Nov. 12	One and one-half miles northeast of station.	Barnegat.....	Na. lch. Hicknek, Baldwin, N. Y.		
Nov. 13	Point of Hook.....	Sandy Hook.....	Scow America, New York City.	Disbrow...	209
Nov. 19	One-half mile north of station.	Bayhead.....	Skiff, Point Pleasant, N. J.		
Nov. 25	Absecon Inlet.....	Atlantic City.....	Sc. Frank W. McCullough, New York City.	Brink.....	127
Nov. 28	do.....	do.....	Na. lch. Pequot, Atlantic City, N. J.		
Dec. 18	One and one-half miles north of Bayhead Station.	Bayhead and Squan Beach.	Sc. Lizzie H. Brayton, Boston, Mass.	Kelley.....	1126
Dec. 25	Two and one-third miles northeast of station.	Great Egg.....	Skiff, Atlantic City, N. J.		
Dec. 25	One mile east of station...	Ocean City.....	Slp. Lillie, Somers Point, N. J.	Steelman...	10
1905.					
Jan. 15	Barnegat Shoals.....	Barnegat.....	Gasoline launch, Anglesea, N. J.		
Jan. 26	Two and one-half miles southwest of station.	Great Egg.....	Ga. s. J. A. Reed, Somers Point, N. J.	Knott.....	21
Mar. 28	One and three-quarters miles southwest by west of Two Mile Beach Station.	Two Mile Beach and Cold Spring.	Dredge New Cape May, Cape May, N. J.		
Apr. 8	Three miles southwest of station.	Cape May.....	Sc. Arrow, Gloucester, Mass.	Cary.....	30
Apr. 15	Two miles north of station.	Bonds.....	Sc. Virginia, Norfolk, Va.	Brown.....	44
Apr. 18	One-half mile northeast of station.	Monmouth Beach.	Gasoline launch, Seabright, N. J.		
May 2	Point of Hook.....	Sandy Hook.....	Sc. Wesley W. Sinnett, Kennebunk, Me.	Sinnett....	23
May 16	One mile south of Long Branch Station.	Long Branch and Deal.	Bkn. Bertha, Esbjerg, Denmark.	Norholm...	265
May 19	One mile southeast of station.	Hereford Inlet....	Ga. s. Alberta L., Bridgeton, N. J.	Larcombe..	13
May 28	One and one-half miles northeast $\frac{1}{2}$ east of Hereford Inlet Station.	Hereford Inlet and Tatham's.	Ga. lch. Clyde, Wildwood, N. J.		
June 1	Five miles south-southwest of station.	Cape May.....	Slp. Mary, Cape May, N. J.		
June 10	One-half mile northeast of station.	Barnegat.....	Sc. Maggie E. Davis, Chincoteague, Va.	Read.....	44
June 16	One-half mile southeast of station.	Townsend Inlet..	Yht. Naomi, Philadelphia, Pa.		
	Total.....				

## DISTRICT NO. 6.—EMBRACING COAST BETWEEN

1904.					
July 7	Isaac Shoals.....	Smith Island.....	Sc. Robert J. Poulson, Cape Charles, Va.	Madkins...	29
Aug. 4	Ship Shoal.....	do.....	Sc. Altama, Gloucester, Mass.	Morgan....	31
Sept. 15	One and one-half miles north-northeast of station.	Lewes.....	Sc. E. C. Allen, Bath, Me.	Blake.....	499
Sept. 15	One and three-quarters miles east by north of station.	do.....	Slp. John Leonard, Anglesea, N. J. <sup>a</sup>		
Sept. 15	One and one-half miles east of station.	do.....	Sc. Joseph L. Mulford, West Point, Va. <sup>a</sup>	Jones.....	49
Sept. 15	One-sixth mile east by north of station.	do.....	Sc. Henry P. Havens, Norfolk, Va. <sup>a</sup>	Walton....	300
Sept. 15	Three-quarters mile east of station.	do.....	Str. Hannah A. Lennen, Cape Charles, Va. <sup>a</sup>	Laughton..	136

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

of 1904-5—Continued.

OF NEW JERSEY—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Baldwin, N. Y., to Atlantic City, N. J.		\$1,000		\$1,000	\$1,000		2	2			
Parted lines and stranded.		1,000		1,000	1,000						
Fishing trip		30		30	30		3	1	2		
Atlantic City, N. J., to Georgetown, S. C.		6,000		6,000	6,000		6	6			
Pleasure trip		500		500	500		3	3			
Lamberts Point, Va., to New Haven, Conn.	Coal	40,000	\$4,500	44,500		\$44,500	9	9		9	33
Adrift		50		50	50						
Fishing trip	Fish	1,000	30	1,030	1,030		5	5			
Rockaway Point, N. Y., to Angelsea, N. J.		800		800	800		3	3		3	3
Somers Point to Ocean City, N. J.		4,500		4,500	4,500		3	3			
Cape May, N. J., to Wilmington, Del.		40,000		40,000	40,000		10	10			
Atlantic City, N. J., to Essington, Pa.		6,000		6,000	6,000		4	4			
James River, Va., to West Creek, N. J.	Oysters	2,000	800	2,800	2,800		3	3			
Long Branch to Seabright, N. J.		200		200	200		1	1			
Fishing trip		4,000		4,000	4,000		8	8			
Rio Grande to New York City.	Hides and hair.	30,000	70,000	100,000	100,000		8	8		8	16
Angelsea to Atlantic City, N. J.		2,500		2,500	2,500		9	9			
Fishing trip		700		700	700		11	11			
Adrift		300		300	250	50	2	2			
Chincoteague, Va., to Barnegat Bay, N. J.	Oyster shells.	1,200	300	1,500	1,400	100	3	3			
Barnegat, N. J., to Philadelphia, Pa.		500		500	500		2	2		2	2
		262,840	77,970	340,810	292,075	48,735	320	318	2	31	77

CAPE HENLOPEN AND CAPE CHARLES.

Hog Island to Norfolk, Va.		\$1,500		\$1,500	\$700	\$800	2	2		2	4
Boston, Mass., to Norfolk, Va.		2,000		2,000	1,975	25	4	4			
Philadelphia, Pa., to Gardiner, Me.	Coal	10,000	\$1,750	11,750		11,750	7	6	1	6	6
Dragged anchor and stranded.		2,500		2,500	2,500		6	6			
do		3,000		3,000	3,000		3	3			
Broke from moorings and stranded.	Lumber	5,000	1,000	6,000	5,000	1,000	6	6			
Fishing trip		25,000		25,000	23,000	2,000	30	30			

## Table of casualties, season

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

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1904.					
Sept. 15	One mile southeast of station.	Assateague Beach	Sc. Maggie E. Davis, Chincoteague, Va.	Sharpley	44
Sept. 15	do	do	Str. Pokanoket, Camden, N. J.	Denny	319
Oct. 6	Three-quarters mile south of station.	Metomkin Inlet	Sc. Mary Virginia, Crisfield, Md.	Bowden	10
Oct. 12	One mile south of station.	Hog Island	Slp. Cristina, Cape Charles, Va.	Hudson	8
Oct. 13	Seven miles north-northeast of station.	Metomkin Inlet	Slp. Ida C. Brown, Cape Charles, Va.	Clark	2,556
Oct. 30	One mile southwest of station.	Hog Island	Slp. Mary, Hog Island, Va.	Clark	2,556
Nov. 11	Carters Bar	Cobb Island	Sc. Rebecca Palmer, Boston, Mass.	Clark	2,556
Nov. 13	Two miles north of station.	Hog Island	Sc. Lenora, Cape Charles, Va.	Bivens	16
Nov. 13	One-half mile southwest of station.	do	Sc. Robert J. Poulson, Cape Charles, Va.	Madkins	29
Nov. 17	Five miles southeast of Wallops Beach Station.	Wallops Beach and Assateague Beach.	Sc. J. Howell Leeds, Philadelphia, Pa.	Bateman	414
Nov. 24	Eight miles north-northeast of station.	Metomkin Inlet	Sc. Gladys Whiting, Cape Charles, Va.	Sturgis	27
Nov. 24	Ten miles south of station.	Cobb Island	Sc. Shamrock, Cape Charles, Va.	Walker	37
Nov. 25	Three-quarters mile north of station.	do	Sc. Mattie F. Culver, Newport News, Va.	Bradshaw	21
Dec. 7	One-half mile south-southeast of station.	Metomkin Inlet	Slp. Ruth, Cape Charles, Va.	Young	6
Dec. 7	Three-quarters mile south of station.	Wachapreague	Slp. M. Owen, Chincoteague, Va.	Hill	25
Dec. 8	do	do	Sc. Thomas P. Jones, Elizabeth City, N. C.	Abbot	396
Dec. 15	Point of Cape Henlopen.	Lewes and Cape Henlopen.	Sc. John R. Halladay, New York City.	Jester	9
Dec. 22	Three-quarters mile south of station.	Wachapreague	Slp. Crown, Chincoteague, Va.	Jester	9
1905.					
Jan. 25	One and one-half miles south by east of station.	Assateague Beach	Sc. Whitewing, Chincoteague, Va.	Jester	15
Jan. 30	Two miles south $\frac{1}{2}$ east of station.	do	Sc. Onley, Chincoteague, Va.	Sooy	26
Feb. 8	Two miles south of Wachapreague Station.	Wachapreague and Parramore Beach.	Bkn. San Ignacio de Loyola, San Sebastian, Spain.	De la Torre	3,228
Feb. 13	One mile southwest of station.	Hog Island	Slp. Christiania, Norfolk, Va.	Johnson	5
Apr. 8	Four miles south by east of station.	Assateague Beach	Sc. M. P. Howlett, Philadelphia, Pa.	Mullen	46
Apr. 15	One-sixth mile northeast of station.	Lewes	Sc. Dauntless, Gloucester, Mass.	Mell	111
Apr. 16	Three miles north by west of station.	North Beach	Sharpie Wm. McKinley, Ocean City, Md.		
Apr. 16	Two miles north of station.	do	Sharpie Charles Simpson, Ocean City, Md.	Hill	22
May 5	Six miles southwest of station.	Wallops Beach	Slp. Emmet Arthur Chincoteague, Va.	Cramer	376
May 31	Two and one-half miles south of station.	Assateague Beach	Sc. Addie Jordan, Saco, Me.	Cramer	376
	Total				

of 1904-5—Continued.

HENLOPEN AND CAPE CHARLES—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Philadelphia, Pa., to Chincoteague, Va.	Coal.....	\$2,000	\$350	\$2,350	\$2,250	\$100	5	5			
Washington, D. C., to Penns Grove, N. J.		30,000		30,000	29,900	100	14	14			
Chincoteague to Cobbs Island, Va.		600		600	600		2	2			
Willis Wharf to Broadwater, Va.	Merchandise.	500	300	800	800		2	2		2	2
From Franklin City, Va.		400		400	400		3	3			
Adrift		200		200	200						
Boston, Mass., to Hampton Roads, Va.		100,000		100,000	100,000		13	13			
Broadwater to Norfolk, Va.	Oysters...	1,000	500	1,500	1,450	50	3	3			
do	do	2,500	600	3,100	3,100		4	4			
Long Cove, Me., to Philadelphia, Pa.	Paving stone.	12,000	3,000	15,000	14,700	300	7	7		1	2
Teagotank Bay to Folly Creek, Va.	Oysters...	1,500	250	1,750	1,750		3	3			
Ship Shoal to Metomkin Inlet, Va.	do	2,000	600	2,600	2,350	250	3	3			
Dragged anchor and stranded.	do	1,800	400	2,200	2,200		3	3			
do	Clams	300	90	390	390		2	2			
Wachapreague to Chincoteague, Va.	Oysters...	200	30	230	230		4	4			
Norfolk to Wachapreague, Va.		1,000		1,000	1,000		3	3			
New York City to Norfolk, Va.		5,000		5,000		5,000	7	7		5	5
Hog Island to Chincoteague, Va.	Oysters...	500	100	600	600		2	2			
Chincoteague to Cobbs Island, Va.		1,500		1,500	1,500		2	2		2	4
North Carolina to Johnsons Bay, Md.	Oysters...	2,900	225	3,125	3,125		3	3			
Passages, Spain, to Philadelphia, Pa.		50,000		50,000	50,000		18	18		18	162
Exmore to Broadwater, Va.	Miscellaneous.	400	200	600	600		3	3		3	3
James River, Va., to Philadelphia, Pa.	Oysters...	5,000	700	5,700		5,700	4	4		4	11
Fishing trip		12,000		12,000	12,000		18	18			
Capsized		200		200	200		5	5			
Ocean City to Winter Quarter Beach, Md.		40		40	40		2	2			
James River to Chincoteague, Va.	Oysters...	1,000	300	1,300		1,300	2	2		2	2
Norfolk, Va., to Bridgeport, Conn.	Lumber...	2,500	5,000	7,500	7,500		6	6		1	1
		286,040	15,395	301,435	273,060	28,375	201	200	1	46	202

## Table of casualties, season

## DISTRICT NO. 7.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1904.					
Aug. 20	One mile southeast of station.	Virginia Beach...	Sailboat, Virginia Beach, Va.		
Sept. 13	Two and one-half miles west of Cape Fear Station.	Cape Fear and Oak Island.	Slp. Manana, Washington, D. C.		
Sept. 22	Two and three-quarters miles south of Dam Neck Mills Station.	Dam Neck Mills and Little Island.	Shp. Henry B. Hyde, San Francisco, Cal. <sup>a</sup>	Demalo....	2,583
Oct. 7	One-third mile southeast of station.	Cape Lookout....	Sc. Kate Spencer, Baltimore, Md.	Henry.....	28
Oct. 9	Off station.....	Virginia Beach...	Small boat, Virginia Beach, Va.		
Oct. 28	One mile northwest of station.	Core Bank.....	Ga. y. Edris, New York City.	Ball.....	53
Nov. 8	One-quarter mile east-northeast of station.	Portsmouth.....	Sc. Meteor, Beaufort, N. C.	Styron.....	11
Nov. 10	Three and three-quarters miles south by east of Chicamacomico Station	Chicamacomico, Gull Shoal, and New Inlet.	Sc. Myra W. Spear, Perth Amboy, N. J.	Lewis.....	156
Nov. 13	One and one-half miles north-northwest of station.	Big Kinnakeet....	Sc. Luther B. May, Elizabeth City, N. C.	Scarborough.	7
Nov. 13	One and one-half miles northwest of station.	Hatteras Inlet....	Sc. Allison Miller, Elizabeth City, N. C.		
Nov. 14	Three miles northwest of station.	.....do.....	Bge. Drift Lodge, Washington, D. C.		
Nov. 22	One-half mile north-northwest of station.	Portsmouth.....	Sc. Virginia Dare, Beaufort, N. C.	Willis.....	13
Nov. 23	One mile north of station.	Cape Fear.....	Slp. Krait, Guilford, Conn.		
Nov. 26	Five miles east-northeast of station.	Portsmouth.....	Sc. George F. Golden, Newport News, Va.	Harman...	42
Dec. 2	Five and one-half miles northeast by north of station.	.....do.....	Sc. Susan E. Porter, Newbern, N. C.	Styron.....	37
Dec. 11	One-quarter mile northeast of Pea Island Station.	Pea Island, Oregon Inlet, and New Inlet.	Sc. Montana, Somers Point, N. J.	Booye.....	377
Dec. 11	One mile from station...	Durants.....	Launch, Washington, N. C.		
Dec. 15	Three miles north of station.	.....do.....	Sc. Allison Miller, Washington, N. C.		
Dec. 23	Two miles west of station.	Portsmouth.....	Sc. Meteor, Beaufort, N. C.	Hendrick..	11
Dec. 24	One and one-half miles north of station.	Durants.....	Ga. Ich. Annie, Manteo, N. C.		
Dec. 26	Two miles east of station.	Portsmouth.....	Sc. Clara J. Howeth, Crisfield, Md.	Sterling...	36
Dec. 26	.....do.....	.....do.....	Sc. Sadie F. Lewis, Crisfield, Md.	Parks.....	25
Dec. 27	Outer Diamond Shoals..	Cape Hatteras, Creeds Hill, and Big Kinnakeet.	Str. Northeastern, Cleveland, Ohio.	Lynch.....	2,206
Dec. 28	One mile east-northeast of station.	Fort Macon.....	Sc. Dorchester, Cape Charles, Va.	Evans.....	56
1905.					
Jan. 2	Three miles west of station.	Core Bank.....	Ywl. Valhalla II, New York City.		
Jan. 4	Frying Pan Shoals.....	Cape Fear.....	Sc. Emma C. Middleton, Philadelphia, Pa.	Gibbs.....	527
Jan. 13	Two and one-half miles northwest of station.	Core Bank.....	St. y. Rapido, New York City.	Miller.....	49
Jan. 15	Inner Diamond Shoals...	Cape Hatteras, Creeds Hill, and Big Kinnakeet.	Sc. Cordelia E. Hays, Portland, Me.	Brown.....	1,281
Jan. 23	Two and one-half miles southwest of station.	Bogue Inlet.....	Sc. Hester Ann, Norfolk, Va.	O'Neil.....	12
Jan. 25	Two and one-half miles northwest of station.	Creeds Hill.....	Sloop, Manteo, N. C.		

<sup>a</sup> Vessel was wrecked on February 11, 1904. The men rescued were wreckers who had gone on board to assist in floating her.

of 1904-5—Continued.

BETWEEN 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 station.	Days' succor afforded.
Capsized.....		\$10		\$10	\$10		2	2			
Washington, D. C., to Fernandina, Fla.		200		200	195	\$5	2	2			
							8	8		8	8
Baltimore, Md., to Mobile, Ala.		1,500		1,500		1,500	6	6		6	6
Capsized.....		10		10	10		3	3			
New York City to Brunswick, Ga.		30,000		30,000	30,000		8	8			
Beaufort to Ocracoke, N. C.		1,500		1,500	1,500		6	6			
Georgetown, S. C., to New London, Conn.	Lumber...	4,000	\$4,000	8,000	6,900	1,100	6	6		6	46
Dragged anchors and stranded.		500		500	500		2	2			
Ocracoke to Frisco, N. C.		500		500	500		5	5		5	5
Norfolk, Va., to Florida.		5,000		5,000	4,000	1,000				b 2	2
Portsmouth to Washington, N. C.	Fish.....	800	150	950	950		3	3			
Guilford, Conn., to Tampa, Fla.		800		800	800		2	2			
Ocracoke to Newbern, N. C.		1,500		1,500	1,500		4	4			
Newbern to Ocracoke, N. C.	Lumber...	2,500	250	2,750	2,750		3	3			
New York City to Charleston, S. C.	Salt.....	22,000	2,500	24,500	24,500		7	6	1	6	76
Dragged anchor and stranded.		1,200		1,200	1,200		3	3			
Washington to Frisco, N. C.	Wood.....	200	10	210	210		2	2			
Atlantic to Ocracoke, N. C.		1,500		1,500	1,500		4	4			
Hatteras to Manteo, N. C.		1,500		1,500	1,500		2	2			
Ocracoke to Portsmouth, N. C.	Oysters...	2,200	35	2,235	2,235		4	4			
do		2,500		2,500	2,500		3	3			
Port Arthur, Tex., to Philadelphia, Pa.	Crude oil.	250,000	11,910	261,910		261,910	22	22		10	30
Charleston, S. C., to Bayboro, N. C.	Rock.....	4,000	1,000	5,000	5,000		5	5			
New York City to Charleston, S. C.		3,500		3,500	3,500		4	4			
Newport News, Va., to Charleston, S. C.	Coal.....	10,000	2,500	12,500		12,500	7	7			
New York City to Cienfuegos, Cuba.		16,000		16,000	16,000		5	5			
Baltimore, Md., to Charleston, S. C.	Fertilizers	50,000	37,250	87,250		87,250	11	11		11	49
Norfolk, Va., to Charleston, S. C.		700		700	700		2	2			
Parted cable and stranded.		250		250	250		2	2			

<sup>b</sup> These had been taken off by a tug before the vessel went adrift.

## Table of casualties, season

## DISTRICT NO. 7.—EMBRACING COAST BETWEEN

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1905.					
Jan. 25	Two and one-half miles west of station.	Portsmouth.....	Sc. Cherubim, Baltimore, Md.	Mumford..	98
Jan. 26	One-half mile northwest of station.	Big Kinnakeet....	Sc. Little Bettie, Elizabeth City, N. C.	.....	
Jan. 26	Three miles north of Little Kinnakeet Station.	Little Kinnakeet, Big Kinnakeet, Gull Shoal, and Chicamacomico.	Sc. Dauntless, Elizabeth City, N. C.	O'Neal....	14
Jan. 29	Three and one-half miles north-northwest of station.	Little Kinnakeet.	Sc. Maud, Avon, N. C.	.....	
Feb. 3	One and one-half miles north of False Cape Station.	False Cape and Little Island.	Sc. D. M. Anthony, New York City.	Hatfield..	555
Feb. 9	Nine miles southeast of station.	Cape Lookout....	Sc. Sarah D. J. Rawson, Camden, Me.	Anderson..	387
Feb. 10	Two and one-half miles north of station.	Core Bank.....	Na. y. Resguardo, Port Limon, Costa Rica.	White.....	25
Feb. 19	Two and one-half miles west of station.	Bogue Inlet.....	Sc. Myra W. Spear, Perth Amboy, N. J.	Lewis.....	156
Feb. 24	One-half mile southeast of Little Island Station.	Little Island, Dam Neck, Mills and False Cape.	Str. Bangor, Belfast, Ireland.	Brown.....	3,372
Mar. 4	Three-fifths mile southwest of station.	Little Kinnakeet.	Fish boat Dodge, Frisco, N. C.	.....	
Mar. 5	Five miles north of station.	Cape Fear.....	Sc. Joseph, Beaufort, N. C.	Foster.....	21
Apr. 11	Two and three-quarters miles north by east of Gull Shoal Station.	Gull Shoal, Little Kinnakeet, and Chicamacomico.	Sc. Blanche Hopkins, Philadelphia, Pa.	Harvey....	634
Apr. 11	One-half mile southwest of station.	Bogue Inlet.....	Yht. Lotus, Philadelphia, Pa.	.....	
May 6	One mile north-northeast of station.	Cape Lookout....	Sc. Everett Pierce, Gloucester, Mass.	Allen.....	67
May 8	One mile west-northwest of station.	Bogue Inlet.....	Sc. John Russell, Bridgeton, N. J.	Shaw.....	156
May 9	Four miles northeast of station.	Core Bank.....	Sc. D. D. Haskell, Deer Isle, Me.	Torrey.....	317
May 15	Four miles south-southeast of station.	Oak Island.....	Ga. Ich. Louise, Southport, N. C.	.....	
May 26	Two-sevenths mile north of station.	Little Beach.....	Sc. Ida May, Port Republic, N. J.	.....	
June 30	Seven miles south by east of station.	Cape Lookout....	Sc. John S. Deering, Bath, Me.	Locke.....	478
	Total.....	.....	.....	.....	

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

1904.					
Sept. 13	One-quarter mile southwest of station.	Sullivans Island..	Bateau, Sullivans Island, S. C.	.....	
Sept. 23	Eight miles southeast of station.	Mosquito Lagoon.	Sc. Frances, Weymouth, Nova Scotia.	Brooks....	302
Oct. 16	Two-sevenths mile east of station.	Gilberts Bar.....	Bk. Georges Valentine, Camogli, Italy.	Prospero..	882
Oct. 17	Four miles north of station.	Fort Lauderdale..	Bkn. Zion, Weener, Germany.	Hemmis... 1,366	
1905.					
Jan. 26	Two and one-quarter miles west-southwest of station.	Sullivans Island..	Slp. Florie, Charleston, S. C.	.....	
Apr. 4	Five miles south of station.	Bulow.....	Naptha launch, Dayton, Fla.	.....	
Apr. 7	One mile southwest of station.	Sullivans Island..	Slp. Lily Holmes, Charleston, S. C.	.....	

of 1904-5—Continued.

CAPE HENRY AND CAPE FEAR—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Parted cable and stranded.	Oysters...	\$2,500	\$220	\$2,720	\$2,720	.....	4	4	.....	.....	.....
do.....	.....	300	.....	300	300	.....	2	2	.....	.....	.....
do.....	.....	400	.....	400	350	\$50	.....	.....	.....	.....	.....
Roanoke Island to Avon, N. C.	.....	50	.....	50	50	.....	3	3	.....	.....	.....
New York City to Norfolk, Va.	.....	10,000	.....	10,000	.....	10,000	9	9	.....	6	84
Georgetown, S. C., to New York City.	Lumber...	10,000	3,000	13,000	.....	13,000	7	6	1	5	15
New York City to Port Limon, Costa Rica.	.....	10,000	.....	10,000	10,000	.....	5	5	.....	.....	.....
Swansboro, N. C., to New York City.	Lumber...	1,500	1,500	3,000	3,000	.....	5	5	.....	.....	.....
Pensacola, Fla., to Hamburg, Germany.	Turpentine and rosin.	150,000	165,000	315,000	315,000	.....	28	28	.....	.....	.....
Capsized and sunk.....	.....	50	.....	50	40	10	2	2	.....	.....	.....
Swansboro to Wilmington, N. C.	.....	1,000	.....	1,000	1,000	.....	3	3	.....	.....	.....
New York City to Savannah, Ga.	Cement...	14,000	5,000	19,000	.....	19,000	9	9	.....	9	20
Palm Beach, Fla., to Philadelphia, Pa.	.....	5,000	.....	5,000	5,000	.....	4	4	.....	.....	.....
Fishing trip.....	.....	8,000	.....	8,000	8,000	.....	12	12	.....	.....	.....
Swansboro, N. C., to New York City.	Lumber...	5,000	2,500	7,500	7,500	.....	6	6	.....	.....	.....
New London, Conn., to Brunswick, Ga.	.....	30,000	.....	30,000	.....	30,000	7	7	.....	.....	.....
From Southport, N. C.	.....	600	.....	000	500	100	3	3	.....	.....	.....
Port Republic to Brigantine, N. J.	.....	1,000	.....	1,000	1,000	.....	3	3	.....	.....	.....
Savannah, Ga., to Boston, Mass.	Lumber...	18,000	9,460	27,460	24,960	2,500	8	8	.....	.....	.....
.....	.....	681,770	246,285	928,055	488,130	439,925	263	261	2	98	366

CAROLINA, GEORGIA, AND EASTERN FLORIDA.

Capsized.....	.....	\$25	.....	\$25	\$25	.....	3	3	.....	3	3
Habana, Cuba, to Brunswick, Ga.	.....	10,000	.....	10,000	10,000	.....	7	7	.....	1	8
Pensacola, Fla., to Buenos Ayres, South America.	Lumber.	18,000	\$7,000	25,000	.....	\$25,000	12	7	5	7	20
Pensacola, Fla., to London, England.	do.....	125,000	15,000	140,000	.....	140,000	14	14	.....	14	14
Charleston to Mount Pleasant, S. C.	Guano....	25	175	200	195	5	2	2	.....	.....	.....
Capsized.....	.....	400	.....	400	400	.....	3	3	.....	.....	.....
Fishing trip.....	.....	80	.....	80	80	.....	2	2	.....	.....	.....

## Table of casualties, season

## DISTRICT NO. 8.—EMBRACING COAST OF SOUTH CAROLINA,

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1904. May 15	One and one-quarter miles east-southeast of station.	Biscayne Bay . . .	Str. David, New York City.	Warneke. . .	1,337
June 28	Three and one-half miles south of station.	Sullivans Island . .	Catboat, Charleston, S. C.	.....	.....
	Total.....	.....	.....	.....	.....

## DISTRICT NO. 9.—EMBRACING GULF

1904. Aug. 9	One mile north of station.	Galveston . . . . .	Slp. Katie Cook, Galveston, Tex.	.....	.....
Sept. 16	One mile northeast of station.	Aransas . . . . .	Barge No. 4, Morgan City, La.	.....	.....
Oct. 14	One-half mile north of station.	Galveston . . . . .	Sloop, Galveston, Tex. . .	.....	.....
Oct. 17	Four miles north-northwest of station.	.....do . . . . .	Sc. Lewis W. Moore, Galveston, Tex.	Puppo . . . . .	10
Oct. 19	One mile east of station.	Aransas . . . . .	Slp. Lizzie, Rockport, Tex.	.....	.....
Oct. 19	Three-quarters mile west-northwest of station.	Brazos . . . . .	Sc. Pierce Simpson, Brownsville, Tex.	Harms . . . . .	88
Oct. 26	One-third mile northeast of station.	Aransas . . . . .	Sc. Lone Star, Corpus Christi, Tex.	.....	.....
Nov. 29	Twelve miles north-northeast of station.	Velasco . . . . .	Slp. Ludlow, Galveston, Tex.	.....	.....
Dec. 3	Four miles southwest of station.	San Luis . . . . .	St. lch. Admiral Schley, Galveston, Tex.	.....	.....
Dec. 6	One-half mile north-northeast of station.	Galveston . . . . .	St. lch. Abbey, Galveston, Tex.	.....	.....
Dec. 15	Two and one-half miles northeast of station.	.....do . . . . .	St. lch. Admiral Schley, Galveston, Tex.	.....	.....
Dec. 26	One-half mile north-northwest of station.	Brazos . . . . .	Sc. Cleopatra, Brownsville, Tex.	Laroche . . . . .	18
1905. Jan. 13	Four miles east of station.	Aransas . . . . .	Bge. Clark Oil Tank No. 1, Galveston, Tex.	Wall . . . . .	304
Feb. 3	Eight miles northeast of station.	San Luis . . . . .	Str. Amazonense, Liverpool, England. <sup>a</sup>	Hughes . . . . .	2,828
Feb. 8	Nine miles south-southwest of San Luis Station.	San Luis and Velasco.	Str. Nueces, New York City.	Hix . . . . .	3,367
Mar. 29	Four and one-half miles north-northeast of station.	Santa Rosa . . . . .	Sc. Evalyn, Pensacola, Fla.	Ward . . . . .	27
Mar. 31	One mile northwest by west of station.	Brazos . . . . .	Sc. Ada, Brownsville, Tex.	Torsell . . . . .	31
Apr. 5	Four miles northeast of station.	Galveston . . . . .	Sc. Flower of France, Port Lavaca, Tex.	Gyles . . . . .	25
Apr. 5	Three and three-quarters miles south of station.	Brazos . . . . .	Bge. Hannah, Galveston, Tex.	Cornell . . . . .	245
	Total.....	.....	.....	.....	.....

## DISTRICT NO. 10.—EMBRACING

1904. July 2	One and three-quarters miles from station.	Buffalo . . . . .	Slp. y. Banshee II, Buffalo, N. Y.	.....	.....
July 3	Three-quarters mile northeast of station.	Ashtabula . . . . .	Na. lch. Ferry, Ashtabula, Ohio.	.....	.....
July 4	One and one-half miles north of station.	Charlotte . . . . .	Sailboat, Charlotte, N. Y.	.....	.....
July 4	One mile west of station.	Niagara . . . . .	Rowboat, Niagara, Ontario.	.....	.....

<sup>a</sup> Got off by tugs.

of 1904-5—Continued.

GEORGIA, AND EASTERN FLORIDA—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.
New York City to Pensacola, Fla.	Coal .....	\$35,000	\$8,500	\$43,500	\$43,500	.....	21	21	.....	.....	.....
Pleasure trip .....	.....	120	.....	120	120	.....	.....	.....	.....	.....	.....
.....	.....	188,650	30,675	219,325	54,320	\$165,005	64	59	5	25	45

COAST OF THE UNITED STATES.

Capsized.....	.....	\$30	.....	\$30	\$30	.....	2	2	.....	.....	.....
Broke from moorings.....	.....	6,000	.....	6,000	6,000	.....	1	1	.....	.....	.....
Capsized .....	.....	20	.....	20	20	.....	3	3	.....	3	3
Bolivar Point to Galveston, Tex.	.....	300	.....	300	250	\$50	2	2	.....	2	2
Rockport to Aransas Pass, Tex.	Fish .....	400	\$50	450	450	.....	5	5	.....	.....	.....
Point Isabel to Lake Charles, La.	.....	4,500	.....	4,500	4,500	.....	7	7	.....	.....	.....
Rockport to Tarpon, Tex.	.....	1,200	.....	1,200	1,200	.....	4	4	.....	.....	.....
Capsized and sunk .....	.....	300	.....	300	300	.....	3	3	.....	3	3
Velasco to Galveston, Tex.	.....	700	.....	700	700	.....	2	2	.....	2	2
Bolivar Point to Galveston, Tex.	.....	600	.....	600	600	.....	1	1	.....	.....	.....
Galveston to Bolivar Point, Tex.	.....	700	.....	700	670	30	2	2	.....	.....	.....
Parted line and stranded.	Meal and barrels.	900	300	1,200	1,200	.....	18	18	.....	.....	.....
Galveston to Brazos Santiago, Tex.	Oil .....	9,000	2,000	11,000	9,000	2,000	2	2	.....	.....	.....
Barbados to Galveston, Tex.	.....	300,000	.....	300,000	300,000	.....	39	39	.....	.....	.....
New York City to Galveston, Tex.	General...	250,000	250,000	500,000	500,000	.....	69	69	.....	.....	.....
Freeport to Pensacola, Fla.	Rosin....	1,500	620	2,120	2,120	.....	3	3	.....	.....	.....
Isabel to Brazos Santiago Bar, Tex.	.....	1,400	.....	1,400	1,300	100	3	3	.....	.....	.....
Port Lavaca to Galveston, Tex.	.....	2,000	.....	2,000	2,000	.....	2	2	.....	.....	.....
Galveston to Isabel, Tex.	Miscellaneous.	5,000	2,600	7,600	.....	7,600	2	2	.....	2	7
.....	.....	584,550	255,570	840,120	830,340	9,780	170	170	.....	12	17

LAKES ERIE AND ONTARIO.

Buffalo, N. Y., to Port Maitland, Ontario.	.....	\$300	.....	\$300	\$285	\$15	5	5	.....	.....	.....
Pleasure trip .....	.....	150	.....	150	150	.....	7	7	.....	.....	.....
.....do .....	.....	40	.....	40	40	.....	2	2	.....	.....	.....
Fishing trip .....	.....	30	.....	30	30	.....	3	3	.....	.....	.....

## Table of casualties, season

## DISTRICT No. 10.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1904.					
July 7	Three-quarters mile north of station.	Louisville.....	Skiff, Louisville, Ky.....		
July 18	One-quarter mile northwest of station.	.....do.....	Flat, Louisville, Ky.....		
July 19	One and one-half miles west of station.	Niagara.....	Rowboat, Niagara, Ontario.		
July 28	Middle Chute, Falls of the Ohio.	Louisville.....	Skiff, Louisville, Ky.....		
July 31	Four miles east of station	Charlotte.....	Sloop yacht, Charlotte, N. Y.		
July 31	One mile southeast of station.	.....do.....	Sailboat, Charlotte, N. Y.		
July 31	Four miles northeast of station.	Niagara.....	Yacht, Toronto, Ontario.		
Aug. 6	One and one-half miles southwest of station.	Fairport.....	Na. lch. Emmy Lou, Cleveland, Ohio.		
Aug. 6	Four miles north of station.	Marblehead.....	Na. lch. My Lady, Buffalo, N. Y.		
Aug. 7	One-half mile west of station.	Niagara.....	Catboat, Niagara, Ontario.		
Aug. 14	Three miles east by north of station.	Erie.....	Skiff, Erie, Pa.....		
Aug. 28	Three miles northeast of station.	Marblehead.....	Naphtha launch, Sandusky, Ohio.		
Aug. 29	Indiana Chute, Falls of the Ohio.	Louisville.....	Flat, Louisville, Ky.....		
Sept. 5	One mile east of station..	Ashtabula.....	St. lch. Laurmio, Ashtabula, Ohio.		
Sept. 9	Indiana Chute, Falls of the Ohio.	Louisville.....	Flat, Pittsburg, Pa.....		
Sept. 14	Three miles east by north of station.	Erie.....	Naphtha launch, Erie, Pa.		
Sept. 23	One-half mile northeast of station.	Charlotte.....	Sailboat, Charlotte, N. Y.		
Oct. 14	One-half mile west of station.	Oswego.....	Sc. Clara Yuell, Port Burwell, Ontario.	Oliver.....	367
Oct. 22	One-quarter mile southwest of station.	Cleveland.....	Na. lch. Ida May, Cleveland, Ohio.		
Nov. 5	Two-thirds mile northeast of station.	Ashtabula.....	Str. Corsica, Duluth, Minn.	Fisher.....	2,364
Nov. 13	Two hundred and sixty-five yards north of station.	Cleveland.....	Str. John Gregory, Cleveland, Ohio.	Miney.....	75
Nov. 17	One-quarter mile west of station.	Oswego.....	Rowboat, Montreal, Canada.		
Nov. 22	Falls of the Ohio.....	Louisville.....	Shanty boat, Cincinnati, Ohio.		
Nov. 28	Three miles southeast of station.	Marblehead.....	Na. lch. Norton B. and tow, Marblehead, Ohio.		
Dec. 13	One and one-half miles northwest of station.	Buffalo.....	Str. America, Buffalo, N. Y.	Higgins...	123
Dec. 13	Two miles west-northwest of station.	.....do.....	Str. Canisteo, Toledo, Ohio.	Maddigan..	595
1905.					
Jan. 17	Falls of the Ohio.....	Louisville.....	Flat, Louisville, Ky.....		
Mar. 28	One mile north of station.	Oswego.....	Small boat.....		
Apr. 4	Middle Chute, Falls of the Ohio.	Louisville.....	Shanty boat, Louisville, Ky.		
Apr. 12	One and one-half miles northwest of station.	Marblehead.....	Na. lch. Major Wilcox, Sandusky, Ohio.		
Apr. 14	Two and one-half miles east by north of station.	Erie.....	Sailboat, Erie, Pa.....		
Apr. 16	One-quarter mile north of station.	Louisville.....	Sailboat, Louisville, Ky.....		
Apr. 19	One-quarter mile northwest of station.	.....do.....	Sailboat, Louisville, Ky.....		
Apr. 23	Three-eighths mile southwest of station.	Charlotte.....	Sc. Robert McDonald, Picton, Ontario.	Bell.....	44
Apr. 24	One-half mile north of station.	Louisville.....	Skiff, Louisville, Ky.....		

of 1904-5—Continued.

ERIE AND ONTARIO—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Pleasure trip . . . . .		\$5		\$5	\$5		2	2			
do . . . . .		5		5	5		2	2			
do . . . . .		25		25	25		4	4			
do . . . . .		5		5	5		2	2			
do . . . . .		500		500	475	\$25	2	2			
do . . . . .		25		25	25		2	2			
do . . . . .		200		200	200		5	5			
Sunk at moorings . . . . .		300		300	300						
Buffalo to Put in Bay, N. Y.		3,000		3,000	3,000		5	5			
Pleasure trip . . . . .		15		15	15		4	4			
Capsized . . . . .		10		10	10		2	2			
Sandusky to Kelleys Island, Ohio.	Tar and twine.	400	\$200	600	600		2	2			
Louisville, Ky., to Jeffersonville, Ind.		5		5		5	1	1			
Pleasure trip . . . . .		1,500		1,500	1,500		3	3			
Pittsburg, Pa., to St. Louis, Mo.		5		5	5		1	1			
Fishing trip . . . . .		400		400	400		3	3			
Pleasure trip . . . . .		10		10	10		1	1			
Lying at dock . . . . .		3,000		3,000	3,000		5	5			
Parted moorings and stranded.		5,000		5,000	5,000						
Ashtabula, Ohio, to Superior, Wis.		75,000		75,000	75,000		21	21			
Capsized and sunk . . . . .		15,000		15,000		15,000	3	2	1	2	2
Capsized . . . . .		5		5	5		2	2			
Cincinnati, Ohio, to Memphis, Tenn.		75		75	75		2	2			
Sandusky to Marblehead, Ohio.		400		400	250	150	3	3			
To wrecked vessel in harbor.		5,000		5,000	5,000		4	4			
Tonawanda to Buffalo, N. Y.		20,000		20,000	20,000		8	8			
Adrift . . . . .	Coal . . . . .	400	60	460	460						
Caught in the ice . . . . .		10		10		10	2	2			
Pleasure trip . . . . .		25		25	25		2	2			
Catawba Island to Sandusky, Ohio.	Fish . . . . .	3,500	500	4,000	4,000		2	2			
Capsized . . . . .		80		80	80		2	2			
Pleasure trip . . . . .		100		100	100		4	4			
do . . . . .		100		100	100		2	2			
Charlotte, N. Y., to Trenton, Ontario.		1,600		1,600	1,500	100	3	3			
Pleasure trip . . . . .		15		15	15		4	4			

Table of casualties, season

DISTRICT NO. 10.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1905.					
Apr. 24	One-half mile north of station.	Louisville .....	Skiff, Louisville, Ky. ....		
Apr. 30	One-quarter mile north-west of station.	..... do .....	Sailboat, Louisville, Ky. ....		
May 3	Falls of the Ohio .....	..... do .....	Flat, Louisville, Ky. ....		
May 4	Indiana Chute, Falls of the Ohio.	..... do .....	Skiff, Louisville, Ky. ....		
May 7	Middle Chute, Falls of the Ohio.	..... do .....	Skiff, Louisville, Ky. ....		
May 9	One hundred and sixty yards south of station.	Buffalo .....	Ga. Ich. Hustler, Buffalo, N. Y.		
May 11	Middle Chute, Falls of the Ohio.	Louisville .....	Skiff, Louisville, Ky. ....		
May 13	One mile west-southwest of station.	Erie .....	Rowboat, Erie, Pa. ....		
May 16	One and one-half miles west-southwest of station.	..... do .....	Fishboat Enterprise, Erie, Pa.		
May 26	One-half mile west of station.	..... do .....	Sc. Uncle Sam, Erie, Pa. ....		
May 30	Three and one-half miles west of station.	Cleveland .....	Na. Ich. Tiny, Cleveland, Ohio.		
May 30	Falls of the Ohio .....	Louisville .....	Bge. Grayling, Louisville, Ky.		
June 5	One-half mile northeast of station.	Erie .....	Rowboat, Erie, Pa. ....		
June 8	One-fifth mile northwest of station.	Buffalo .....	Str. Harvey J. Kendall, Port Huron, Mich.	Kendall ...	398
June 11	Above cross dam, Falls of the Ohio.	Louisville .....	Skiff, Louisville, Ky. ....		
June 15	Falls of the Ohio .....	..... do .....	Skiff, Louisville, Ky. ....		
June 18	..... do .....	..... do .....	Skiff, Louisville, Ky. ....		
June 18	..... do .....	..... do .....	Canoe, Louisville, Ky. ....		
June 20	..... do .....	..... do .....	Skiff, Louisville, Ky. ....		
June 21	..... do .....	..... do .....	Flat, Louisville, Ky. ....		
	Total .....	..... do .....	..... do .....		

DISTRICT NO. 11.—EMBRACING

1904.					
July 17	Nine miles northeast of station.	Tawas .....	Sc. Viola, Port Huron, Mich.	Riggs .....	54
July 17	Four and one-half miles west of Crisps Station.	Crisps and Two Heart River.	Str. Joseph C. Gilchrist, Cleveland, Ohio.	Mansher .....	4,725
July 19	Two-thirds mile south-west of station.	Duluth .....	Catboat Mona, Duluth, Minn.		
July 22	Two hundred and forty yards west of station.	..... do .....	Shell, Duluth, Minn. ....		
July 29	One and one-half miles west of station.	Grand Marais .....	Gasoline launch, Grand Marais, Mich.		
July 30	One-half mile northeast of station.	Tawas .....	Fish boat, Tawas Point, Mich.		
July 30	One and one-half miles south of station.	Middle Island .....	Sc. J. Duvall, Port Huron, Mich.	Curtindale .....	131
July 30	One hundred and thirty yards northwest of station.	Duluth .....	Slp. y. Stranger, Duluth, Minn.		
July 30	One-quarter mile south of station.	..... do .....	Slp. y. Banshee, Duluth, Minn.		
July 30	One-quarter mile north-west of station.	..... do .....	Slp. y. Invader, Duluth, Minn.		
July 31	One-quarter mile south of station.	..... do .....	Rowboat, Duluth, Minn.		
Aug. 5	One-half mile south of station.	..... do .....	Slp. y. Invader, Duluth, Minn.		
Aug. 9	Three miles east of station.	Grand Marais .....	Gasoline launch, Two Heart River, Mich.		
Aug. 15	Ten miles west by south of station.	Port Austin .....	Sc. Monticello, Port Huron, Mich.	De Varney .....	316



## Table of casualties, season

## DISTRICT NO. 11.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1904.					
Aug. 16	One-quarter mile north-east of station.	Vermilion.....	Str. Charles R. Van Hise, Duluth, Minn.	Wright....	5,117
Aug. 16	One-eighth mile east of station.	Grand Marais....	Str. Jay Gould, Duluth, Minn.	Hardie....	996
Aug. 18	Three-quarters mile east of station.	Middle Island.....	Str. Saxon, Detroit, Mich.	.....	.....
Aug. 19	One-half mile north of station.	Harbor Beach....	Lighter.....	.....	.....
Aug. 20	Four miles southwest of station.	Tawas.....	Sc. Sephie, Toronto, Ontario.	McKennon.	261
Aug. 20	Four miles south of station.	Sturgeon Point..	Sloop, Bay City, Mich.	.....	.....
Aug. 22	One-sixth mile north of station.	Crisps.....	Slp. y. Dream, Snow Island, Mich.	.....	.....
Aug. 25	Two-thirds mile east of station.	Two Heart River.	Slp. y. Dream, Bois Blanc Island, Mich.	.....	.....
Aug. 25	One-half mile northwest of station.	Portage.....	Yawl, Dollar Bay, Mich.	.....	.....
Aug. 29	Three-quarters mile west of station.	Port Austin.....	Schooner, Bayport, Mich.	.....	.....
Aug. 29	One-half mile west of station.	.....do.....	Sc. Viola, Port Austin, Mich.	.....	.....
Sept. 1	Two-thirds mile north-west of station.	Duluth.....	Cutter, Duluth, Minn.	.....	.....
Sept. 1	.....do.....	.....do.....	Slp. y. Feather, Duluth, Minn.	.....	.....
Sept. 1	.....do.....	.....do.....	Gasoline launch, Duluth, Minn.	.....	.....
Sept. 1	.....do.....	.....do.....	Ga. Ich. Happy Day, Duluth, Minn.	.....	.....
Sept. 2	One-quarter mile north-west of station.	.....do.....	Sailboat Arnetta, Duluth, Minn.	.....	.....
Sept. 2	.....do.....	.....do.....	Gasoline launch, Duluth, Minn.	.....	.....
Sept. 2	One hundred and seventy yards southeast of station.	.....do.....	Str. Rover, Duluth, Minn.	.....	.....
Sept. 2	One and three-quarters miles south of station.	.....do.....	House boat, Duluth, Minn.	.....	.....
Sept. 10	Twelve miles northeast of station.	.....do.....	Str. Homer Warren, Port Huron, Mich.	Recor....	448
Sept. 15	Fifty feet northwest of station.	.....do.....	Small boat, Duluth, Minn.	.....	.....
Sept. 15	Sixty-five yards north-west of station.	.....do.....	Sloop yacht, Duluth, Minn.	.....	.....
Sept. 15	.....do.....	.....do.....	Slp. y. Miss Modesty, Duluth, Minn.	.....	.....
Sept. 18	Four hundred yards southwest of station.	Middle Island.....	St. y. Saxon, Detroit, Mich.	.....	.....
Sept. 18	One and one-half miles southeast of station.	Duluth.....	Slp. y. Invader, Duluth, Minn.	.....	.....
Sept. 20	One mile south of station.	Harbor Beach....	Sloop Harbor Beach, Mich.	.....	.....
Sept. 21	One-fifth mile southwest of station.	Portage.....	Small boat, Portage, Mich.	.....	.....
Sept. 22	One mile south-south-west of station.	Tawas.....	Skiff.....	.....	.....
Sept. 29	Two and one-half miles south of station.	Duluth.....	Slp. y. Miss Modesty, Duluth, Minn.	.....	.....
Oct. 1	Five and one-half miles northwest of station.	Middle Island....	Sc. Charles E. Wyman, Milwaukee, Wis. <sup>a</sup>	Bolster...	234
Oct. 4	Nine miles west of station.	Grand Marais....	Str. Sitka, Cleveland, Ohio.	Johnson...	1,740
Oct. 5	Three-quarters mile south of station.	.....do.....	Str. Hunter, Marquette, Mich.	Lewis.....	224
Oct. 5	One-half mile southwest of station.	Duluth.....	Canoe, Duluth, Minn.	.....	.....
Oct. 9	Three-quarters mile west-northwest of station.	Hammond.....	Sc. Oliver Mitchell, Chicago, Ill.	Van Camp.	320

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

of 1904-5—Continued.

HURON AND SUPERIOR—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Duluth, Minn., to Conneaut, Ohio.	Iron ore ..	\$275,000	\$25,000	\$300,000	\$300,000	.....	26	26	.....	.....	.....
Chicago, Ill., to Duluth, Minn.	Merchandise.	35,000	12,000	47,000	47,000	.....	15	15	.....	.....	.....
Adrift.....	.....	800	.....	800	800	.....	2	2	.....	.....	.....
.....do.....	Wood.....	500	20	520	520	.....	2	2	.....	.....	.....
Little Current to Windsor, Ontario.	Lumber...	15,000	6,000	21,000	21,000	.....	7	7	.....	.....	.....
Sunk at moorings.....	.....	200	.....	200	200	.....	.....	.....	.....	.....	.....
Dragged anchor.....	Books.....	700	200	900	690	\$210	2	2	.....	2	2
Broke from moorings and stranded.	.....do.....	700	300	1,000	1,000	.....	2	2	.....	2	12
Adrift.....	.....	60	.....	60	55	5	.....	.....	.....	.....	.....
Parted lines and stranded.	.....	150	.....	150	140	10	.....	.....	.....	.....	.....
.....do.....	.....	350	.....	350	350	.....	.....	.....	.....	.....	.....
Broke from moorings.....	.....	500	.....	500	500	.....	.....	.....	.....	.....	.....
.....do.....	.....	300	.....	300	300	.....	.....	.....	.....	.....	.....
.....do.....	.....	300	.....	300	300	.....	.....	.....	.....	.....	.....
.....do.....	.....	800	.....	800	800	.....	.....	.....	.....	.....	.....
Lying at dock.....	.....	500	.....	500	500	.....	.....	.....	.....	.....	.....
Broke from moorings.....	.....	300	.....	300	300	.....	.....	.....	.....	.....	.....
Lying at dock.....	.....	1,000	.....	1,000	1,000	.....	.....	.....	.....	.....	.....
Broke from moorings.....	.....	600	.....	600	.....	600	6	6	.....	.....	.....
Toledo, Ohio, to Duluth, Minn.	.....	22,000	.....	22,000	19,600	2,400	12	12	.....	.....	.....
Broke from moorings and stranded.	.....	40	.....	40	40	.....	.....	.....	.....	.....	.....
.....do.....	.....	300	.....	300	295	5	.....	.....	.....	.....	.....
Dragged anchor and stranded.	.....	300	.....	300	300	.....	.....	.....	.....	.....	.....
Disabled in harbor.....	.....	800	.....	800	800	.....	4	4	.....	.....	.....
Capsized.....	.....	200	.....	200	200	.....	4	4	.....	.....	.....
Adrift.....	.....	30	.....	30	30	.....	.....	.....	.....	.....	.....
Capsized.....	.....	15	.....	15	15	.....	2	1	1	.....	.....
Adrift.....	.....	15	.....	15	15	.....	.....	.....	.....	.....	.....
Pleasure trip.....	.....	300	.....	300	295	5	3	3	.....	.....	.....
Cleveland, Ohio, to St. Ignace, Mich.	Coal.....	3,000	1,400	4,400	4,400	.....	6	6	.....	.....	.....
Marquette, Mich., to Toledo, Ohio.	Iron ore ..	45,000	8,225	53,225	.....	53,225	17	17	.....	.....	.....
Munising to Grand Marais, Mich.	.....	10,000	.....	10,000	.....	10,000	13	13	.....	.....	.....
Adrift.....	.....	50	.....	50	50	.....	2	2	.....	.....	.....
Detroit to Cheboygan, Mich.	P u l p wood and cedar.	8,000	1,100	9,100	9,100	.....	8	8	.....	.....	.....

## Table of casualties, season

## DISTRICT No. 11.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1904.					
Oct. 11	One hundred yards west of station.	Portage.....	Sc. Jeremiah Godfrey, Detroit, Mich.	Moore.....	653
Oct. 12	One-quarter mile southeast of station.	Harbor Beach....	Sailboat.....	.....	.....
Oct. 20	One hundred and thirty yards south of station.	Duluth.....	Skiff, Duluth, Minn.....	.....	.....
Oct. 21	Three-quarters mile north of station.	Lake View Beach.	Catboat, Port Huron, Mich.	.....	.....
Oct. 26	Fifty-five yards from station.	Hammond.....	Fish boat, Grace Harbor, Mich.	.....	.....
Oct. 28	One-half mile northeast of station.	Tawas.....	Fish boat, East Tawas, Mich.	.....	.....
Oct. 29	Four hundred yards southwest of station.	Middle Island....	St. y. Saxon, Detroit, Mich.	.....	.....
Oct. 29	One hundred feet northwest of station.	Duluth.....	Slp. y. Miss Modesty, Duluth, Minn.	.....	.....
Nov. 12	Nine miles northeast of station.	Port Austin.....	Yawl belonging to Str. Wyoming, Port Huron, Mich.	.....	.....
Nov. 12	One-half mile northeast of station.	Thunder Bay Island.	Fish boat, Alabaster, Mich.	.....	.....
Nov. 17	Two hundred and seventy-five yards east of station.	Harbor Beach....	Fish boat, Harbor Beach, Mich.	.....	.....
Nov. 18	Two hundred and seventy-five yards south of station.	Sturgeon Point...	Skiff, Sturgeon Point, Mich.	.....	.....
Nov. 19	Eight miles north of station.	.....do.....	Str. Bob Teed, Marquette, Mich.	Bassette...	45
Nov. 28	Four miles northwest of station.	Tawas.....	Str. John H. Pauly, Detroit, Mich.	Shafer.....	259
Nov. 28	North Point.....	Thunder Bay Island.	Sc. John Kilderhouse, Detroit, Mich.	Kunna.....	500
Nov. 28	.....do.....	.....do.....	Sc. John T. Johnson, Grand Haven, Mich.	Mills.....	448
Nov. 28	.....do.....	.....do.....	Str. B. W. Blanchard, Detroit, Mich.	Crockett...	919
Dec. 2	Three miles east-northeast of station.	Vermilion.....	Str. Turret Court, Newcastle, England.	Black.....	1,879
Dec. 5	Two miles north by west of station.	Port Austin.....	Rowboat, Port Austin, Mich.	.....	.....
Dec. 7	One-eighth mile north of station.	Marquette.....	Lighter, Marquette, Mich. <sup>a</sup>	.....	.....
1905.					
Apr. 20	Nine miles northeast of station.	Thunder Bay Island.	Ga. lch. Emma B., Alpena, Mich.	.....	.....
May 2	Twelve miles north by east of station.	Sturgeon Point...	Str. Edward P. Recor, Port Huron, Mich.	Hungerford.	368
May 3	Two hundred yards west of station.	Thunder Bay Island.	Str. Ball Brothers, Duluth, Minn.	Crane.....	4,438
May 4	One-quarter mile west of station.	Duluth.....	Shell, Duluth, Minn.....	.....	.....
May 4	Two miles southeast of station.	.....do.....	Ga. lch. Tidy Girl, Duluth, Minn.	.....	.....
May 5	Seven miles north of station.	Sturgeon Point...	Ga. lch. Margaret, Alpena, Mich.	.....	.....
May 10	One hundred and thirty yards south of station.	Bois Blanc.....	Sc. Elda, Marquette, Mich.	Smith.....	14
May 11	Five miles east-southeast of station.	Pointe aux Barques.	Str. C. Hickox, Port Huron, Mich.	Emig.....	208
May 11	.....do.....	.....do.....	Sc. Anna P. Grover, Detroit, Mich.	Schaffer...	246
May 20	One-half mile west of station.	Duluth.....	Gasoline launch, Duluth, Minn.	.....	.....
May 20	Two miles south of station.	.....do.....	Gasoline launch, Duluth, Minn.	.....	.....
May 22	Fourteen miles north of station.	Middle Island....	Str. Ellen Gertrude, Port Huron, Mich.	Hepburn..	14
May 27	Two miles north of station.	Duluth.....	Str. Tempest, Port Huron, Mich.	Allum.....	412

<sup>a</sup> Broke adrift and stranded, December 7, 1904. Got off June 1, 1905.

of 1904-5—Continued.

HURON AND SUPERIOR—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Ashland, Wis., to Cleveland, Ohio.	Lumber . . .	\$10,000	\$16,800	\$26,800	\$26,800	.....	7	7	.....	.....	.....
Capsized . . . . .	.....	60	.....	60	60	.....	2	2	.....	2	2
.....do.....	.....	5	.....	5	5	.....	3	3	.....	2	2
Fishing trip . . . . .	.....	100	.....	100	100	.....	1	1	.....	.....	.....
Broke from moorings . . . . .	.....	80	.....	80	80	.....	.....	.....	.....	.....	.....
Sunk at moorings . . . . .	.....	150	.....	150	150	.....	.....	.....	.....	.....	.....
Lying in harbor . . . . .	.....	800	.....	800	775	\$25	6	6	.....	.....	.....
Broke from moorings . . . . .	.....	300	.....	300	300	.....	.....	.....	.....	.....	.....
From wrecked vessel . . . . .	.....	50	.....	50	50	.....	12	12	.....	12	12
Alabaster to Presque Isle, Mich.	Household goods.	300	100	400	400	.....	5	5	.....	5	15
Dragged anchor . . . . .	.....	250	.....	250	250	.....	.....	.....	.....	.....	.....
Sunk at moorings . . . . .	.....	75	.....	75	75	.....	.....	.....	.....	.....	.....
Harbor Beach to Alpena, Mich.	.....	10,000	.....	10,000	10,000	.....	7	7	.....	.....	.....
Au Sable to Tawas Bay, Mich.	Laths . . . .	7,000	400	7,400	7,400	.....	11	11	.....	.....	.....
Cheboygan to Detroit, Mich.	Lumber . . . .	7,000	6,500	13,500	9,500	4,000	7	7	.....	.....	.....
.....do.....	.....do.....	8,000	4,000	12,000	2,000	10,000	7	7	.....	.....	.....
.....do.....	.....do.....	20,000	10,000	30,000	.....	30,000	13	13	.....	.....	.....
Port Arthur to Owen Sound, Ontario.	Wheat . . . .	100,000	120,000	220,000	220,000	.....	20	20	.....	.....	.....
Caught in the ice . . . . .	.....	40	.....	40	40	.....	1	1	.....	.....	.....
Parted moorings and stranded . . . . .	.....	4,000	.....	4,000	3,500	500	.....	.....	.....	.....	.....
Fishing trip . . . . .	.....	700	.....	700	700	.....	2	2	.....	.....	.....
St. Clair to Alpena, Mich.	Coal . . . . .	16,000	1,025	17,025	13,615	3,410	12	12	.....	.....	.....
Conneaut, Ohio, to Duluth, Minn.	.....	320,000	.....	320,000	320,000	.....	24	24	.....	.....	.....
Capsized . . . . .	.....	200	.....	200	200	.....	5	5	.....	5	5
Dragged anchor and stranded . . . . .	.....	500	.....	500	500	.....	.....	.....	.....	.....	.....
Alpena to Black River, Mich.	.....	800	.....	800	795	5	2	2	.....	.....	.....
Walkers Pond to Cheboygan, Mich.	Cedar poles.	500	100	600	600	.....	2	2	.....	.....	.....
St. Clair to Cheboygan, Mich.	Brick . . . .	6,000	375	6,375	5,875	500	10	10	.....	.....	.....
.....do.....	.....	2,000	.....	2,000	2,000	.....	5	5	.....	.....	.....
Pleasure trip . . . . .	.....	350	.....	350	350	.....	2	2	.....	.....	.....
.....do.....	.....	300	.....	300	300	.....	3	3	.....	.....	.....
Fishing trip . . . . .	Fish and nets.	1,500	2,500	4,000	3,900	100	6	6	.....	6	6
In Duluth Harbor . . . . .	Lumber . . . .	10,000	4,000	14,000	14,000	.....	13	13	.....	.....	.....

Table of casualties, season

DISTRICT NO. 11.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1905.					
May 27	Two-thirds mile west of station.	Duluth .....	Gasoline launch, Duluth, Minn.	.....	.....
May 27	One-quarter mile south of station.	..... do .....	Slp. y. Margrete, Duluth, Minn.	.....	.....
May 28	Two and one-half miles southeast of station.	..... do .....	Slp. y. Florence, Duluth, Minn.	.....	.....
June 5	Twelve miles northwest of station.	Hammond .....	Str. Gen'l Gillespie, U. S. Government.	French .....	900
June 8	Two-thirds mile northwest of station.	Duluth .....	Canoe, Duluth, Minn.	.....	.....
June 11	Eight miles east of station.	Vermilion .....	Sc. Western Star, Oswego, N Y.	Griffin .....	4,764
June 17	Ten miles northwest of station.	Hammond .....	Str. Minnie E. Kelton, Chicago, Ill.	Johnson .....	632
June 17	Four miles north of station.	Marquette .....	Ga. lch. Rita, Marquette Mich.	.....	.....
June 17	Two-thirds mile west of station.	Duluth .....	Skiff, Duluth, Minn.	.....	.....
June 22	One-half mile north-northeast of station.	Harbor Beach .....	Sc. y. Uncas, New York City.	B r a d - hurst.	30
	Total .....	.....	.....	.....	.....

DISTRICT NO. 12.—EMBRACING

1904.					
July 1	One and one-half miles southeast of station.	Jackson Park .....	Slp. y. Oneida, Chicago, Ill.	.....	.....
July 3	One-half mile southeast of station.	Old Chicago .....	Rowboat, Chicago, Ill.	.....	.....
July 3	Three miles north-northeast & east of station.	Plum Island .....	Ga. s. Elfrida, Detroit Harbor, Wis.	.....	.....
July 4	One-half mile north-northwest of station.	Beaver Island .....	Yht. Frolic, Charlevoix, Mich.	.....	.....
July 4	Two-sevenths mile east of station.	Old Chicago .....	Yht. Anona, Chicago, Ill.	.....	.....
July 4	Five miles north of station.	..... do .....	Ga. lch. Maude, Chicago, Ill.	.....	.....
July 4	Eighteen miles south-southeast of station.	..... do .....	St. lch. Lena, Chicago, Ill.	.....	.....
July 4	Two-sevenths mile east of station.	..... do .....	Slp. Banshee, Chicago, Ill.	.....	.....
July 7	One hundred and sixty yards northwest of station.	Sturgeon Bay Canal.	Scow, Duluth, Minn.	.....	.....
July 8	Fox Point, 16 miles north of station.	Milwaukee .....	Str. James R. Langdon, Ogdensburg, N. Y.	Brown .....	2,044
July 9	Sleeping Bear Point.....	Sleeping Bear Point.	Str. Black Rock, Chicago, Ill.	Hansen .....	1,997
July 11	Three miles north of Ludington.	Grande Pointe au Sable.	Rowboat .....	.....	.....
July 13	Two miles east of station.	Charlevoix .....	Catboat Princess, Charlevoix, Mich.	.....	.....
July 14	One-half mile east of station.	White River .....	Slp. Alice G., White Lake, Mich.	.....	.....
July 15	One-third mile northeast of station.	Jackson Park .....	Rowboat, Chicago, Ill.	.....	.....
July 16	One hundred yards southwest of station.	Sheboygan .....	Rowboat, Sheboygan, Wis.	.....	.....
July 17	One and one-quarter miles east of station.	South Chicago .....	Sloop-yacht, South Chicago, Ill.	.....	.....
July 18	Off station .....	Milwaukee .....	Skiff, Milwaukee, Wis.	.....	.....
July 25	One-half mile north-east of station.	Sheboygan .....	Rowboat, Sheboygan, Wis.	.....	.....
July 27	Eight hundred yards west of station.	Grand Haven .....	Na. lch. Only View, Grand Rapids, Mich.	.....	.....
Aug. 1	Three miles north of station.	South Chicago .....	Slp. Kitty Curran, Manhattan Beach.	.....	.....

of 1904-5—Continued.

HURON AND SUPERIOR—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Pleasure trip . . . . .		\$150		\$150	\$150		1	1			
do . . . . .		200		200	200		3	3			
Capsized . . . . .		185		185	185		1	1			
Boston, Mass., to Ludington, Mich.		200,000		200,000	200,000		30	30			
West Superior, Wis., to Duluth, Minn.		35		35	35		2	2			
West Superior, Wis., to Cleveland, Ohio.	Iron ore.	285,000	\$23,800	308,800	308,800		22	22			
Port Huron, Mich., to Chicago, Ill.	Salt . . . . .	40,000	5,000	45,000	43,600	\$1,400	14	14			
Partridge Island to Port Huron, Mich.		1,000		1,000	1,000		2	2			
Adrift . . . . .		10		10	10		1	1			
New York City to Chicago, Ill.		10,000		10,000	9,975	25	7	7			
		1,749,405	274,250	2,023,655	1,903,230	120,425	461	460	1	36	56

LAKE MICHIGAN.

Pleasure trip . . . . .		\$200		\$200	\$200		3	3			
Capsized . . . . .		25		25	\$25		4	3	1	3	3
Parted cable and stranded.		2,500		2,500	2,500						
Charlevoix to St. James, Mich.		500		500	500		3	3			
Adrift . . . . .		380		380	380						
Pleasure trip . . . . .		650		650	650		8	8			
Michigan City, Ind., to South Chicago, Ill.		500		500	500		2	2		2	2
Broke from moorings.		300		300	300						
Adrift . . . . .		13,000		13,000	13,000						
Buffalo, N. Y., to Milwaukee, Wis.	Merchandise.	75,000	\$162,405	237,405	235,405	2,000	19	19			
Buffalo, N. Y., to Chicago, Ill.	Coal . . . . .	70,000	15,000	85,000	85,000		10	10			
Capsized . . . . .		15		15	15		3	3			
do . . . . .		150		150	150		5	5			
Dragged anchors . . . . .		100		100	100						
Capsized . . . . .		15		15	15		3	2	1		
do . . . . .		10		10	10		1	1			
Pleasure trip . . . . .		500		500	495	5	6	6			
Adrift . . . . .		20		20	20		2	2			
do . . . . .		15		15	15						
Spring Lake to Holland Mich.,		600		600	600		2	2		2	2
Capsized . . . . .		100		100	100						

## Table of casualties, season

DISTRICT NO. 12.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1904.					
Aug. 1	Two and one-half miles southeast of station.	Jackson Park	Yacht, Chicago, Ill		
Aug. 1	Fifteen miles north-northwest of station.	White River	Sc. Day Spring, Grand Haven, Mich. <sup>a</sup>	Ludwig	87
Aug. 4	Two hundred yards southeast of station.	Kewaunee	Sc. Eliza Day, Milwaukee, Wis.	Carlson	139
Aug. 5	One mile east of station.	White River	Sailboat, White Lake, Mich.		
Aug. 7	One mile northwest of station.	South Haven	Canoe, South Haven, Mich.		
Aug. 7	Three miles south of station.	Milwaukee	Slp. White Cap, Milwaukee, Wis.		
Aug. 9	One-half mile east of station.	White River	Slp. y. Mawaja, Chicago, Ill.		11
Aug. 9	Two miles north of station.	South Chicago	Sc. O. Shaw, Marquette, Mich.	Robinson	40
Aug. 11	Five miles south of station.	White River	Gasoline launch, Whitehall, Mich.		
Aug. 12	One-sixth mile southeast $\frac{1}{2}$ east of station.	Beaver Island	Sc. Oneida, Milwaukee, Wis.	Ericson	201
Aug. 16	One mile west of station.	White River	Slp. Spinster, White Lake, Mich.		
Aug. 17	Two-sevenths mile northwest of station.	Frankfort	Scow, South Frankfort, Mich.		
Aug. 18	Fifty yards north of station.	Charlevoix	Rowboat, Charlevoix, Mich.		
Aug. 21	Three miles north of station.	Jackson Park	Yacht, Chicago, Ill		
Aug. 22	Three and one-half miles southeast of station.	Beaver Island	Sc. X-10-U-8, Grand Haven, Mich.	Allers	23
Aug. 22	Two miles east of station.	White River	Sailboat, White Lake, Mich.		
Aug. 23	Two and one-quarter miles north-northeast $\frac{1}{4}$ east of station.	Plum Island	Slp. y. Phantom, Milwaukee, Wis.	Parker	8
Aug. 24	Seven hundred yards east-northeast of station.	Frankfort	Sloop, South Frankfort, Mich.		
Aug. 24	Eight miles south of station.	Holland	Str. Saugatuck, Grand Haven, Mich.	Campbell	228
Aug. 29	Four hundred yards northwest of station.	Pentwater	Slp. Margery, D. Pentwater, Mich.		
Sept. 4	One-quarter mile west of station.	Michigan City	Str. Lena, Chicago, Ill.		
Sept. 5	Two miles north of station.	Jackson Park	St. Ich. Hattie, Chicago, Ill.		
Sept. 7	Four hundred yards north of station.	Charlevoix	Ga. s. Dart, Gladstone, Mich.		
Sept. 10	One mile southwest of station.	Ludington	Ga. Ich. Flora V., Pentwater, Mich.		
Sept. 13	Twelve miles south of station.	Beaver Island	Str. John Schroeder, Grand Haven, Mich.	Carter	372
Sept. 13	Two miles east of station.	Racine	Str. Penobscot, Port Huron, Mich.	Williams	3,502
Sept. 16	One-third mile northwest of station.	Grand Haven	Scows (2) Manistee, Mich.		
Sept. 16	White Fish Bay	Milwaukee	Str. Ramapo, Buffalo, N. Y.	Koehn	3,314
Sept. 17	One-half mile southeast of station.	Old Chicago	Sc. Idler, Marinette, Wis.		
Sept. 17	Six miles northeast of station.	Two Rivers	Str. Allie E. Shipman, Milwaukee, Wis.	Saglin	39
Sept. 18	Twelve miles north of station.	do	Ga. Ich. Gertie D., Oshkosh, Wis.		
Sept. 21	Twenty-two miles northeast of station.	Milwaukee	Sc. Olga, Cleveland, Ohio.	Prill	536
Sept. 23	Six miles north of station.	Old Chicago	Ga. Ich. Zora, Chicago, Ill.	Headen	28

<sup>a</sup> Crew abandoned the vessel and landed in their own boat before the life-saving crew arrived upon the scene.

of 1904-5—Continued.

LAKE MICHIGAN—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Capsized.....		\$50		\$50		\$50	2	2			
Frankfort, Mich., to Chicago, Ill.	Sawdust..	1,800	\$300	2,100		2,100	4	4		4	5
Hedgehog Harbor to Racine, Wis.	Wood.....	2,000	760	2,760	\$2,760		4	4			
Pleasure trip.....		75		75	75		1	1			
Capsized.....		25		25	25		2	2			
Broke from moorings and stranded.		75		75	75						
Muskegon to Ludington, Mich.		2,200		2,200	2,200		6	6			
Muskegon Mich., to South Chicago, Ill.	Sawdust..	250	75	325		325	3	3		3	3
Drifted ashore.....		500		500	500						
Port Washington, Wis., to Beaver Harbor, Mich.		3,500		3,500	3,500		5	5			
Pleasure trip.....		75		75	75		4	4			
In Frankfort Harbor.	Stone.....	200	20	220	220		1	1			
Adrift.....		25		25	25						
Pleasure trip.....		50		50	50		6	6			
South Haven to Beaver Harbor, Mich.	Household goods.	400	350	750	690	60	7	7			
Pleasure trip.....		75		75	75		1	1		1	1
Green Bay to Manitowoc, Wis.		1,000		1,000	1,000		6	6			
Capsized.....		30		30	30		1	1			
Saugatuck, Mich., to Chicago, Ill.	Fruit.....	10,000	400	10,400	10,200	200	34	34			
Pleasure trip.....		125		125	125		2	2			
Chicago, Ill., to Michigan City, Ind.		1,000		1,000	1,000		4	4			
Lying at moorings....		5,000		5,000	5,000						
Gladstone to Traverse Bay, Mich.		600		600	600		2	2			
Pentwater to Ludington, Mich.	Fruit.....	1,200	400	1,600	1,600		3	3			
Michigan City, Ind., to Beaver Harbor, Mich.		20,000		20,000	19,000	1,000	12	12			
Toledo, Ohio, to Milwaukee, Wis.	Coal.....	175,000	10,500	185,500	184,650	850	21	21			
Adrift.....		4,000		4,000	3,950	50					
Buffalo, N. Y., to Milwaukee, Wis.	Merchandise.	160,000	100,000	260,000	230,000	30,000	23	23			
Pleasure trip.....		275		275	275		2	2			
In Two Rivers Harbor.		3,000		3,000	3,000		6	6			
Oshkosh to Milwaukee, Wis.		1,000		1,000	1,000		2	2			
Ashland to Milwaukee, Wis.	Lumber...	7,000	7,000	14,000	12,100	1,900	6	6			
Pleasure trip.....		8,000		8,000	8,000		2	2			

## Table of casualties, season

## DISTRICT NO. 12.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1904.					
Sept. 26	One-quarter mile southeast of station.	Old Chicago .....	Slp. y. Ethel IIII, Chicago, Ill.	.....	.....
Oct. 3	One and three-quarters miles north-northwest of station.	Milwaukee.....	Sloop, Milwaukee, Wis. . .	.....	.....
Oct. 4	One mile north of station.	South Manitou Island.	Str. Congress, Buffalo, N. Y. <sup>a</sup>	Hagan.....	1,320
Oct. 8	.....do.....	South Haven.....	Ga. lch. Neita, South Haven, Mich.	.....	.....
Oct. 9	Five miles north of station	Milwaukee.....	Str. Wawatam, Duluth, Minn.	Light.....	1,856
Oct. 9	Two miles south of station.	Baileys Harbor... .	Sc. Wolverine, Milwaukee, Wis.	Hansen....	185
Oct. 10	One and one-quarter miles north of station.	South Manitou Island.	Str. Allie E. Shipman, Milwaukee, Wis.	Harrington	39
Oct. 15	One-half mile southwest of station.	Pentwater.....	Naphtha launch, Frankfurt, Mich.	.....	.....
Oct. 21	One mile southeast of station.	South Chicago....	Na. lch. Harvey, South Chicago, Ill.	.....	.....
Oct. 21	Chicago Harbor.....	Old Chicago.....	Sc. Lake Forest, Milwaukee, Wis.	Erickson... .	300
Oct. 24	Three miles north-northeast of station.	Plum Island.....	Sc. Hustler, Milwaukee, Wis.	Cornell.....	13
Oct. 24	One and one-half miles southwest of station.	.....do.....	Str. Pentland, Grand Haven, Mich.	Cambridge.	827
Nov. 13	Three-quarters mile east of station.	Milwaukee.....	Sc. S. A. Wood, Chicago Ill. <sup>b</sup>	Meyer.....	294
Nov. 14	One mile southeast of station.	Sheboygan.....	Ga. lch. Stokdyk Brothers, Cedar Grove, Wis.	.....	.....
Nov. 17	Entrance to Sturgeon Bay Canal.	Sturgeon Bay Canal.	Sc. Oneida, Milwaukee, Wis.	Erickson... .	201
Nov. 20	Nine miles north of station.	Point Betsie.....	Str. Jesse Spalding, Chicago, Ill.	Travis.....	1,043
Nov. 23	Three miles east of station.	North Manitou Island.	Ga. lch. Bessie, North Manitou Island, Mich.	.....	.....
Dec. 3	One-quarter mile north of station.	Charlevoix.....	Str. Illinois, Duluth, Minn.	Franklin... .	2,427
Dec. 27	Eight hundred feet southeast of station.	Sheboygan.....	Str. Luise M., Milwaukee, Wis.	Mindiga....	18
1905.					
Apr. 16	Three-quarters mile northeast of station.	Milwaukee.....	Rowboat, Milwaukee, Wis.	.....	.....
Apr. 18	One and one-half miles northwest of station.	Ludington.....	Sloop, Ludington, Mich..	.....	.....
Apr. 21	One-half mile southwest of station.	Baileys Harbor... .	Gasoline launch, Sheboygan, Wis.	.....	.....
Apr. 21	One-third mile west-southwest of station.	South Haven.....	Rowboat, South Haven, Mich.	.....	.....
Apr. 29	One mile northeast of station.	Milwaukee.....	Rowboat, Milwaukee, Wis.	.....	.....
Apr. 29	Three miles southeast of station.	Old Chicago.....	Fishboat, Chicago, Ill. . .	.....	.....
Apr. 29	One mile east of station.	.....do.....	Sailboat, Chicago, Ill. . .	.....	.....
Apr. 29	Three miles northeast of station.	South Chicago....	Na. lch. B. W. Wells, South Chicago, Ill.	.....	.....
Apr. 29	One and one-half miles east of station.	.....do.....	Slp. y. Volant, Chicago, Ill.	.....	.....
Apr. 30	Manistee Harbor.....	Manistee.....	Sc. Argo, Grand Haven, Mich.	Parmalee.. .	14
May 10	One mile north of station.	South Manitou Island.	Slp. Togo, Manistee, Mich.	.....	.....
May 12	Two miles southeast of station.	Old Chicago.....	Gasoline launch, Chicago, Ill.	.....	.....
May 13	One hundred and sixty-five yards east of station.	Milwaukee.....	Canoe, Milwaukee, Wis. . .	.....	.....
May 14	Three miles southeast of station.	Jackson Park . . .	Skiff, Chicago, Ill. . . . .	.....	.....

<sup>a</sup> Vessel destroyed by fire.<sup>b</sup> Vessel dismantled. Captain was killed by falling mast.

of 1904-5—Continued.

LAKE MICHIGAN—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Adrift.....		\$1,180		\$1,180	\$1,180						
Broke from moorings and stranded.		125		125	125						
On fire at dock.....	Lumber...	30,000	\$15,000	45,000		\$45,000	15	15			
Pleasure trip.....		300		300	300		2	2			
Sandusky, Ohio, to Milwaukee, Wis.	Coal.....	100,000	6,000	106,000	95,100	10,900	19	19			
Saginaw Bay, Mich., to Milwaukee, Wis.	Cedar posts	1,800	700	2,500	2,300	200	7	7			
Empire to Two Rivers, Mich.		3,000		3,000	3,000		3	3		2	2
Frankfort, Mich., to Chicago, Ill.		250		250	230	20	1	1			
Adrift.....		850		850	850		1	1			
Manistique, Mich., to Chicago, Ill.	Lumber...	4,000	4,200	8,200	8,200		7	7			
Dragged anchors and stranded.	Wood.....	400	45	445	445						
Escanaba to Grand Haven, Mich.	Iron ore...	40,000	2,700	42,700	42,675	25	16	16			
Chicago, Ill., to Manistee, Mich.		3,000		3,000	2,700	300	6	6			
Sheboygan to Cedar Grove, Wis.		300		300	300		2	2			
Spring Lake, Mich., to Port Washington, Wis.	Lumber...	3,000	2,640	5,640	5,640		6	6			
Escanaba to Boyne City, Mich.	Iron ore...	75,000	7,000	82,000	65,500	16,500	19	19			
North Manitou Island to Leland, Mich.		450		450	450		4	4			
Chicago, Ill., to Charlevoix, Mich.	General...	175,000	3,000	178,000	178,000		54	54			
Adrift.....		2,000		2,000	2,000						
Pleasure trip.....		20		20	20		4	4			
Fishing trip.....		100		100	100		2	2			
Pleasure trip.....		700		700	700		8	8			
Adrift.....		10		10	10		1	1			
Pleasure trip.....		20		20	20		2	2			
Fishing trip.....		50		50	50		2	2			
Pleasure trip.....		15		15	15		2	2			
Adrift.....		800		800	795	5	2	2			
.....do.....		500		500	495	5	2	2			
Frankfort, Mich., to Waukegan, Ill.		800		800	800		3	3		3	9
Charlevoix to Manistique, Mich.		300		300	300		2	2			
Pleasure trip.....		375		375	375		2	2			
.....do.....		25		25	25		2	2		1	1
Adrift.....		15		15	15		1	1			

Table of casualties, season

DISTRICT No. 12—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1904.					
May 15	One mile northeast of station.	Jackson Park.....	Sailboat Question, Chicago, Ill.		
May 15	Two miles southeast of station.	.....do.....	Slp. y. Venture, Chicago, Ill.		
May 15	Three-quarters mile southeast of station.	.....do.....	Slp. y. Carola, Chicago, Ill.		
May 25	One hundred yards east of station.	Frankfort.....	Gasoline launch, Frankfort, Mich.		
May 25	Three miles north-northeast of station.	Plum Island.....	Str. Messenger, Detroit Harbor, Wis.		
May 28	One-half mile northeast of station.	South Chicago.....	Naphtha launch, South Chicago, Ill.		
May 28	North of station.....	Milwaukee.....	Rowboat, Milwaukee, Wis.		
June 1	One-quarter mile south of station.	Old Chicago.....	Slp. y. Anona, Chicago, Ill.		
June 4	Rush shoal.....	North Manitou Island.	Str. Simon J. Murphy, Duluth, Minn.	Lelsk.....	4,869
June 4	Two hundred yards north of station.	Michigan City.....	Rowboat, Michigan City, Ind.		
June 4	Three miles east of station.	Jackson Park.....	Skiff, Chicago, Ill.....		
June 4	One-half mile north of station.	Sheboygan.....	Yacht, Sheboygan, Wis..		
June 5	Fox Point.....	Milwaukee.....	Str. Harlem, Port Huron, Mich.	Hendricks.....	2,299
June 7	Three miles north of station.	Michigan City.....	Sc. Bertha Barnes, Chicago, Ill.		330
June 8	One mile east-southeast of station.	Kewaunee.....	Scow, Duluth, Minn.....		
June 10	Fourteen miles southwest of Manistee station.	Manistee and Grande Pointe au Sable.	Str. I. N. Foster, Milwaukee, Wis.	Anderson.....	355
June 19	One and one half miles east of station.	Charlevoix.....	Catboat, Charlevoix, Mich. <sup>a</sup>		
June 19	One-half mile east of station.	Jackson Park.....	Sailboat, Chicago, Ill.....		
June 20	One-sixth mile west-southwest of station.	South Haven.....	Sc. E. Scoville, Grand Haven, Mich.	Neilsen.....	102
June 22	Three miles north of station.	Evanston.....	Gasoline launch, Winnetka, Ill.		
June 25	Six miles north of station.	.....do.....	Rowboat.....		
June 25	One mile east of station..	Racine.....	Sailboat, Racine, Wis.		
June 29	Three miles north of station.	Milwaukee.....	Sloop, Milwaukee, Wis..		
	Total.....				

DISTRICT NO. 13.—

1904.					
July 7	One and one-quarter miles southwest of station.	Coquille River....	Gasoline launch, Bandon, Oreg.		
July 8	Peacock Spit.....	Cape Disappointment.	Fishboat, Chinook, Wash		
July 13	One mile east of station..	Coos Bay.....	Galch. Owl, North Bend, Oreg.		
July 15	Four miles west-northwest of station.	Point Adams.....	Fishboat, Astoria, Oreg.		
July 17	Leadbetter Point.....	Ilwaco Beach and Willapa Bay.	Sc. Zampa, San Francisco, Cal.	Kallenberg.....	385
July 27	Peacock Spit.....	Cape Disappointment.	Fishboat, Astoria, Oreg.		
July 28	.....do.....	.....do.....	Fishboat, Astoria, Oreg.		
July 30	Columbia River Bar.....	.....do.....	Fishboat, Astoria, Oreg.		
July 31	Peacock Spit.....	.....do.....	Fishboat, Astoria, Oreg.		
July 31	.....do.....	.....do.....	Fishboat, Astoria, Oreg.		

<sup>a</sup> The persons on board landed without assistance. The life-saving crew saved the boat.

of 1904-5—Continued.

LAKE MICHIGAN—Continued

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Pleasure trip .....		\$20		\$20	\$20		2	2			
Capsized .....		30		30	30						
Adrift .....		800		800	800						
.....do.....		200		200	200		1	1			
Sunk at moorings .....		1,000		1,000	1,000						
Pleasure trip .....		300		300	300		2	2			
Adrift .....		35		35	35						
.....do.....		375		375	375						
Ashland, Wis., to South Chicago, Ill.	Iron ore ..	80,000	\$24,000	104,000	104,000		23	23			
Capsized .....		20		20	20		3	3			
Adrift .....		20		20	20		5	5			
Capsized .....		100		100	100						
Fairport, Mich., to Milwaukee, Wis.	Coal.....	125,000	15,000	140,000	133,775	\$6,225	21	21			
.....do.....		3,300		3,300	3,300		6	6			
Milwaukee, Wis., to Duluth, Minn.		2,500		2,500	2,000	500					
Sturgeon Bay, Wis., to Saugertuck, Mich.	Stone.....	10,000	700	10,700	10,700		12	12		12	24
Capsized .....		100		100	100		3	3			
.....do.....		15		15	15		2	2		2	2
Ford River, Wis., to South Haven, Mich.	Lumber...	1,500	1,500	3,000	3,000		5	5			
Parted moorings and stranded.		800		800	750	50					
Adrift .....		25		25	25		1	1			
Pleasure trip .....		25		25	25		1	1			
.....do.....		125		125	125		4	4			
.....do.....		1,243,785	379,695	1,623,480	1,505,010	118,470	531	529	2	35	54

EMBRACING PACIFIC COAST.

Fishing trip.....		\$350		\$350	\$350		2	2			
Capsized at moorings.		800		800	800						
Pleasure trip.....		900		900	900		7	7		3	3
Fishing trip.....		350		350	350		2	2			
San Pedro, Cal., to Portland, Oreg.		15,000		15,000	14,000	\$1,000	10	10			
Broke from moorings and stranded.		500		500	500						
Capsized .....		500		500	500		2	2			
Fishing trip.....		500		500	500		2	2			
.....do.....		500		500	500		2	2			
.....do.....		500		500	500		2	2			

## Table of casualties, season

## DISTRICT No. 13.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1904.					
July 31	Peacock Spit.....	Cape Disappointment.	Fishboat, Ilwaco, Wash.	.....	.....
Aug. 3	Clatsop Spit.....	Point Adams.....	Fishboat, Hammond, Oreg.	.....	.....
Aug. 4	Six miles west of station.	.....do.....	Ga. s. Alexander, jr., Astoria, Oreg.	Muller.....	14
Aug. 9	Two miles northeast of station.	.....do.....	Sc. Robert R. Hind, San Francisco, Cal.	Erickson...	564
Aug. 11	Three miles north by east of station.	Grays Harbor....	Str. Coronado, San Francisco, Cal.	Peterson...	578
Aug. 28	Two and one-half miles south of station.	Coos Bay.....	Gasoline launch, North Slough, Oreg.	.....	.....
Sept. 3	Presidio.....	Fort Point.....	Str. Newburg, San Francisco, Cal. <sup>a</sup>	Anfinsen..	450
Sept. 3	One-quarter mile south of station.	Southside.....	Str. James A. Garfield, San Francisco, Cal.	Norby.....	316
Sept. 3	Point San Pedro.....	Southside and Fort Point.	Sp. Drumburton, Victoria, British Columbia.	Thomas....	1,891
Sept. 4	Two hundred yards south of Golden Gate Station.	Golden Gate and Southside.	Str. Maggie, San Francisco, Cal.	Hogan....	85
Sept. 10	Three-quarters mile southwest of station.	Coquille River...	Ga. s. Dixie, Coos Bay, Oreg.	Timmons..	8
Sept. 13	Two and one-half miles south of Southside Station.	Southside and Golden Gate.	Sp. Ditton, Liverpool, England.	Davis.....	2,901
Oct. 6	One and one-half miles north of station.	Fort Point.....	Ga. Ich. Alphonso, San Francisco, Cal.	.....	.....
Oct. 18	Three miles north by east of station.	Grays Harbor....	Str. Chehalis, San Francisco, Cal.	Johnson...	663
Oct. 21	One-sixth mile northwest of station.	Point Adams.....	Catboat, Hammond, Oreg.	.....	.....
Oct. 25	One-fifth mile north of station.	Cape Disappointment.	Bge. Defender, Portland, Oreg.	Long.....	290
Oct. 29	Two miles north of station.	Coquille River...	Str. Antelope, Coos Bay, Oreg. <sup>a</sup>	James.....	29
Nov. 1	Three-quarters mile west of station.	.....do.....	Sc. Advance, San Francisco, Cal.	Oginiesen..	281
Nov. 12	.....do.....	.....do.....	Sc. C. A. Klose, San Francisco, Cal.	Beadle.....	401
Nov. 13	.....do.....	.....do.....	Sc. Western Home, San Francisco, Cal.	Wieder....	135
Nov. 27	Two and one-half miles south by east of Point Bonita Station.	Point Bonita and Fort Point.	Sc. Lizzie Prien, San Francisco, Cal. <sup>b</sup>	Anderson..	95
Dec. 14	Two and one-half miles southwest of station.	Umpqua River...	Sc. Lucy, San Francisco, Cal.	Peterson..	309
Dec. 14	One and one-half miles northeast of station.	Coos Bay.....	Sloop, Coos Bay, Oreg.	.....	.....
Dec. 14	One mile southeast of station.	.....do.....	Sc. Esther Buhne, Eureka, Cal.	Olsen.....	290
1905.					
Jan. 1	One mile west of station.	Humboldt Bay...	Str. Lakme, San Francisco, Cal.	Carlson....	529
Jan. 25	Two miles south of station.	Willapa Bay.....	Bkn. Encore, Coos Bay, Oreg. <sup>c</sup>	Palmgreen.	651
Jan. 26	Three miles west of station.	Point Adams.....	Ga. s. Elk, Astoria, Oreg.	Spencer....	14
Feb. 3	Three-quarters mile southwest of station.	Coquille River...	Fishboat, Bandon, Oreg.	.....	.....
Feb. 4	Two and one-half miles south of station.	Coos Bay.....	Str. F. A. Kilburn, San Francisco, Cal.	Thompson.	728
Feb. 12	Nine miles southwest of station.	Fort Point.....	Gasoline launch, San Francisco, Cal.	.....	.....
Feb. 25	One and one-quarter miles southwest of station.	Coquille River...	Sc. Onward, San Francisco, Cal.	Anderson..	276
Mar. 26	One-half mile southwest of station.	.....do.....	Barge, Bandon, Oreg.	.....	.....

<sup>a</sup> Got off the next day after stranding without assistance.

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

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

of 1904-5—Continued.

PACIFIC COAST—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Fishing trip.....		\$500		\$500	\$500		2	2			
do.....		200		200	190	\$10	2	2			
Sand Island, Wash., to Astoria, Oreg.	Fish.....	4,000	\$1,600	5,600	5,600		3	3			
San Francisco, Cal., to Astoria, Oreg.		35,000		35,000	35,000		10	10			
San Francisco, Cal., to Aberdeen, Wash.		100,000		100,000	100,000		29	29			
South Slough to Empire, Oreg.		400		400	400						
San Francisco, Cal., to Grays Harbor, Wash.	Merchandise.	60,000	500	60,500	60,500		29	29			
San Francisco, Cal., to Puget Sound, Wash.		12,000		12,000	10,000	2,000	8	8			
San Francisco, Cal., to Seattle, Wash.		45,000		45,000	43,000	2,000	25	25			
Half Moon Bay to San Francisco, Cal.	Produce...	6,000	500	6,500	3,980	2,520	7	7			
Coos Bay to Coquille River, Oreg.		1,100		1,100	1,000	100	2	2			
Newcastle, New South Wales, to San Francisco, Cal.	Coal.....	100,000	10,000	110,000	110,000		27	27			
Fishing trip.....		600		600	600		3	3			
Aberdeen, Wash., to San Francisco, Cal.	Lumber...	100,000	7,000	107,000	107,000		40	40			
Broke from moorings.		250		250	250						
Dragged anchors.....	Sand.....	3,000	400	3,400	3,400		1	1			
Bandon to Riverton, Oreg.		3,000		3,000	3,000		11	11			
San Francisco, Cal., to Coquille River, Oreg.		25,000		25,000	25,000		10	10			
do.....		35,000		35,000	34,500	500	9	9			
do.....		2,000		2,000		2,000	7	7			
do.....		6,000		6,000	6,000		6	6			
San Pedro, Cal., to Gardiner, Oreg.		15,000		15,000	14,000	1,000	8	8		8	16
North Bend to South Slough, Oreg.	Lumber...	40	30	70	70		1	1		1	1
San Pedro, Cal., to Marshfield, Oreg.		2,500		2,500	2,500		8	8			
Eureka to San Francisco, Cal.	Lumber...	30,000	12,000	42,000	17,000	25,000	21	21			
San Francisco, Cal., to South Bend, Wash.		20,000		20,000	19,900	100	11	11			
Parted anchor line and stranded.		2,500		2,500	2,500		4	4			
Capsized and sunk.....		10		10		10	1	1			
Portland to Marshfield, Oreg.	Miscellaneous.	150,000	10,000	160,000	159,950	50	50	50			
Fishing trip.....		1,000		1,000	1,000		2	2		2	2
San Francisco, Cal., to Coquille River, Oreg.	Merchandise.	20,000	1,200	21,200	900	20,300	8	8			
Broke from moorings.		250		250	250						

## Table of casualties, season

## DISTRICT NO. 13.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1905.					
Apr. 16	One mile southeast of station.	Coos Bay.....	Gasoline launch, Marshfield, Oreg.	.....	
Apr. 19	Four and one-half miles south of station.	Iiwaco Beach.....	Sc. C. A. Klose, San Francisco, Cal. <sup>a</sup>	.....	401
Apr. 20	One and one-half miles northwest of station.	Fort Point.....	Gasoline launch, San Francisco, Cal.	.....	
Apr. 21	Three-quarters mile south of station.	Humboldt Bay...	Gasoline launch, Eureka, Cal.	.....	
Apr. 22	Six miles west-southwest of station.	Coquille River....	Sc. Del Norte, Coos Bay, Oreg.	Frenz.....	100
May 10	Peacock Spit.....	Cape Disappointment.	Fishboat, Astoria, Oreg.	.....	
May 15	.....do.....	.....do.....	Fishboat, Astoria, Oreg.	.....	
May 18	.....do.....	.....do.....	Fishboat, Astoria, Oreg.	.....	
May 19	Clatsop Spit.....	Point Adams.....	Ga. s. Della, Astoria, Oreg.	Jensen.....	30
May 20	Eight miles northwest of station.	.....do.....	Fishboat, Astoria, Oreg.	.....	
May 26	Peacock Spit.....	Cape Disappointment.	Fishboat, Astoria, Oreg.	.....	
May 27	One mile north of station.	Southside.....	Gasoline launch, San Francisco, Cal.	.....	
May 27	One mile north of Southside Station.	Southside and Golden Gate.	Gasoline launch, San Francisco, Cal.	.....	
June 8	Three-quarters mile southwest of station.	Coquille River....	Gasoline launch, Bandon, Oreg.	.....	
	Total.....	.....	.....	.....	

## Table of casualties,

## RECAPIT-

Districts.	Total number of disasters.	Total value of vessels.	Total value of cargoes.
District No. 1.....	55	\$357,070	\$88,550
District No. 2.....	185	584,165	98,675
District No. 3.....	19	261,650	327,070
District No. 4.....	46	829,790	742,755
District No. 5.....	53	262,840	77,970
District No. 6.....	35	286,040	15,395
District No. 7.....	49	681,770	246,285
District No. 8.....	9	188,650	30,675
District No. 9.....	19	584,550	255,570
District No. 10.....	59	151,610	3,005
District No. 11.....	91	1,749,405	274,250
District No. 12.....	110	1,243,785	379,695
District No. 13.....	55	815,900	48,230
Aggregate.....	785	7,997,225	2,588,125

<sup>a</sup> Vessel was wrecked at sea on Mar. 21, 1905, and her hull afterwards came ashore. The men rescued were laborers who had gone on board to try to save the vessel.

of 1904-5—Continued.

PACIFIC COAST—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded
Adrift .....		\$600		\$600	\$600		2	2			
							3	3			
Pleasure trip .....		500		500	500		7	7			
Fishing trip .....		800		800	750	50	1	1	1	1	
San Francisco, Cal., to Coquille River, Oreg.		5,000		5,000		\$5,000	5	5			
Fishing trip .....		500		500	500		2	2			
do .....		500		500	500		2	1	1		
do .....		500		500	500		2	2			
Siletz River to Astoria, Oreg.	Produce	4,500	\$5,000	9,500	9,500		4	4			
Fishing trip .....		350		350	350		2	2			
do .....		500		500	500		2	2			
do .....		700		700	670	30	1	1			
do .....		900		900	800	100	1	1			
Bandon to Port Orford, Oreg.		300		300	100	200	2		2		
		815,900	48,230	864,130	802,160	61,970	410	405	5	15	23

season of 1904-5.

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 shipwrecked persons succored at stations.	Total number of days' succor afforded.	Number of disasters involving total loss to vessels.
\$445,620	\$313,285	\$132,335	723	722	1	54	97	10
682,840	516,740	166,100	746	731	15	129	193	14
588,720	207,495	381,225	108	106	2	46	173	4
1,572,545	850,255	722,290	856	856		45	75	4
340,810	292,075	48,735	320	318	2	36	82	2
301,435	273,060	28,375	201	200	1	50	206	4
928,055	488,130	439,925	263	261	2	98	366	9
219,325	54,320	165,005	64	59	5	43	138	3
840,120	830,340	9,780	170	170		17	25	1
154,615	139,310	15,305	191	190	1	6	6	1
2,023,655	1,903,230	120,425	461	460	1	45	67	5
1,623,480	1,505,010	118,470	531	529	2	40	59	3
864,130	802,160	61,970	410	405	5	15	23	3
10,585,350	8,175,410	2,409,940	5,044	5,007	37	624	1,510	63

These figures include 113 persons to whom succor was given who were not on the vessels embraced in the tables, and 194 days of such succor, as follows:

- |   |   |
|---|---|
| District No. 1.... 4 persons, 4 days.   | District No. 7.... 24 persons, 25 days. |
| District No. 2.... 21 persons, 21 days. | District No. 8.... 18 persons, 93 days. |
| District No. 3.... 7 persons, 7 days.   | District No. 9.... 5 persons, 8 days.   |
| District No. 4.... 10 persons, 10 days. | District No. 10.... 1 person, 1 day.    |
| District No. 5.... 5 persons, 5 days.   | District No. 11.... 9 persons, 11 days. |
| District No. 6.... 4 persons, 4 days.   | District No. 12.... 5 persons, 5 days.  |

Total..... 113 194



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**APPROPRIATIONS AND EXPENDITURES.**

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**STATEMENT SHOWING THE APPROPRIATIONS AND EXPENDITURES FOR THE MAINTENANCE OF THE LIFE-SAVING SERVICE FOR THE FISCAL YEAR ENDING JUNE 30, 1905.**

**APPROPRIATION—LIFE-SAVING SERVICE, 1905.**

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

Maine and New Hampshire, district No. 1 .....	\$2,000.00
Massachusetts, district No. 2 .....	2,000.00
Rhode Island and Fishers Island, district No. 3 .....	1,800.00
Long Island, district No. 4 .....	2,000.00
New Jersey, district No. 5 .....	2,000.00
Delaware, Maryland, and Virginia, district No. 6 .....	2,000.00
Virginia and North Carolina, district No. 7 .....	2,000.00
South Carolina, Georgia, and Florida, district No. 8 .....	1,700.00
Gulf of Mexico, district No. 9 .....	1,800.00
Lakes Ontario and Erie, district No. 10 .....	2,000.00
Lakes Huron and Superior, district No. 11 .....	2,000.00
Lake Michigan, district No. 12 .....	2,000.00
Washington, Oregon, and California, district No. 13 .....	2,000.00
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	\$25,300.00

For salaries of 283 keepers of life-saving and lifeboat stations and of houses of refuge .....

245,100.00

For pay of crews of surfmen employed at the life-saving and lifeboat stations, including the old Chicago station and at the building to be erected on the grounds of the Louisiana Purchase Exposition at St. Louis, Mo., under authority of section 15 of the act of Congress approved March 3, 1901, as amended by the act of June 28, 1902, for an exhibit of the United States Life-Saving Service, at the uniform rate of \$65 per month each during the period of actual employment, and \$3 per day for each occasion of service at other times; compensation of volunteers at life-saving and lifeboat stations for actual and deserving service rendered upon any occasion of disaster, or in any effort to save persons from drowning, at such rate, not to exceed \$10 for each volunteer, as the Secretary of the Treasury may determine; pay of volunteer crews for drill and exercise; fuel for stations and houses of refuge; repairs and outfits for same; rebuilding and improvement of same, including use of additional land where necessary; supplies and provisions for houses of refuge and for shipwrecked persons succored at stations; traveling expenses of officers under orders from the Treasury Department; commutation of quarters and purchase of fuel in kind for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service; for carrying out the provisions of sections 7 and 8 of the act approved May 4, 1882; for draft animals and their maintenance; for telephone lines and care of same, and contingent expenses, including freight, storage, rent, repairs to apparatus, labor, medals, stationery, newspapers for statistical purposes, advertising, and all other necessary expenses, not included under any other head of life-saving stations on the coasts of the

United States. \* \* \* " Authority is hereby granted the Secretary of the Treasury to pay, from the regular appropriation for the Life-Saving Service for the fiscal year nineteen hundred and five, the services of a keeper and surfmen detailed for duty at the Lewis and Clark Centennial Exposition, at Portland, Oregon, during the months of April, May, and June, nineteen hundred and five, the sum of one thousand eight hundred dollars, or so much thereof as may be required" .....

\$1,541,350.00

Total..... 1,811,750.00

## EXPENDITURES.

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

District No. 1, July 1, 1904, to June 30, 1905.....	\$2,000.00	
District No. 2, July 25, 1904, to June 30, 1905.....	1,872.23	
District No. 3, July 1, 1904, to June 30, 1905.....	1,800.00	
District No. 4, July 1, 1904, to June 30, 1905.....	2,000.00	
District No. 5, July 1, 1904, to June 30, 1905.....	2,000.00	
District No. 6, July 1, 1904, to June 30, 1905.....	2,000.00	
District No. 7, July 1, 1904, to June 30, 1905.....	2,000.00	
District No. 8, July 1, 1904, to June 30, 1905.....	1,700.00	
District No. 9, July 1, 1904, to June 30, 1905.....	1,800.00	
District No. 10, July 1, 1904, to June 30, 1905.....	2,000.00	
District No. 11, July 1, 1904, to June 30, 1905.....	2,000.00	
District No. 12, July 1, 1904, to June 30, 1905.....	2,000.00	
District No. 13, July 1, 1904, to June 30, 1905.....	2,000.00	
		\$25,172.23
Salaries of 267 keepers, districts Nos. 1 to 13, inclusive, quarter ending September 30, 1904 .....	58,907.50	
Salaries of 270 keepers, districts Nos. 1 to 13, inclusive, quarter ending December 31, 1904 .....	59,617.50	
Salaries of 270 keepers, districts Nos. 1 to 13, inclusive, quarter ending March 31, 1905 .....	59,832.50	
Salaries of 271 keepers, districts Nos. 1 to 13, inclusive, quarter ending June 30, 1905.....	59,815.00	
		238,172.50
Pay of surfmen in district No. 1, from August 1, 1904, to May 31, 1905.....	59,111.00	
Pay of surfmen in district No. 2, from July 1, 1904, to June 30, 1905 .....	136,237.85	
Pay of surfmen in district No. 3, from August 1, 1904, to May 31, 1905.....	36,941.66	
Pay of surfmen in district No. 4, from August 1, 1904, to May 31, 1905.....	126,674.18	
Pay of surfmen in district No. 5, from August 1, 1904, to May 31, 1905.....	174,656.66	
Pay of surfmen in district No. 6, from August 1, 1904, to May 31, 1905.....	77,967.52	
Pay of surfmen in district No. 7, from August 1, 1904, to May 31, 1905.....	140,577.63	
Pay of surfmen in district No. 8, from August 1, 1904, to May 31, 1905.....	4,163.83	
Pay of surfmen in district No. 9, from August 1, 1904, to May 31, 1905.....	31,884.64	
Pay of surfmen in district No. 10, from July 1, 1904, to June 30, 1905 .....	44,538.20	
Pay of surfmen in district No. 11, from July 1 to December 14, 1904, and from April 13 to June 30, 1905.....	72,232.66	
Pay of surfmen in district No. 12, from July 1 to November 30, 1904, and from April 1 to June 30, 1905.....	112,293.98	
Pay of surfmen in district No. 13, from July 1, 1904, to June 30, 1905 .....	96,655.80	

Pay of volunteer surfmen for assistance to the keepers and crews of certain stations at wrecks which occurred during the active season:		
District No. 2.....	\$10. 33	
District No. 5.....	2. 00	
District No. 7.....	15. 00	
District No. 12.....	45. 00	
	<hr/>	\$72. 33
Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations:		
District No. 1.....	70. 00	
District No. 2.....	91. 00	
District No. 3.....	9. 00	
District No. 5.....	122. 00	
District No. 12.....	24. 00	
	<hr/>	316. 00
		<hr/>
		\$1, 114, 323. 94
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882.....		7, 044. 16
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882.....		22, 019. 85
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882.....		8, 196. 17
		<hr/>
		37, 260. 18
Apparatus.....	16, 666. 87	
Books, charts, stationery, advertising, etc.....	1, 767. 60	
Care of stations pending appointment of keepers.....	1, 199. 50	
Commutation of quarters and fuel in kind for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service.....	7, 458. 13	
Compensation for special services, labor, etc.....	43, 341. 88	
Draft animals.....	10, 583. 05	
Equipments.....	5, 733. 34	
Freight, packing, storage, telegraphing, etc.....	6, 478. 55	
Fuel and water for stations.....	28, 966. 81	
Furniture.....	7, 637. 26	
Medals.....	34. 00	
Rebuilding, repair, and improvement of stations.....	58, 498. 26	
Rents.....	6, 343. 93	
Repairs to apparatus, equipments, and furniture.....	3, 627. 47	
Sites for stations.....	757. 62	
Subsistence of persons rescued from wrecked vessels.....	211. 20	
Supplies.....	17, 176. 96	
Telephones, telephone lines, and their maintenance.....	20, 160. 89	
Transporting apparatus to and from wrecks, at stations where horses are not kept.....	441. 50	
Traveling expenses of officers.....	15, 144. 60	
	<hr/>	252, 229. 42
Pay of keeper and 10 surfmen at the station on the grounds of the Louisiana Purchase Exposition, at St. Louis, Missouri, during the months of July, August, September, October, November, and December, 1904.....		3, 836. 33
Pay of keeper and 8 surfmen at the station on the grounds of the Lewis and Clark Centennial Exposition, at Portland, Oregon, during the month of May, 1905.....		348. 35
		<hr/>
Total expenditures from appropriation "Life-Saving Service, 1905".....		1, 671, 342. 95
Balance of available funds, June 30, 1905.....		140, 407. 05
		<hr/>
		1, 811, 750. 00
At the beginning of the fiscal year there remained on hand available from the appropriation of the preceding year, the following:		
Unexpended balance, July 1, 1904.....		\$183, 346. 56
To which repayments have been made amounting to.....		4, 113. 96
		<hr/>
Total available funds.....		187, 460. 52

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, 1904," available as above .....		\$187,460.52	
Salary of superintendent, Second district, June 1 to 29, 1904.....			159.34
Salaries of 32 keepers in the Second district during the month of June, 1904.....			2,374.40
Pay of surfman at Monomoy Point Station, Second district, March 1 to 6, 1904.....	\$12.58		
Pay of 9 surfmen at City Point Station, Second district, June 1 to 30, 1904 .....		585.00	
Pay of surfman at Muskegon Station, Twelfth district, June 1 to 3, 1904.....			6.50
Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations:			
District No. 1 .....	\$3.00		
District No. 2 .....	22.00		
District No. 3 .....	36.00		
District No. 4 .....	30.00		
District No. 5 .....	8.00		
District No. 7 .....	3.00		
District No. 9 .....	15.50		
		117.50	
			721.58
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882 .....	3,383.66		
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882 .....		15,934.37	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882.....		4,429.30	
			23,747.33
Apparatus .....	27,942.62		
Books, charts, stationery, advertising, etc.....		426.84	
Commutation of quarters and fuel in kind for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service .....		689.86	
Compensation for special services, labor, etc .....	2,932.63		
Draft animals .....		755.90	
Equipments .....		4,011.13	
Freight, packing, storage, telegraphing, etc.....		1,178.22	
Fuel and water for stations.....		905.73	
Furniture .....		65.35	
Medals.....		2.00	
Protection of stations from encroachment of the sea .....	6,225.00		
Rebuilding, repair, and improvement of stations.....	35,089.83		
Rents .....	1,699.34		
Repairs to apparatus, equipments, and furniture.....	1,992.92		
Sites for stations.....		404.75	
Subsistence of persons rescued from wrecked vessels .....		4.20	
Supplies .....		372.25	
Telephones, telephone lines, and their maintenance.....		3,102.59	
Transporting apparatus to and from wrecks, at stations where horses are not kept .....		45.00	
Traveling expenses of officers.....		1,272.63	
			89,118.79
Pay of keeper and 10 surfmen at the station on the grounds of the Louisiana Purchase Exposition at St. Louis, Mo., during the month of June, 1904 .....			724.20
Total expenditures from appropriation "Life-Saving Service, 1904" ..		116,845.64	
Balance of available funds, June 30, 1905 .....		70,614.88	
			187,460.52

There also remained unexpended at the beginning of the fiscal year, from appropriation of 1903, the following:

“Life-Saving Service, 1903” ..... \$49,015.93

The expenditures from this balance during the year, made in payment of indebtedness standing over from the fiscal year ending June 30, 1903, were as follows:

“Life-Saving Service, 1903,” available as above.....		\$49,015.93
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882....	\$1,917.29	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882..	130.00	
		\$2,047.29
Apparatus .....	13,989.00	
Freight, packing, storage, telegraphing, etc....	21.52	
Fuel and water for stations.....	5.50	
Rebuilding, repair, and improvement of stations	600.00	
		<u>14,616.02</u>

Total expenditures from appropriation  
“Life-Saving Service, 1903”..... 16,663.31

Balance unexpended June 30, 1905..... 32,352.62

This unexpended balance of \$32,352.62 was carried to the surplus fund June 30, 1905.

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

“Life-Saving telephone, cable, or telegraph lines—Green Bay to Rock Island, Wis., 1904:”  
Balance available July 1, 1904..... \$3,543.72  
Expended ..... 335.26

Balance unexpended June 30, 1905..... 3,208.46

“Rebuilding and improving life-saving stations (proceeds of sales):”  
Balance available July 1, 1904..... 11,717.90  
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..... 1,428.88

Total available funds June 30, 1905..... 13,146.78

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

The total net expenditures for the maintenance of the Life-Saving Service during the fiscal year ending June 30, 1905, were therefore as follows:

“Life-Saving Service, 1905”.....	\$1,871,342.95
“Life-Saving Service, 1904”.....	116,845.64
“Life-Saving Service, 1903”.....	16,663.31
“Life-Saving telephone, cable, or telegraph lines—Green Bay to Rock Island, Wis., 1904”.....	335.26
	<u>1,805,187.16</u>

Less the following:  
Repayments to appropriations:  
“Life-Saving Service, 1904”..... \$4,113.96  
Excess of deposits, appropriation, “Rebuilding and improving life-saving stations (proceeds of sales)”.. 1,428.88

5,542.84

Total net expenditures of the Service ..... 1,799,644.32

There remained standing to the credit of the respective appropriations at the close of the fiscal year ending June 30, 1905, available as heretofore stated, the following balances:

"Life-Saving Service, 1905" .....	\$140,407.05
"Life-Saving Service, 1904" .....	70,614.88
"Life-saving telephone, cable, or telegraph lines—Green Bay to Rock Island, Wis., 1904" .....	3,208.46
"Rebuilding and improving life-saving stations (proceeds of sales)" .....	13,146.78

The foregoing statement of the net expenditures for the maintenance of the Life-Saving Service for the fiscal year ending June 30, 1905, differs from the expenditures by warrants in the following particulars:

Net expenditures by warrants .....	\$1,801,002.08
To which should be added the following amounts, as shown on page 318 of the report for 1904:	
In hands of George A. Bartlett, disbursing clerk, June 30, 1904—	
"Life-Saving Service, 1904" .....	\$9,148.40
"Life-saving telephone, cable, or telegraph lines—Green Bay to Rock Island, Wis., 1904" .....	483.22
	<u>9,631.62</u>
	1,810,633.70

Less the following amounts:	
In the hands of the disbursing clerk June 30, 1905—	
"Life-Saving Service, 1905" .....	9,451.00
Amounts reappropriated and expended by warrants not included in the foregoing statement .....	1,538.38
	<u>10,989.38</u>

Net expenditures from appropriations for the year..... 1,799,644.32

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, 1905" .....	\$45,900.00
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EXPENDITURES.

Compensation of officers and employees in office of Life-Saving Service .....	\$45,587.47
Amount unexpended .....	312.53
	<u>\$45,900.00</u>

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**INSTRUCTIONS TO MARINERS IN CASE  
OF SHIPWRECK.**

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

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

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## GENERAL INFORMATION.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### INSTRUCTIONS.

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

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

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

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

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

## RESCUE WITH THE BREECHES BUOY OR LIFE CAR.

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

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

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

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

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

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

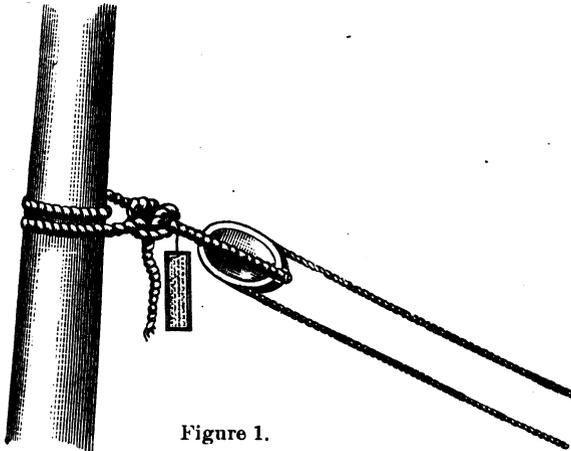


Figure 1.

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

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

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

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

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

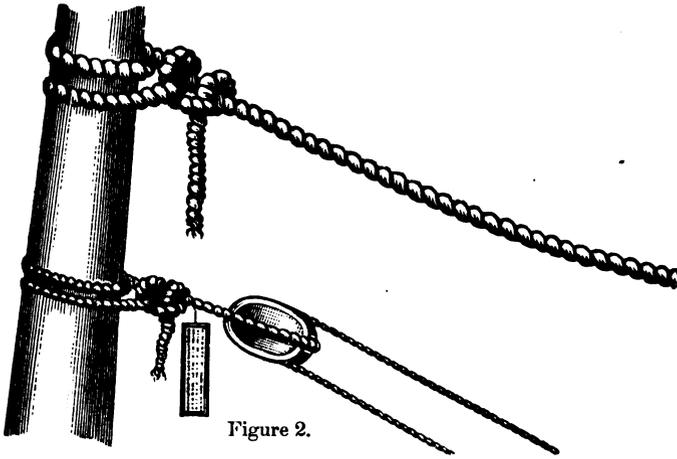


Figure 2.

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

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

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

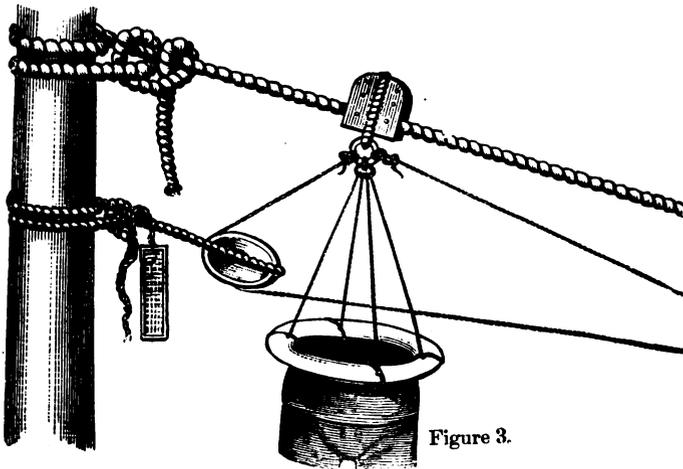


Figure 3.

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

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

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

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

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

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

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

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

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

#### RECAPITULATION.

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

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

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

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

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



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**LIST OF UNITED STATES LIFE-SAVING  
DISTRICTS AND STATIONS.**

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

## FIRST DISTRICT.

### COASTS OF MAINE AND NEW HAMPSHIRE.

Name of station.	State.	Locality.	Approximate position. <sup>a</sup>	
			Latitude, north.	Longitude, west.
Quoddy Head .....	Me .....	Carrying Point Cove .....	44 48 40	66 58 50
Cross Island .....	Me .....	Off Machiasport .....	44 36 45	67 16 30
Great Wass Island .....	Me .....	Off Jonesport .....	44 28 00	67 35 30
Cranberry Islands .....	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
Damiscove Island .....	Me .....	On the west shore of Damiscove Harbor .....	43 45 20	69 37 00
Hunniwells Beach .....	Me .....	On west side mouth Kennebec River .....	43 45 00	69 46 55
Cape Elizabeth .....	Me .....	Near the Lights .....	43 33 58	70 12 00
Fletchers Neck .....	Me .....	Biddeford Pool, Fletchers Neck .....	43 26 30	70 20 30
Jerrys Point .....	N. H. ....	Southeast point Great Island, Portsmouth, Harbor.	43 08 30	70 42 45
Wallis Sands .....	N. H. ....	1½ 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
Hampton Beach .....	N. H. ....	1¼ miles north of Great Boars Head .....	42 56 20	70 47 40

## SECOND DISTRICT.

### COAST OF MASSACHUSETTS.

Salisbury Beach .....	Mass. ....	¾ mile south of State line .....	42 51 40	70 49 00
Newburyport .....	Mass. ....	North end of Plum Island, mouth of Merrimac River.	42 48 30	70 49 00
Plum Island .....	Mass. ....	On Plum Island, 2¼ miles from south end. ....	42 44 00	70 47 15
Straitsmouth <sup>b</sup> .....	Mass. ....	¼ mile west of Straitsmouth light .....	42 39 30	70 36 00
Gloucester .....	Mass. ....	Old House cove, westerly side of harbor, 1¼ miles from town.	43 35 30	70 41 10
Nahant .....	Mass. ....	On the neck, close to Nahant .....	42 25 45	70 56 00
City Point .....	Mass. ....	Floating station in Dorchester Bay, Boston Harbor.		
Point Allerton .....	Mass. ....	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. ....	4¼ miles northeast of Plymouth .....	42 00 10	70 36 10
Manomet Point .....	Mass. ....	6½ miles southeast of Plymouth .....	41 55 30	70 32 40
Wood End .....	Mass. ....	½ mile east of light .....	42 01 15	70 11 30
Race Point .....	Mass. ....	1½ miles northeast of Race Point light .....	42 04 45	70 13 15
Peaked Hill Bars .....	Mass. ....	2¼ miles northeast of Provincetown .....	42 04 40	70 09 50

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

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

**SECOND DISTRICT—Continued.**  
**COAST OF MASSACHUSETTS—Continued.**

Name of station.	State.	Locality.	Approximate position. <sup>a</sup>	
			Latitude, north.	Longitude, west.
High Head .....	Mass....	3¼ miles northwest of Cape Cod light.....	42 03 55	70 06 50
Highland .....	Mass....	¼ mile northwest of Cape Cod light.....	42 02 55	70 04 20
Pamet River .....	Mass....	3¼ miles south of Cape Cod light.....	42 00 00	70 01 15
Cahoons Hollow .....	Mass....	2¼ miles east of Wellfleet .....	41 56 45	69 59 05
Nauset .....	Mass....	1¼ miles south of Nauset lights .....	41 50 40	69 56 45
Orleans .....	Mass....	Abreast of Ponchet Island .....	41 45 35	69 55 55
Old Harbor .....	Mass....	¼ mile north of Chatham Inlet.....	41 41 45	69 56 00
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
Monomoy Point .....	Mass....	¼ mile southwest of Monomoy light .....	41 33 10	70 00 20
Coskata .....	Mass....	2¼ miles south of Nantucket (Great Point) light.....	41 22 00	70 01 15
Surfside .....	Mass....	2¼ miles south of the town of Nantucket .....	41 14 30	70 06 00
Maddequet .....	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
Gay Head .....	Mass....	Near light .....	41 21 04	70 50 08
Cuttyhunk .....	Mass....	Near east end Cuttyhunk Island .....	41 25 25	70 54 45

**THIRD DISTRICT.**  
**COASTS OF RHODE ISLAND AND FISHERS ISLAND.**

Brenton Point.....	R. I.....	On Prices Neck .....	41 26 58	71 20 10
Narragansett Pier .....	R. I.....	Northern part of the town.....	41 25 45	71 27 20
Point Judith .....	R. I.....	Near light .....	41 21 40	71 29 00
Quonochontaug .....	R. I.....	7¼ miles east of Watch Hill light .....	41 19 50	71 43 10
Watch Hill .....	R. I.....	Near light .....	41 18 20	71 51 30
Fishers Island.....	N. Y.....	West shore of East Harbor.....	41 17 00	71 56 40
Sandy Point.....	R. I.....	Block Island, north side, near light .....	41 13 40	71 34 40
New Shoreham.....	R. I.....	Block Island, east side, near landing.....	41 10 20	71 33 30
Block Island .....	R. I.....	Block Island, west side, near Dickens Point.....	41 09 40	71 36 40

**FOURTH DISTRICT.**  
**COAST OF LONG ISLAND.**

Montauk Point <sup>b</sup> .....	N. Y.....	At the light.....	41 04 00	71 51 30
Ditch Plain .....	N. Y.....	3¼ miles southwest of Montauk light .....	41 02 10	71 54 30
Hither Plain .....	N. Y.....	¼ 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
Geogica .....	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 east-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.....	¼ mile south of the village.....	40 48 20	72 36 00
Potunk .....	N. Y.....	1¼ miles southwest of Potunk village.....	40 47 30	72 39 00
Moriches .....	N. Y.....	2¼ miles southwest of Speonk village .....	40 46 30	72 43 10
Forge River .....	N. Y.....	3¼ miles south of Moriches.....	40 44 30	72 49 00
Smiths Point .....	N. Y.....	Abreast of the point .....	40 44 00	72 52 20

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

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

FOURTH DISTRICT—Continued.

COAST OF LONG ISLAND—Continued.

Name of station.	State.	Locality.	Approximate position. <sup>a</sup>	
			Latitude, north.	Longitude, west.
Bellport.....	N. Y.....	4 miles south of the village.....	40 42 40	72 56 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.....	¼ 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.....	¼ mile east of Jones Inlet.....	40 35 80	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 of Long Beach.....	40 35 10	73 40 45
Far Rockaway <sup>b</sup> .....	N. Y.....	.....	.....	.....
Rockaway.....	N. Y.....	Near the village of Rockaway.....	40 35 30	73 47 30
Rockaway Point.....	N. Y.....	West end of Rockaway Beach.....	40 34 10	73 51 50
Coney Island <sup>c</sup> .....	N. Y.....	Manhattan Beach.....	40 34 20	73 56 30
Eatons Neck.....	N. Y.....	East side entrance to Huntington Bay, Long Island Sound.	40 57 10	73 24 00
Rocky Point.....	N. Y.....	Near Rocky Point, Long Island Sound, about 4 miles northerly from Greenport.	41 08 20	72 21 10

FIFTH DISTRICT.

COAST OF NEW JERSEY.

Sandy Hook.....	N. J.....	On Bay side, ½ mile south of point of Hook.....	40 27 51	74 00 27
Spermaceti Cove.....	N. J.....	2½ 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.....	2½ 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.....	2½ miles south of head of Barnegat Bay.....	40 01 40	74 03 10
Chadwick.....	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.....	1½ miles south of Seaside Park.....	39 53 40	74 05 00
Cedar Creek.....	N. J.....	5½ 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.....	2½ miles south of Barnegat Inlet.....	39 43 50	74 07 20
Harvey Cedars.....	N. J.....	5½ 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.....	1½ miles north of Beach Haven.....	39 35 00	74 13 20
Bonds.....	N. J.....	2½ 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

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

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

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

## FIFTH DISTRICT—Continued.

## COAST OF NEW JERSEY—Continued.

Name of station.	State.	Locality.	Approximate position. <sup>a</sup>	
			Latitude, north.	Longitude, west.
Little Beach.....	N. J.....	South side of Little Egg Inlet.....	39 27 30	74 19 30
Brigantine.....	N. J.....	5½ miles north of Absecon light.....	39 25 30	74 20 30
South Brigantine.....	N. J.....	3½ 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.....	2½ miles south of Absecon light.....	39 20 50	74 27 40
Great Egg.....	N. J.....	6½ 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.....	3¼ miles north of Corsons Inlet.....	39 14 50	74 36 50
Corson Inlet.....	N. J.....	Near the Inlet, north side.....	39 13 10	74 38 20
Sea Isle City.....	N. J.....	3½ miles north of Townsend Inlet.....	39 09 40	74 41 05
Townsend Inlet.....	N. J.....	Near the Inlet, north side.....	39 07 30	74 42 45
Avalon.....	N. J.....	3½ miles southwest from Ludlam Beach light.....	39 05 50	74 43 10
Tathams.....	N. J.....	2½ miles northeast from Hereford Inlet light.....	39 02 30	74 45 50
Hereford Inlet.....	N. J.....	Near Hereford light.....	39 00 20	74 47 20
Holly Beach.....	N. J.....	6 miles northeast of Cape May City.....	38 58 40	74 49 50
Two Mile Beach.....	N. J.....	4 miles northeast of Cape May City.....	38 57 10	74 51 10
Cold Spring.....	N. J.....	¼ mile east of Cape May City.....	38 56 00	74 54 30
Cape May.....	N. J.....	Near the light.....	38 55 40	74 57 30
Bay Shore <sup>b</sup> .....	N. J.....	2¼ miles west of Cape May City.....	38 56 40	74 58 10

## SIXTH DISTRICT.

## COAST BETWEEN DELAWARE AND CHESAPEAKE BAYS.

Lewes.....	Del.....	2 miles west from Cape Henlopen light.....	38 46 50	75 07 10
Cape Henlopen.....	Del.....	¼ 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.....	1¼ miles north of light.....	38 28 20	75 03 00
Isle of Wight.....	Md.....	3 miles south of Fenwick light.....	38 24 10	75 03 30
Ocean City.....	Md.....	At village.....	38 20 00	75 05 00
North Beach.....	Md.....	10 miles south of Ocean City.....	38 11 30	75 09 20
Green Run Inlet.....	Md.....	13¼ 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.....	1¼ miles south of Assateague light.....	37 53 40	75 21 40
Wallops Beach.....	Va.....	1¼ miles south of Chincoteague Inlet.....	37 52 00	75 26 50
Metomkin Inlet.....	Va.....	On Metomkin Beach, near the Inlet.....	37 40 45	75 34 50
Wachapreague.....	Va.....	South end of Cedar Island.....	37 35 20	75 36 40
Parramore Beach.....	Va.....	Midway of beach.....	37 32 20	75 37 20
Hog Island.....	Va.....	South end of Hog Island.....	37 22 20	75 42 45
Cobb Island.....	Va.....	South end of Cobb Island.....	37 17 30	75 47 00
Smith Island.....	Va.....	At Cape Charles light.....	37 07 00	75 53 40

<sup>a</sup> Obtained from latest Coast Survey charts.<sup>b</sup> In charge of keeper of Cape May station. No crew employed.

SEVENTH DISTRICT.

COAST BETWEEN CHESAPEAKE BAY AND THE NORTHERN BOUNDARY OF SOUTH CAROLINA.

Name of station.	State.	Locality.	Approximate position. <sup>a</sup>	
			Latitude, north.	Longitude, west.
Cape Henry .....	Va.....	½ mile southeast of Cape Henry light.....	36 55 10	75 59 50
Virginia Beach.....	Va.....	5½ 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
Penneys Hill.....	N. C....	5½ miles north of Currituck Beach light .....	36 27 30	75 50 40
Currituck Beach.....	N. C....	½ mile north of Currituck Beach light .....	36 23 20	75 49 40
Poyners Hill.....	N. C....	6½ miles south of Currituck Beach light .....	36 17 10	75 48 00
Caffays Inlet.....	N. C....	10½ 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....	4½ 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....	½ mile northeast of Bodie Island light.....	35 49 40	75 33 20
Oregon Inlet .....	N. C....	½ 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....	½ mile south of New Inlet.....	35 40 40	75 29 00
Chicamacomico .....	N. C....	5 miles south of New Inlet .....	35 36 40	75 27 50
Gull Shoal.....	N. C....	11½ miles south of New Inlet.....	35 29 50	75 28 40
Little Kinnakeet .....	N. C....	11½ miles north of Cape Hatteras light.....	35 25 00	75 29 10
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
Creechs 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
Hatteras Inlet.....	N. C....	1½ miles west of Hatteras Inlet.....	35 11 00	75 46 10
Ocracoke .....	N. C....	3 miles northeast of Ocracoke Inlet.....	35 06 55	75 59 20
Portsmouth .....	N. C....	Northeast end of Portsmouth Island.....	35 04 00	76 03 05
Core Bank.....	N. C....	On Core Bank, opposite Hunting Quarters, about halfway between Ocracoke Inlet and Cape Lookout.	34 51 30	76 18 30
Cape Lookout .....	N. C....	1½ miles south of Cape Lookout light .....	34 36 30	76 32 20
Fort Macon .....	N. C....	Beaufort Entrance, ½ mile north of fort .....	34 42 00	76 40 50
Bogue Inlet .....	N. C....	Innershore of Bogue Banks, ½ mile east of inlet.	34 39 00	77 05 40
Cape Fear .....	N. C....	On Smiths Island, Cape Fear .....	33 50 30	77 57 20
Oak Island .....	N. C....	West side mouth Cape Fear River .....	33 53 20	78 01 20

EIGHTH DISTRICT.

COASTS OF SOUTH CAROLINA, GEORGIA, AND EASTERN FLORIDA.

Sullivans Island .....	S. C....	At Moultrieville, Sullivans Island, at north end of harbor jetty.	32 45 30	79 51 05
Bulow <sup>b</sup> .....	Fla....	20 miles south of Matanzas Inlet.....	29 26 10	81 06 25
Mosquito Lagoon <sup>b</sup> .....	Fla....	On beach outside the lagoon .....	28 51 30	80 46 20
Chester Shoal <sup>b</sup> .....	Fla....	11 miles north of Cape Canaveral .....	28 36 40	80 35 50
Cape Malabar <sup>c</sup> .....	Fla....	.....	.....	.....
Bethel Creek <sup>b</sup> .....	Fla....	16 miles north of Indian River Inlet.....	27 40 00	80 21 20

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

<sup>c</sup> Discontinued March 30, 1891.

<sup>b</sup> House of refuge; no crew employed.

## EIGHTH DISTRICT—Continued.

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

Name of station.	State.	Locality.	Approximate position. <sup>a</sup>	
			Latitude, north.	Longitude, west.
Indian River Inlet <sup>b</sup> .....	Fla .....	South side of inlet .....	27 29 45	80 17 50
Gilberts Bar <sup>b</sup> .....	Fla .....	At St. Lucie Rocks, 2 miles north of Gilberts Bar Inlet.	27 12 00	80 09 50
Jupiter Inlet <sup>c</sup> .....	Fla .....	.....	.....	.....
Orange Grove <sup>d</sup> .....	Fla .....	.....	.....	.....
Fort Lauderdale <sup>b</sup> .....	Fla .....	4 miles north of New River Inlet .....	26 08 00	80 06 00
Biscayne Bay <sup>b</sup> .....	Fla .....	6 miles north of Norris Cut .....	25 54 10	80 08 00

## NINTH 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, south of light.....	29 42 27	93 51 10
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 .....	2½ 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
Aranzas .....	Tex .....	Northeast end Mustang Island .....	27 51 00	97 03 00
Brazos.....	Tex .....	North end Brazos Island, entrance to Brazos Santiago.	26 04 00	97 08 00

## TENTH DISTRICT.

## LAKES ERIE AND ONTARIO, AND A STATION AT LOUISVILLE, KY.

Big Sandy.....	N. Y .....	North side mouth of Big Sandy Creek, Lake Ontario.	.....	.....
Salmon Creek <sup>e</sup> .....	.....	.....	.....	.....
Oswego.....	N. Y .....	East side entrance of Oswego Harbor, Lake Ontario.	.....	.....
Charlotte.....	N. Y .....	East side entrance of Charlotte Harbor, Lake Ontario.	.....	.....
Niagara .....	N. Y .....	East side entrance of Niagara River, Lake Ontario.	.....	.....
Buffalo .....	N. Y .....	South side entrance of Buffalo Harbor, Lake Erie.	.....	.....
Erie .....	Pa.....	North side entrance of Erie Harbor, Lake Erie.	.....	.....
Ashtabula.....	Ohio.....	West side of Ashtabula Harbor, Lake Erie .....	.....	.....
Fairport.....	Ohio.....	West side entrance of Fairport Harbor, Lake Erie.	.....	.....
Cleveland .....	Ohio.....	West side entrance of Cleveland Harbor, Lake Erie.	.....	.....
Marblehead .....	Ohio.....	Point Marblehead, near Quarry Docks, Lake Erie.	.....	.....
Louisville .....	Ky .....	Falls of the Ohio River, Louisville, Ky.....	.....	.....

<sup>a</sup> Obtained from latest Coast Survey charts.<sup>b</sup> House of refuge; no crew employed.<sup>c</sup> Discontinued January 21, 1899.<sup>d</sup> Discontinued October 1, 1896.<sup>e</sup> Destroyed by fire.

**ELEVENTH DISTRICT.**  
**LAKES HURON AND SUPERIOR.**

Name of station.	State.	Locality.	Approximate position.	
			Latitude, north.	Longitude, west.
Lake View Beach .....	Mich ..	5 miles north of Fort Gratiot light.....	o / "	o / "
Harbor Beach .....	Mich ..	Inside Harbor Beach Harbor, Lake Huron .....		
Pointe aux Barques .....	Mich ..	Near light, Lake Huron.....		
Port Austin.....	Mich ..	About 2 miles northeast of Port Austin, and about 2 miles southeast of Port Austin Reef light, Lake Huron.		
Tawas .....	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 .....		
Hammond.....	Mich ..	Hammonds Bay, Lake Huron .....		
Bois Blanc.....	Mich ..	About midway east side of island, Lake Huron.		
Vermilion .....	Mich ..	10 miles west of Whitefish Point, Lake Superior.		
Crisps.....	Mich ..	18 miles west of Whitefish Point, Lake Superior.		
Two Heart River .....	Mich ..	Near mouth of Two Heart River, Lake Superior.		
Deer Park .....	Mich ..	Near mouth of Sucker River, Lake Superior.....		
Grand Marais.....	Mich ..	West of harbor entrance .....		
Marquette .....	Mich ..	Near light, Lake Superior.....		
Portage.....	Mich ..	Old Portage Lake Ship Canal, $\frac{1}{2}$ mile from north end, on east bank.		
Duluth .....	Minn ..	On Minnesota Point, Upper Duluth .....		

**TWELFTH DISTRICT.**  
**LAKE MICHIGAN.**

Beaver Island <sup>a</sup> .....	Mich ..	Near light.....		
Charlevoix .....	Mich ..	South side of harbor entrance .....		
North Manitou Island.	Mich ..	Near Pickards wharf.....		
South Manitou Island.	Mich ..	Near light, Lake Michigan .....		
Sleeping Bear Point ..	Mich ..	Near Glenhaven, Michigan .....		
Point Betsie .....	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 ..	South 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 .....		
Jackson Park.....	Ill .....	About 7 miles S. by E. of Chicago River light.....		
Old Chicago.....	Ill .....	In the harbor .....		
Evanston.....	Ill .....	On the Northwestern University grounds .....		

<sup>a</sup>No crew employed.

## TWELFTH DISTRICT—Continued.

## LAKE MICHIGAN—Continued.

Name of station.	State.	Locality.	Approximate position. <sup>a</sup>	
			Latitude, north.	Longitude, west.
Kenosha.....	Wis.....	In the harbor, on Washington Island.....	○ / "	○ / "
Racine.....	Wis.....	In the harbor, adjoining light.....		
Milwaukee.....	Wis.....	Near entrance of harbor, south side.....		
Sheboygan.....	Wis.....	Entrance to harbor, north side.....		
Two Rivers.....	Wis.....	North side entrance of harbor.....		
Kewaunee.....	Wis.....	North side entrance of harbor.....		
Sturgeon Bay Canal.....	Wis.....	Eastern entrance of canal, north side.....		
Balleys Harbor.....	Wis.....	On easterly side of harbor.....		
Plum Island.....	Wis.....	Near northeast point of island, 2 miles northwest of Pilot Island light.		

## THIRTEENTH DISTRICT.

## COASTS OF CALIFORNIA, OREGON, WASHINGTON, AND ALASKA.

Nome.....	Alaska	At Nome.....	64 30 00	165 23 00
Neah Bay <sup>b</sup> .....	Wash	.....		
Grays Harbor.....	Wash	Just south of Grays Harbor light.....	46 53 15	124 07 15
Willapa 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	Bakers Bay, $\frac{1}{4}$ mile northeast of light.....	46 16 40	124 03 00
Point Adams.....	Oregon	$\frac{1}{4}$ mile southeast of Fort Stevens.....	46 12 00	123 57 00
Yaquina Bay.....	Oregon	About 1 mile south of harbor entrance.....	44 35 30	124 03 54
Umpqua River.....	Oregon	Near entrance of river, north side.....	43 42 00	124 10 30
Coos Bay.....	Oregon	Coos Bay, north side.....	43 22 50	124 18 00
Coquille River.....	Oregon	In town of Bandon.....	43 07 00	124 25 00
Humboldt Bay.....	Cal	Near old light-house tower, north side entrance, Humboldt Bay.	40 46 00	124 13 00
Arena Cove.....	Cal	3 miles southeast from Point Arena light.....	38 54 50	123 42 30
Point Reyes.....	Cal	3 $\frac{1}{2}$ miles north of light.....	38 02 20	122 59 30
Bollinas Bay <sup>c</sup> .....	Cal	.....		
Point Bonita.....	Cal	Near Point Bonita light.....	37 47 50	122 31 40
Fort Point.....	Cal	$\frac{1}{4}$ mile east of light.....	37 48 10	122 27 50
Golden Gate.....	Cal	On beach in Golden Gate Park, San Francisco, $\frac{1}{4}$ mile south Point Lobos.	37 46 10	122 30 30
Southside.....	Cal	3 $\frac{1}{2}$ miles south of Golden Gate Life-Saving Station.	37 43 18	122 30 18

<sup>a</sup> Obtained from the latest Coast Survey charts.<sup>b</sup> Discontinued December 17, 1890.<sup>c</sup> Destroyed by fire.

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**DIRECTIONS FOR RESTORING THE  
APPARENTLY DROWNED.**

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## DIRECTIONS FOR RESTORING THE APPARENTLY DROWNED.

**NOTE.**—These directions differ from those given prior to 1899 by the addition of means for securing deeper inspiration. The method theretofore published, known as the Howard or direct method has been productive of excellent results in the practice of the Service, and is retained here. It is, however, here arranged for practice in combination with the Sylvester method, the latter producing deeper inspiration than any other known method, while the former effects the most complete expiration. The combination therefore tends to produce the most rapid oxygenation of the blood—the real object to be gained. The combination is prepared primarily for the use of life-saving crews where assistants are at hand. A modification of Rule III, however, is published as a guide in cases where no assistants are at hand and one person is compelled to act alone. In preparing these



FIG. I.

directions the able and exhaustive report of Messrs. J. Collins Warren, M. D., and George B. Shattuck, M. D., committee of the Humane Society of Massachusetts, embraced in the annual report of the society for 1895-96, has been availed of, placing the Department under many obligations to these gentlemen for their valuable suggestions.

**RULE I. AROUSE THE PATIENT.**—Do not move the patient unless in danger of freezing; instantly expose the face to the air, toward the wind if there be any; wipe dry the mouth and nostrils; rip the clothing so as to expose the chest and waist; give two or three quick, smarting slaps on the chest with the open hand.

If the patient does not revive proceed immediately as follows:

**RULE II. TO EXPEL WATER FROM THE STOMACH AND CHEST** (See Fig. I). Separate the jaws and keep them apart by placing between

the teeth a cork or small bit of wood; turn the patient on his face, a large bundle of tightly rolled clothing being placed beneath the stomach; press heavily on the back over it for half a minute, or as long as fluids flow freely from the mouth.

**RULE III. TO PRODUCE BREATHING** (See Figs. II and III).—Clear the mouth and throat of mucus by introducing into the throat the corner of a handkerchief wrapped closely around the forefinger; turn the patient on the back, the roll of clothing being so placed as to raise the pit of the stomach above the level of the rest of the body. Let an assistant with a handkerchief or piece of dry cloth draw the tip of the tongue out of one corner of the mouth (which prevents the tongue from falling back and choking the entrance to the windpipe), and keep it projecting a little beyond the lips. Let another assistant grasp the arms just below the elbows and draw them steadily upward by the sides of the patient's head to the ground, the hands nearly meeting

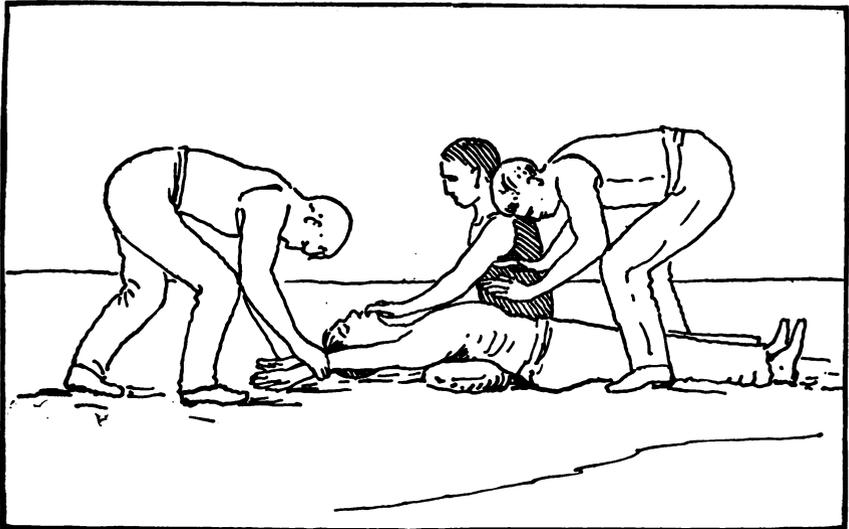


FIG. II.

(which enlarges the capacity of the chest and induces inspiration). (Fig. II.) While this is being done let a third assistant take position astride the patient's hips with his elbows resting upon his own knees, his hands extended ready for action. Next, let the assistant standing at the head turn down the patient's arms to the sides of the body, the assistant holding the tongue changing hands if necessary<sup>a</sup> to let the arms pass. Just before the patient's hands reach the ground, the man astride the body will grasp the body with his hands, the balls of the thumb resting on either side of the pit of the stomach, the fingers falling into the grooves between the short ribs. Now, using his knees as a pivot, he will at the moment the patient's hands touch the ground throw (not too suddenly) all his weight forward on his hands, and at the same time squeeze the waist between them as if he wished to force anything in the chest upward out of the mouth; he will deepen the

<sup>a</sup> Changing hands will be found unnecessary after some practice; the tongue, however, must not be released.

pressure while he slowly counts one, two, three, four (about five seconds), then suddenly let go with a final push, which will spring him back to his first position.<sup>a</sup> This completes expiration. (Fig. III.)

At the instant of his letting go, the man at the patient's head will again draw the arms steadily upward to the sides of the patient's head as before (the assistant holding the tongue again changing hands to let the arms pass if necessary), holding them there while he slowly counts one, two, three, four (about five seconds).

Repeat these movements deliberately and perseveringly twelve to fifteen times in every minute—thus imitating the natural motions of breathing.

If natural breathing be not restored after a trial of the bellows movement for the space of about four minutes, then turn the patient a second time on the stomach, as directed in Rule II, rolling the body in the opposite direction from that in which it was first turned, for the pur-

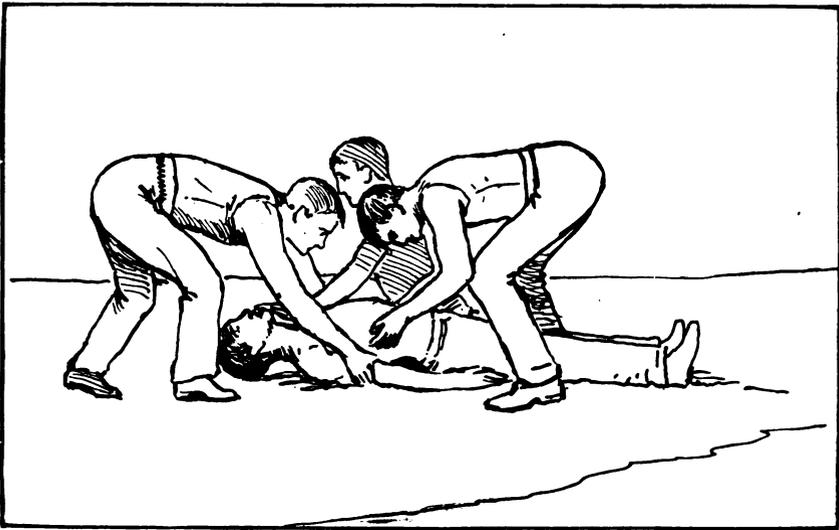


FIG. III.

pose of freeing the air passage from any remaining water. Continue the artificial respiration from one to four hours, or until the patient breathes, according to Rule III; and for awhile after the appearance of returning life, carefully aid the first short gasps until deepened into full breaths. Continue the drying and rubbing, which should have been unceasingly practiced from the beginning by assistants, taking care not to interfere with the means employed to produce breathing. Thus the limbs of the patient should be rubbed, always in an upward direction toward the body, with firm-grasping pressure and energy, using the bare hands, dry flannels or handkerchiefs, and continuing the friction under the blankets or over the dry clothing. The warmth of the body can also be promoted by the application of hot flannels to the stomach and armpits, bottles or bladders of hot water, heated bricks, etc., to the limbs and soles of the feet.

<sup>a</sup> A child or very delicate patient must, of course, be more gently handled.

**RULE IV. AFTER-TREATMENT.**—*Externally:* As soon as breathing is established let the patient be stripped of all wet clothing, wrapped in blankets only, put to bed comfortably warm, but with a free circulation of fresh air, and left to perfect rest. *Internally:* Give whisky or brandy and hot water in doses of a teaspoonful to a tablespoonful, according to the weight of the patient, or other stimulant at hand, every ten or fifteen minutes for the first hour, and as often thereafter as may seem expedient. *Later manifestations:* After reaction is fully established there is great danger of congestion of the lungs, and if perfect rest is not maintained for at least forty-eight hours it sometimes occurs that the patient is seized with great difficulty of breathing, and death is liable to follow unless immediate relief is afforded. In such cases apply a large mustard plaster over the breast. If the patient gasps for breath before the mustard takes effect, assist the breathing by carefully repeating the artificial respiration.

#### MODIFICATION OF RULE III.

[To be used after Rules I and II in case no assistance is at hand.]

**TO PRODUCE RESPIRATION.**—If no assistance is at hand and one person must work alone, place the patient on his back with the shoulders

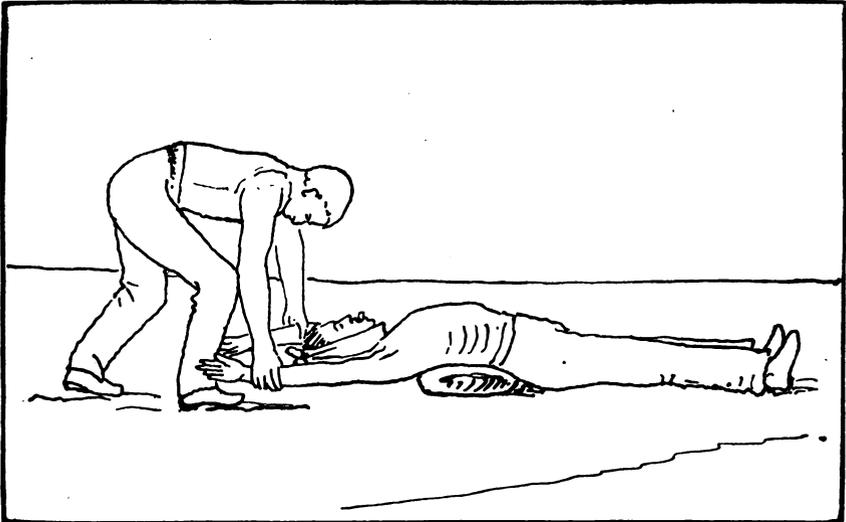


FIG. IV.

slightly raised on a folded article of clothing; draw forward the tongue and keep it projecting just beyond the lips; if the lower jaw be lifted the teeth may be made to hold the tongue in place; it may be necessary to retain the tongue by passing a handkerchief under the chin and tying it over the head.

Grasp the arms just below the elbows and draw them steadily upward by the sides of the patient's head to the ground, the hands nearly meeting. (See Fig. IV.)

Next lower the arms to the side and press firmly downward and inward on the sides and in front of the chest over the lower ribs, drawing toward the patient's head. (See Fig. V.)

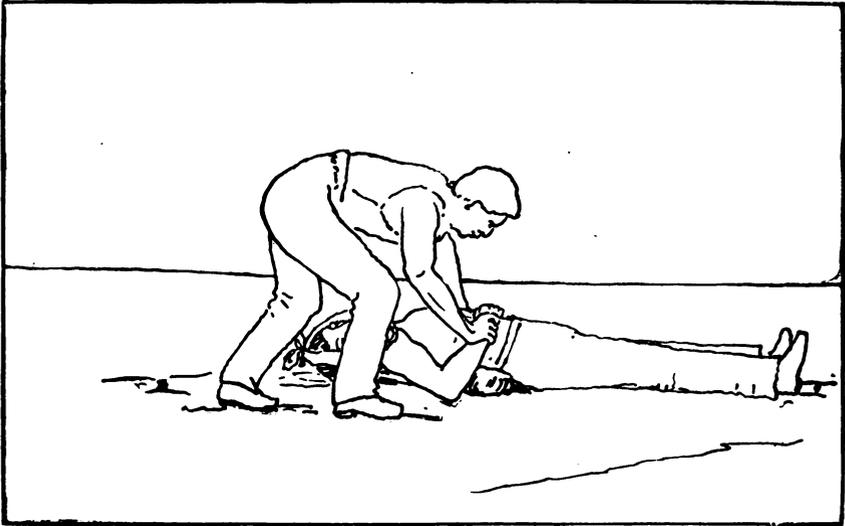


FIG. V.

Repeat these movements twelve to fifteen times every minute, etc.



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**WRECKS AND OTHER CASUALTIES.**

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

ABSTRACT OF RETURNS OF WRECKS AND OTHER CASUALTIES TO VESSELS WHICH HAVE OCCURRED ON AND NEAR THE COASTS AND ON THE RIVERS OF THE UNITED STATES, AND TO AMERICAN VESSELS AT SEA AND ON THE COASTS OF FOREIGN COUNTRIES DURING THE FISCAL YEAR ENDING JUNE 30, 1905.

REMARKS EXPLANATORY OF THE WRECK STATISTICS FOR THE YEAR 1904-1905.

The following is the thirty-second annual statement of wrecks and casualties 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.

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, and Ontario, reported by officers of the customs, whether in waters under the jurisdiction of the United States or of Great Britain;
2. All casualties occurring in rivers, straits, etc., connecting the several lakes named;
3. All casualties occurring in the harbors of any of said lakes, or in or near the mouths of rivers emptying into them, within the United States.

IV. Disasters occurring in rivers within the United States, embracing all rivers except those referred to in the foregoing division.

V. Disasters occurring to American shipping at sea and in foreign waters.

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

1. *Foundering*s.—Embracing foundering's which resulted from the leaking or capsizing of vessels, but not those which resulted from collision, stranding, or striking any sunken wreck, or against piers, snags, or ice.

2. *Stranding*s.—Embracing disasters resulting from running aground, striking a rock, reef, bar, or other natural object, although the vessel may have foundered as a result of such casualty.

3. *Collisions*.—Embracing all collisions between vessels only.

4. *Other causes*.—Embracing disasters resulting from various causes, as follows:

Fire, irrespective of results; scuttling or any intentional damage to vessels; collisions with fields or quantities of ice, although vessels may be sunk thereby; striking on sunken wrecks, anchors, buoys, piers, or bridges; leakage (except when vessel foundered or went ashore for safety); loss of masts, sails, boats, or any portion of vessels' equipments; capsizing, when vessels did not sink; damage to machinery; fouling of anchors; striking of lightning; explosion of boilers; breakage of wheels; also water-logged, missing, and abandoned vessels.

ADDITIONAL STATISTICS FOR THE FISCAL YEAR ENDING JUNE 30, 1904.

Since the publication of the annual statement for the fiscal year ending June 30, 1904, information has been received of the occurrence of disasters during the year to 55 American vessels, on two of which 28 lives were lost; also the loss of 21 lives on 20 vessels suffering no other casualty.

*Disasters to vessels, and divisions in which they occurred.*

Nature of disaster, etc.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
<b>Foundering's:</b>						
Vessels .....	4	1		1		6
Tonnage .....	243	45		84		372
Passengers .....						
Crews .....	12	2		8		22
Lives lost .....						
<b>Stranding's:</b>						
Vessels .....	2	4		3	1	10
Tonnage .....	67	1,590		809	125	2,591
Passengers .....		75		71		146
Crews .....	6	76		26	6	114
Lives lost .....						
<b>Collisions:</b>						
Vessels .....	11	2				13
Tonnage .....	8,856	1,837				10,693
Passengers .....	370					370
Crews .....	146	6				151
Lives lost .....						
<b>Other causes:</b>						
Vessels .....	5		2	15	4	26
Tonnage .....	960		2,076	3,285	3,628	9,949
Passengers .....				58		58
Crews .....	6		19	172	86	283
Lives lost .....					28	28

*Disasters to vessels, and divisions in which they occurred—Continued.*

Nature of disaster, etc.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
<b>Totals:</b>						
Vessels.....	22	7	2	19	5	55
Tonnage.....	10,126	3,472	2,076	4,178	3,753	23,605
Passengers.....	370	75		129		574
Crews.....	170	83	19	206	92	570
Lives lost.....					28	28
<b>Vessels totally lost:</b>						
Vessels.....	10	2	1	9	3	25
Tonnage.....	1,236	50	29	424	2,471	4,210
Passengers.....				1		1
Crews.....	21	2		20	28	71
Lives lost.....					28	28
<b>Vessels damaged:</b>						
Vessels.....	12	5	1	10	2	30
Tonnage.....	8,894	3,422	2,047	3,754	1,282	19,395
Passengers.....	370	75		128		573
Crews.....	149	81	19	186	64	499
Lives lost.....						
<b>Vessels not damaged:</b>						
Vessels.....	3	3		11	3	20
Tonnage.....	902	812		4,371	1,499	7,584
Passengers.....		350			14	364
Crews.....	52	40		199	53	344
Lives lost.....	3	3		12	3	21
<b>Aggregate:</b>						
Vessels.....	25	10	2	30	8	75
Tonnage.....	11,028	4,284	2,076	8,549	5,252	31,189
Passengers.....	370	425		129	14	938
Crews.....	222	123	19	405	145	914
Lives lost.....	3	3		12	31	49

Of the lives lost, reported above, 2 were lost from the schooner *Restless*, of San Diego, California, which sailed from her home port on August 28, 1903, and a few days later was seen anchored off the southern coast of California, since which time she has not been heard from; 26 were lost from the schooner *Conemaugh*, of New York, which sailed from Coronel, Chile, on February 28, 1904, for Delaware Breakwater, Delaware, since which time she has not been heard from; 9 fell overboard; 1 was killed while working on steamer's wheel; 2 jumped overboard while intoxicated; 1 was fatally scalded by explosion of boiler tube; 1 was killed by falling boom; 1 fell from a steamer into a coal boat alongside and died from injuries received; 3 were lost overboard; 1 was lost by the capsizing of a dory while attending trawls; 1 fell overboard while rolling a barrel of flour, and a roustabout, who witnessed the accident and jumped overboard to save him, was also drowned.

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, 1904.

	Atlantic and Gulf coast.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
<i>Foundering.</i>						
Number of vessels.....	55	6	19	10	13	103
Tonnage of vessels totally lost....	9,708	769	8,873	886	7,135	27,371
Tonnage of vessels damaged.....	850	132	1,528	976	.....	3,486
Value of vessels.....dollars....	365,800	115,000	307,800	82,400	167,800	1,038,800
Value of cargoes.....do.....	54,845	4,230	53,340	2,540	47,560	162,515
Loss to vessels.....do.....	315,535	112,000	277,800	27,000	167,800	900,135
Loss to cargoes.....do.....	51,110	4,215	53,145	1,540	47,560	157,570
Insurance on vessels.....do.....	119,000	.....	209,000	17,500	71,000	416,500
Insurance on cargoes.....do.....	19,935	.....	45,800	.....	7,300	73,035
Laden.....	35	5	18	3	13	74
In ballast.....	20	1	1	7	.....	29
Unknown whether laden or not.....	.....	.....	.....	.....	.....	.....
Wrecks involving total loss.....	45	4	16	4	13	82
Casualties involving partial and unknown damage.....	10	2	3	6	.....	21
Number of passengers.....	16	57	12	24	6	115
Number in crews.....	220	46	153	69	73	561
Total on board.....	236	103	165	93	79	676
Number of lives lost.....	61	53	15	2	13	144
<i>Strandings.</i>						
Number of vessels.....	139	51	64	16	34	304
Tonnage of vessels totally lost....	23,280	14,809	7,774	963	8,754	55,580
Tonnage of vessels damaged.....	38,831	19,162	96,177	5,924	29,586	189,680
Value of vessels.....dollars....	3,477,000	2,000,740	5,669,050	488,000	4,160,500	15,795,290
Value of cargoes.....do.....	1,040,275	743,990	831,435	255,300	136,500	3,007,500
Loss to vessels.....do.....	920,425	610,280	683,105	125,950	572,360	2,912,120
Loss to cargoes.....do.....	201,390	111,770	230,405	62,500	103,365	709,430
Insurance on vessels.....do.....	1,451,690	711,400	4,326,150	247,000	2,105,040	8,841,280
Insurance on cargoes.....do.....	205,840	214,940	533,320	53,000	107,700	1,114,800
Laden.....	91	35	52	12	23	213
In ballast.....	48	16	12	4	11	91
Unknown whether laden or not.....	.....	.....	.....	.....	.....	.....
Wrecks involving total loss.....	89	24	16	4	24	157
Casualties involving partial and unknown damage.....	50	27	48	12	10	147
Number of passengers.....	382	454	110	129	371	1,446
Number in crews.....	1,099	704	999	275	961	4,038
Total on board.....	1,481	1,158	1,109	404	1,332	5,484
Number of lives lost.....	36	31	3	.....	27	97
<i>Collisions.</i>						
Number of vessels.....	249	29	69	26	29	402
Tonnage of vessels totally lost....	8,715	147	3,011	109	182	12,164
Tonnage of vessels damaged.....	213,991	20,599	119,769	12,508	69,259	436,126
Value of vessels.....dollars....	14,035,690	1,361,500	6,066,500	738,450	3,495,500	25,697,640
Value of cargoes.....do.....	1,674,220	93,050	674,140	42,150	405,050	2,888,610
Loss to vessels.....do.....	849,275	24,305	192,625	15,240	72,920	1,154,365
Loss to cargoes.....do.....	211,260	250	71,830	1,480	3,350	288,170
Insurance on vessels.....do.....	5,790,420	607,400	3,098,000	72,200	1,191,500	10,759,520
Insurance on cargoes.....do.....	880,380	.....	480,750	.....	.....	1,361,130
Laden.....	93	13	41	13	13	178
In ballast.....	122	12	23	4	6	167
Unknown whether laden or not.....	34	4	5	4	10	57
Wrecks involving total loss.....	14	1	3	4	2	24
Casualties involving partial and unknown damage.....	235	28	66	22	27	378
Number of passengers.....	6,050	2,069	25	188	122	8,454
Number in crews.....	2,830	302	949	366	960	5,407
Total on board.....	8,880	2,371	974	554	1,082	13,861
Number of lives lost.....	13	1	.....	2	.....	16
<i>Other causes.</i>						
Number of vessels.....	115	23	83	112	95	428
Tonnage of vessels totally lost....	6,743	833	5,728	9,389	12,527	35,220
Tonnage of vessels damaged.....	59,346	15,241	75,365	15,693	105,652	271,297
Value of vessels.....dollars....	5,445,800	1,161,000	6,018,850	1,745,950	8,137,890	22,509,490
Value of cargoes.....do.....	1,989,045	364,445	2,781,155	199,400	3,554,455	8,888,500
Loss to vessels.....do.....	813,000	153,840	497,315	698,400	712,290	2,874,845
Loss to cargoes.....do.....	139,745	32,235	160,600	24,730	385,095	742,405
Insurance on vessels.....do.....	3,138,250	645,500	4,274,090	636,800	3,570,250	12,264,890
Insurance on cargoes.....do.....	684,220	16,000	339,925	58,355	514,870	1,613,370
Laden.....	48	15	43	41	73	220

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

	Atlantic and Gulf coast.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
<i>Other causes—Continued.</i>						
In ballast .....	67	8	40	71	21	207
Unknown whether laden or not .....					1	1
Wrecks involving total loss .....	25	4	14	47	21	111
Casualties involving partial and unknown damage .....	90	19	69	65	74	317
Number of passengers .....	2,980	350	1,626	743	1,833	7,532
Number in crews .....	1,482	505	1,353	1,605	2,223	7,168
Total on board .....	4,462	855	2,979	2,348	4,056	14,700
Number of lives lost .....	1,037		1	26	161	1,225
<i>Recapitulation.</i>						
Number of vessels .....	558	109	235	164	171	1,237
Tonnage of vessels totally lost .....	48,446	16,558	25,386	11,347	28,598	130,335
Tonnage of vessels damaged .....	313,018	55,134	292,839	35,101	204,497	900,589
Aggregate tonnage .....	369,464	71,692	318,225	46,448	233,095	1,030,924
Laden .....	267	68	154	74	122	685
Ballast .....	257	37	76	86	38	494
Unknown whether laden or not .....	34	4	5	4	11	58
Wrecks involving total loss .....	173	33	49	59	60	374
Casualties involving partial or unknown damage .....	385	76	186	105	111	863
Number of passengers .....	9,428	2,930	1,773	1,084	2,332	17,547
Number in crews .....	5,631	1,557	3,454	2,315	4,217	17,174
Total on board .....	15,059	4,487	5,227	3,399	6,549	34,721
Number of lives lost .....	1,147	85	19	30	201	1,482
Total value of vessels .....	23,324,290	4,638,240	18,062,200	3,054,800	15,961,690	65,041,220
Total value of cargoes .....	4,758,385	1,205,715	4,340,070	499,390	4,143,565	14,947,125
Aggregate .....	28,082,675	5,843,955	22,402,270	3,554,190	20,105,255	79,988,345
Total losses to vessels .....	2,898,235	900,425	1,650,845	866,590	1,525,370	7,841,465
Total losses to cargoes .....	603,505	148,470	515,980	90,250	539,370	1,897,575
Aggregate .....	3,501,740	1,048,895	2,166,825	956,840	2,064,740	9,739,040
Total insurance on vessels .....	10,499,360	1,964,300	11,907,240	973,500	6,937,790	32,282,190
Total insurance on cargoes .....	1,790,375	230,940	1,399,795	111,355	629,870	4,162,335
Aggregate .....	12,289,735	2,195,240	13,307,035	1,084,855	7,567,660	36,444,525

NOTE.—In addition to the number of lives lost here reported, 231 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 1,713.

COMPARATIVE STATEMENT.

The subjoined table shows, by localities, the total number of vessels meeting with casualties, the total value of such vessels and their cargoes, the total losses to both, and the total tonnage involved, and the tonnage of vessels totally lost during the fiscal years 1903-4 and 1904-5, with the percentage of increase or decrease of the latter compared with the former:

	1903-4.	1904-5.	Increase (+), decrease (-).
Number of vessels involved:			
Atlantic and Gulf coasts .....	536	530	- 1.12
Pacific coast .....	102	112	+ 9.80
Great Lakes .....	283	267	+14.60
Rivers .....	145	139	- 4.14
At sea and in foreign waters .....	166	161	- 3.01
Aggregate .....	1,182	1,209	+ 2.29

## Comparative statement—Continued.

	1903-4.	1904-5.	Increase (+), decrease (-).
<b>Value of vessels and cargoes:</b>			
Atlantic and Gulf coasts .....	\$27,289,495	\$29,000,570	+ 6.27
Pacific coast .....	5,711,315	7,936,955	+38.97
Great Lakes .....	22,074,070	30,599,465	+38.63
Rivers .....	3,116,485	5,552,190	+78.16
At sea and in foreign waters .....	19,694,015	17,881,820	- 9.20
Aggregate .....	77,885,380	90,971,000	+16.77
<b>Losses to vessels and cargoes:</b>			
Atlantic and Gulf coasts .....	\$3,466,625	\$4,447,180	+28.29
Pacific coast .....	1,035,980	862,215	-16.77
Great Lakes .....	2,089,125	2,015,510	- 3.53
Rivers .....	903,740	1,132,465	+25.31
At sea and in foreign waters .....	1,768,400	1,993,925	+12.75
Aggregate .....	9,263,870	10,451,295	+12.82
<b>Tonnage of vessels involved:</b>			
Atlantic and Gulf coasts .....	351,338	316,126	-10.02
Pacific coast .....	68,220	75,818	+11.14
Great Lakes .....	316,149	477,012	+50.88
Rivers .....	42,270	63,439	+50.00
At sea and in foreign waters .....	229,342	215,281	- 6.13
Aggregate .....	1,007,319	1,147,676	+13.93
<b>Tonnage of vessels totally lost:</b>			
Atlantic and Gulf coasts .....	47,210	47,961	+ 1.59
Pacific coast .....	16,508	6,724	-59.27
Great Lakes .....	25,357	27,593	+ 8.81
Rivers .....	10,923	12,818	+17.35
At sea and in foreign waters .....	26,127	23,840	- 8.75
Aggregate .....	126,125	118,936	- 5.70

On the 30th of June, 1905, the total number of registered, enrolled, and licensed vessels, exclusive of canal boats, belonging to the United States, was 24,038, with a total tonnage of 6,384,590. Of this number 1,162 vessels, having a total tonnage of 1,082,217, met with casualties during the year, being 4.83 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, 1905, the number of each class which met with disasters during the year, and the ratio of casualties to the number of vessels:

Classification.	Number of vessels belonging to the United States.	Number of casualties to vessels.	Ratio of casualties to number of vessels.
Steam vessels.....	8,897	483	1 to 18.42
Sailing vessels.....	12,119	623	1 to 19.45
Barges.....	3,022	56	1 to 53.96
Total.....	24,038	1,162	1 to 20.69

During the year 406 vessels were reported as having met with collisions, but as two vessels were engaged in each collision (though in a few instances three or more collided with each other in gales, etc.) the actual number of casualties of this nature was a little less than one-half that number.

Forty-two foreign vessels, having an aggregate tonnage of 50,163, 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 15,296.

In addition to the lives lost in the disasters to vessels which are embraced in the tables, 219 persons perished by drowning or by accident on board out of crews employed on 193 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 thirty fiscal years:

Fiscal year.	Number of casualties.	Number of persons on board.	Number of lives lost. <sup>a</sup>	Ratio of lives lost to number on board.	Ratio of lives lost to number of casualties.
1875-76.....	1,553	18,134	878	1 to 20.65	1 to 1.77
1876-77.....	1,547	22,307	826	1 to 27.00	1 to 1.87
1877-78.....	1,483	21,531	644	1 to 33.43	1 to 2.30
1878-79.....	1,545	23,353	730	1 to 31.99	1 to 2.12
1879-80.....	1,624	26,491	469	1 to 56.48	1 to 3.46
1880-81.....	1,528	24,286	623	1 to 38.98	1 to 2.45
1881-82.....	1,514	25,712	502	1 to 51.22	1 to 3.02
1882-83.....	1,416	25,197	539	1 to 46.75	1 to 2.63
1883-84.....	1,647	26,561	807	1 to 32.91	1 to 2.04
1884-85.....	1,407	29,584	335	1 to 88.31	1 to 4.20
1885-86.....	1,650	25,680	576	1 to 44.58	1 to 2.86
1886-87.....	1,494	23,992	529	1 to 45.35	1 to 2.82
1887-88.....	1,461	22,717	538	1 to 42.22	1 to 2.72
1888-89.....	1,468	25,097	638	1 to 39.34	1 to 2.30
1889-90.....	1,419	28,331	548	1 to 51.70	1 to 2.59
1890-91.....	1,431	33,734	447	1 to 75.64	1 to 3.20
1891-92.....	1,496	23,924	646	1 to 37.03	1 to 2.32
1892-93.....	1,421	26,059	397	1 to 65.64	1 to 3.58
1893-94.....	1,551	31,687	664	1 to 47.72	1 to 2.33
1894-95.....	1,437	27,233	689	1 to 39.53	1 to 2.09
1895-96.....	1,311	25,454	322	1 to 79.05	1 to 4.07
1896-97.....	1,149	20,712	299	1 to 69.27	1 to 3.84
1897-98.....	1,191	28,562	743	1 to 38.44	1 to 1.60
1898-99.....	1,574	29,940	742	1 to 40.35	1 to 2.12
1899-1900.....	1,234	26,978	252	1 to 107.05	1 to 4.90
1900-1901.....	1,265	32,300	437	1 to 73.91	1 to 2.89
1901-2.....	1,306	29,937	526	1 to 56.10	1 to 2.49
1902-3.....	1,172	28,387	351	1 to 80.87	1 to 3.34
1903-4.....	1,182	33,577	1,454	1 to 23.08	1 to .81
1904-5.....	1,209	31,890	267	1 to 119.43	1 to 4.53

<sup>a</sup>This number is exclusive of lives lost where vessels suffered no damage.

The following table is the same as the foregoing, except that it is confined to our own domain, the disasters occurring at sea and in foreign waters being excluded:

Fiscal year.	Number of casualties.	Number of persons on board.	Number of lives lost. <sup>a</sup>	Ratio of lives lost to number on board.	Ratio of lives lost to number of casualties.
1875-76.....	1,139	13,487	501	1 to 26.92	1 to 2.27
1876-77.....	1,023	15,977	278	1 to 57.47	1 to 3.68
1877-78.....	1,083	16,785	403	1 to 41.65	1 to 2.69
1878-79.....	1,044	16,245	222	1 to 73.18	1 to 4.70
1879-80.....	1,265	21,691	170	1 to 127.59	1 to 7.44
1880-81.....	1,171	19,713	272	1 to 72.47	1 to 4.31
1881-82.....	1,203	20,495	241	1 to 85.04	1 to 4.99
1882-83.....	1,090	20,623	328	1 to 62.88	1 to 3.32
1883-84.....	1,246	20,364	327	1 to 62.28	1 to 3.81
1884-85.....	1,066	24,302	107	1 to 227.12	1 to 9.96
1885-86.....	1,269	21,076	266	1 to 79.23	1 to 4.77
1886-87.....	1,196	20,538	302	1 to 68.00	1 to 3.96
1887-88.....	1,175	18,635	235	1 to 79.30	1 to 5.00
1888-89.....	1,158	19,792	253	1 to 78.23	1 to 4.58
1889-90.....	1,176	25,261	269	1 to 93.91	1 to 4.37
1890-91.....	1,205	30,181	343	1 to 88.25	1 to 3.51
1891-92.....	1,231	19,676	197	1 to 99.88	1 to 6.25
1892-93.....	1,177	21,653	208	1 to 106.67	1 to 5.80
1893-94.....	1,271	27,152	379	1 to 71.64	1 to 3.35
1894-95.....	1,150	21,787	197	1 to 110.59	1 to 5.84
1895-96.....	1,076	21,439	145	1 to 147.86	1 to 7.42
1896-97.....	943	17,005	120	1 to 141.71	1 to 7.86
1897-98.....	1,000	24,285	227	1 to 106.98	1 to 4.40
1898-99.....	1,365	25,323	472	1 to 53.65	1 to 2.89
1899-1900.....	1,052	21,735	151	1 to 143.94	1 to 6.96
1900-1901.....	1,077	25,419	274	1 to 92.77	1 to 3.93
1901-2.....	1,129	25,569	335	1 to 76.32	1 to 3.37
1902-3.....	1,023	25,459	215	1 to 118.41	1 to 4.76
1903-4.....	1,016	27,120	1,281	1 to 21.17	1 to .79
1904-5.....	1,048	26,209	119	1 to 22.04	1 to 8.81

<sup>a</sup>This number is exclusive of lives lost where vessels suffered no damage.

# STATISTICAL TABLES FOR THE FISCAL YEAR ENDING JUNE 30, 1905.

## 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, 1905, showing the number and value of vessels and cargoes, and amount of loss to same, where known.

Months.	Number and value of vessels.		Vessels, value un-known.	Number and value of cargoes.		Cargoes, value un-known.	Un-known whether laden or not.
	Number.	Amount.		Number.	Amount.		
July.....	39	\$1,760,850	3	17	\$142,840	2	3
August.....	28	1,314,300	2	8	511,350	1	2
September.....	52	1,470,350	2	24	86,160	3	2
October.....	55	1,006,625	6	30	176,920	1	7
November.....	71	4,652,485	5	35	521,910	3	4
December.....	58	2,691,305	1	41	707,985	2	1
January.....	55	3,631,700	1	38	657,485	1	1
February.....	35	2,840,360	3	16	1,024,390	1	3
March.....	16	309,850	1	8	348,410	.....	1
April.....	36	831,500	1	20	68,510	1	1
May.....	33	2,558,905	.....	17	494,050	1	.....
June.....	24	1,001,300	3	11	191,090	.....	3
Total.....	502	24,069,470	28	265	4,981,100	16	28

Months.	Loss to vessels.		Vessels totally lost, amount un-known.	Vessels damaged, amount un-known. <sup>a</sup>	Loss to cargoes.		Cargoes totally lost, amount un-known.	Cargoes not damaged, or damage un-known.
	Number.	Amount.			Number.	Amount.		
July.....	37	\$186,370	.....	5	6	\$27,440	.....	16
August.....	25	89,950	.....	5	6	5,700	.....	5
September.....	49	129,525	.....	5	16	31,615	.....	13
October.....	53	281,975	.....	8	18	51,400	.....	20
November.....	65	441,600	.....	11	16	115,495	.....	28
December.....	54	933,885	.....	5	25	436,000	.....	19
January.....	54	217,600	.....	2	25	200,940	.....	15
February.....	35	292,050	.....	3	3	7,850	.....	17
March.....	16	158,125	.....	1	2	135,430	.....	7
April.....	34	276,645	.....	3	16	25,700	.....	6
May.....	29	203,645	.....	4	10	166,450	.....	8
June.....	23	70,050	.....	4	5	11,790	.....	9
Total.....	474	3,231,370	.....	56	148	1,215,810	.....	161

<sup>a</sup>In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 2.

TABLE 2.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1905, showing the number of vessels totally lost, the number damaged and their tonnage, the number of persons on board, and number of lives lost.

Months.	Disasters resulting in total loss to vessels.	Disasters resulting in partial damage to vessels.	Total or partial loss unknown.	Casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including master, etc.	Number of lives lost.
July.....	12	25	3	2	42	2,208	16,656	920	513	.....
August.....	7	18	2	3	30	1,092	13,679	568	330	4
September.....	17	32	2	3	54	2,444	17,394	1,356	538	1
October.....	21	32	6	2	61	7,255	23,247	218	390	22
November.....	16	49	6	5	76	3,485	42,641	1,417	957	13
December.....	22	32	1	4	59	13,209	29,522	375	573	22
January.....	17	37	2	.....	56	4,820	33,899	1,075	700	12
February.....	4	31	3	.....	38	2,062	33,928	53	529	1
March.....	5	11	1	.....	17	1,866	5,621	.....	118	.....
April.....	15	19	1	2	37	6,555	15,383	178	276	4
May.....	10	19	.....	4	33	2,262	22,548	473	449	6
June.....	8	15	3	1	27	703	13,647	97	255	1
Total.....	154	320	30	26	530	47,961	268,165	6,730	5,628	86

TABLE 3.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1905, showing the number of vessels and cargoes insured and uninsured, and the amount of insurance, where known.

Months.	Vessels reported insured.		Cargoes reported insured.		Total amount of insurance.	Reported not insured.		Unknown whether insured or not.		Vessels in ballast.
	Number.	Amount.	Number.	Amount.		Vessels.	Cargoes.	Vessels.	Cargoes.	
July.....	19	\$907,050	9	\$159,800	\$1,066,850	14	5	9	8	20
August.....	13	740,450	4	422,380	1,162,830	14	3	3	4	19
September.....	21	635,750	6	14,220	649,970	24	9	9	14	25
October.....	20	383,700	11	99,730	483,430	26	9	15	18	23
November.....	25	1,961,300	16	413,650	2,374,950	36	10	15	16	34
December.....	25	1,375,025	15	115,435	1,490,460	29	12	5	17	15
January.....	23	2,411,955	16	312,505	2,724,460	26	13	7	11	16
February.....	18	1,801,500	7	426,800	2,228,300	14	2	6	11	18
March.....	7	158,590	2	20,500	179,090	7	2	3	5	8
April.....	14	296,950	10	145,460	442,410	17	4	6	8	15
May.....	17	1,212,355	7	293,450	1,505,805	15	7	1	4	15
June.....	12	512,900	4	120,100	633,000	9	3	6	7	13
Total.....	214	12,397,525	107	2,544,080	14,941,555	231	79	85	123	221

TABLE 4.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1905, distinguishing the nature of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered.....	1	3	8	6	4	4	8	1	.....	2	5	.....	44
Stranded.....	18	5	20	16	19	24	27	8	17	8	9	.....	179
Collided.....	18	16	18	30	41	20	10	8	4	12	14	10	201
Capsized.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Damage to hull, masts, rigging, etc.....	.....	.....	2	2	2	.....	4	.....	.....	2	1	.....	13
Damage to machinery.....	2	.....	2	.....	1	1	2	5	.....	2	2	.....	17
Explosion of boilers.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Explosion of gasoline, gases, etc.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Fire.....	1	3	2	5	6	5	1	4	2	1	1	4	35
Ice.....	.....	.....	.....	.....	.....	.....	3	10	1	.....	.....	.....	14
Sprung a leak.....	1	.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	3
Struck bridge, dock, obstruction, etc.....	1	2	1	2	2	1	1	2	1	1	2	3	19
Miscellaneous.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	2
Total.....	42	30	54	61	76	59	56	38	17	37	33	27	530

**TABLE 5.**—*Abstract of returns of disasters (excluding collisions) to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1905, distinguishing the cause of each disaster.*

Class and cause of disaster.	Found- erings.	Strand- ings.	Other causes.	Missing vessels.	Total.
<b>Class 1.</b> —Causes connected with the weather:					
Calms, currents, and tides .....		12			12
Darkness .....		4			4
Fog .....		29			29
Gales, hurricanes, etc .....	18	58	15		91
Heavy seas .....	1	5	2		8
Snowstorms .....		14			14
Total of class 1 .....	19	122	17		158
<b>Class 2.</b> —Causes connected with vessel's equipments, or stowage:					
Defective rigging .....			1		1
Error in compass .....		3			3
Total of class 2 .....		3	1		4
<b>Class 3.</b> —Causes connected with navigation and seaman- ship:					
Error of officers, masters, and crews .....		20			20
Error of pilots .....		5			5
Total of class 3 .....		25			25
<b>Class 4.</b> —Causes connected with machinery or boilers:					
Damage to machinery .....			15		15
Explosion of boilers .....			1		1
Total of class 4 .....			16		16
<b>Class 5.</b> —Other causes:					
Absence of lights or buoys .....		7			7
Capsized .....	5				5
Explosion of gases .....			1		1
Fire .....			35		35
Ice .....		4	15		19
Missed stays .....		9			9
Sprung a leak .....	20	3	1		24
Struck bridge, rock, etc .....		1	15		16
Miscellaneous .....		4	4		8
Unknown .....		1	1		2
Total of class 5 .....	25	29	72		126
Aggregate .....	44	179	106		329

**TABLE 6.**—*Abstract of returns of disasters on the Atlantic and Gulf coasts during the year ending June 30, 1905, 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 .....	4	2	...	2	3	...	...	...	...	...	2	2	15
Bad management .....			1	...	1	2	...	...	...	1	...	...	5
Carelessness .....		1	...	...	1	...	...	...	...	...	...	...	2
Darkness .....	1	...	...	...	...	2	...	...	...	...	...	2	5
Error in judgment .....		...	...	2	1	...	1	1	...	...	...	...	5
Error of pilots .....		...	...	...	2	...	2	2	...	...	...	...	4
"Fault of other vessel" .....	5	5	5	9	12	3	2	...	1	6	2	3	53
Fault of tug towing .....	1	1	1	...	...	...	...	...	...	...	...	...	2
Fog .....	6	2	2	1	4	2	4	...	2	2	6	2	31
High, baffling winds .....		...	6	2	...	...	...	...	...	...	...	...	14
Ice .....		...	...	...	...	...	...	1	...	...	...	...	1
Misunderstanding signals .....		4	...	4	1	4	...	...	1	...	...	...	14
Missed stays .....		...	...	...	2	...	...	...	...	...	1	...	2
Snowstorms .....		...	...	...	...	...	...	...	...	...	...	...	1
Tides and currents .....		...	...	4	...	...	...	2	...	...	...	...	6
Unavoidable .....		...	...	...	3	1	...	...	...	...	...	...	4
Want of proper lights .....		...	...	...	1	1	...	...	...	...	...	...	1
Miscellaneous .....		...	...	...	1	...	...	...	...	...	...	...	1
Unknown .....	1	2	3	6	12	1	1	2	...	3	3	1	35
Total .....	18	16	18	30	41	20	10	8	4	12	14	10	201

TABLE 7.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1905, 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.....	6	3	3	8	1	4	6	2	2	4	1	1
Barks.....	1	1	1	2	1	1	1	1	1	1	1	1	13
Barkentines.....	1	1	1	1	4	3	2	1	1	2	1	1	18
Ferryboats.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Light-ships.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Schooners.....	16	8	24	31	40	32	31	11	6	20	12	13	244
Scows.....	1	1	2	1	1	1	1	1	1	1	1	1	6
Ships.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Sloops.....	1	1	1	1	1	2	1	1	1	1	1	1	15
Steamers.....	16	16	13	13	29	17	14	22	6	10	15	8	184
Steam canal boats.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Steam yachts.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Yachts.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Unknown.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Total.....	42	30	54	61	76	59	56	38	17	37	33	27	530

TABLE 8.—Abstract of returns of disasters to foreign vessels on the Atlantic and Gulf coasts during the year ending June 30, 1905, showing nationality and description, and distinguishing those totally lost and those partially damaged.

Nationality and rig.	July.		August.		September.		October.		November.		December.		January.	
	Total loss.	Partial loss.												
Belgian steamers.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
British barkentines.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
British schooners.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
British steamers.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
German barkentines.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Italian barks.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Italian steamers.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Norwegian barks.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Norwegian steamers.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Spanish ships.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Spanish steamers.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Total.....	1	1	2	2	2	2	4	4	2	2	5	1	3	
Aggregate.....	1	1	3	3	8	8	2	2	7	7	4	4	4	

Nationality and rig.	February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.											
Belgian steamers.....	1	1	1	1	1	1	1	1	1	1	1	1	1
British barkentines.....	1	1	1	1	1	1	1	1	1	1	1	1	1
British schooners.....	1	1	1	1	1	1	1	1	1	1	1	1	1
British steamers.....	1	1	1	1	1	1	1	1	1	1	1	1	1
German barkentines.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Italian barks.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Italian steamers.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Norwegian barks.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Norwegian steamers.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Spanish ships.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Spanish steamers.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Total.....	1	3	1	1	1	1	1	1	1	13	22	35	35
Aggregate.....	4	4	2	2	2	2	1	1	1	35	35	35	35

TABLE 9.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1905, 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.	
	Total loss.	Partial loss.												
Not exceeding 100 tons .....	5	10	4	6	11	10	8	10	10	15	7	3	9	5
Over 100 and not exceeding 200 tons.....	3	2	1	3	2	9	3	5	4	7	5	3	7	6
Over 200 and not exceeding 300 tons.....	2	3	4	1	4	2	2	6	6	3	3	1	5	5
Over 300 and not exceeding 500 tons.....	1	5	2	4	3	6	4	1	7	3	6	3	6	6
Over 500 and not exceeding 700 tons.....	1	1	1	3	1	5	5	7	2	3	2	1	1	1
Over 700 and not exceeding 1,000 tons.....	1	2	2	4	1	2	4	2	2	1	8	1	3	3
Over 1,000 and not exceeding 1,500 tons.....	1	3	1	1	2	2	3	3	1	1	1	2	4	4
Over 1,500 and not exceeding 2,000 tons.....	1	1	1	1	1	3	3	1	1	1	2	2	2	2
Over 2,000 and not exceeding 2,500 tons.....	1	2	2	2	2	1	1	3	1	1	1	2	2	2
Over 2,500 and not exceeding 3,000 tons.....	2	2	1	1	1	2	2	5	5	2	2	2	1	1
Over 3,000 and not exceeding 3,500 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	3	3
Over 3,500 and not exceeding 4,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 4,000 and not exceeding 4,500 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 4,500 and not exceeding 5,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 5,000 and not exceeding 6,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 6,000 tons.....	1	1	1	1	2	4	4	3	3	3	3	3	1	1
Unknown.....	1	1	1	1	2	4	4	3	3	3	3	3	1	1
Total.....	12	30	7	23	17	37	21	40	16	60	22	37	17	39
Aggregate.....	42	30	54	61	76	59	56							

Burden of vessels.	Febru-ary.		March.		April.		May.		June.		Total.		Aggre-gate.
	Total loss.	Partial loss.											
Not exceeding 100 tons .....	9	3	4	7	5	6	4	7	1	77	82	159	
Over 100 and not exceeding 200 tons.....	1	1	1	3	4	1	2	1	1	27	47	74	
Over 200 and not exceeding 300 tons.....	2	2	2	1	2	1	1	1	5	35	40	40	
Over 300 and not exceeding 500 tons.....	1	6	1	1	4	2	2	1	4	20	49	69	
Over 500 and not exceeding 700 tons.....	1	2	2	1	2	5	5	4	7	36	43	39	
Over 700 and not exceeding 1,000 tons.....	1	4	1	1	3	3	3	3	5	34	48	43	
Over 1,000 and not exceeding 1,500 tons.....	2	2	2	1	1	2	2	6	19	25	25	19	
Over 1,500 and not exceeding 2,000 tons.....	2	1	1	1	3	3	3	1	3	16	19	19	
Over 2,000 and not exceeding 2,500 tons.....	1	1	1	2	2	2	2	1	2	13	15	15	
Over 2,500 and not exceeding 3,000 tons.....	2	2	1	1	3	3	3	1	1	17	18	18	
Over 3,000 and not exceeding 3,500 tons.....	1	1	1	1	1	1	1	1	5	6	6	6	
Over 3,500 and not exceeding 4,000 tons.....	2	2	2	2	2	2	2	2	2	2	2	2	
Over 4,000 and not exceeding 4,500 tons.....	1	1	1	1	1	1	1	1	1	2	2	2	
Over 4,500 and not exceeding 5,000 tons.....	1	1	1	1	1	1	1	1	1	3	3	3	
Over 5,000 and not exceeding 6,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	
Over 6,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	
Unknown.....	1	1	1	1	1	1	1	2	15	15	15	15	
Total.....	4	34	5	12	15	22	10	23	8	19	154	376	530
Aggregate.....	38	17	37	33	27	530							

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, 1905, showing the number of vessels and distinguishing age.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years .....	7	7	10	9	13	14	14	9	3	7	4	6	103
Over 5 and not exceeding 10 years .....	1	1	1	5	8	10	6	5	1	3	2	3	46
Over 10 and not exceeding 15 years .....	7	5	10	12	9	7	7	2	2	2	7	4	74
Over 15 and not exceeding 20 years .....	2	4	4	3	7	5	4	4	3	6	1	1	44
Over 20 and not exceeding 25 years .....	8	4	7	2	12	9	5	4	4	2	7	4	68
Over 25 and not exceeding 30 years .....	7	1	3	10	7	2	2	3	1	3	5	5	44
Over 30 and not exceeding 35 years .....	4	4	7	11	8	8	9	4	1	8	1	6	71
Over 35 and not exceeding 40 years .....	1	3	6	1	4	2	5	3	1	3	3	3	32
Over 40 and not exceeding 45 years .....	3	2	2	2	3	1	1	3	2	2	2	1	19
Over 45 and not exceeding 50 years .....	1	1	1	1	2	1	2	1	1	1	1	1	3
Over 50 years .....	1	1	1	2	2	1	2	1	1	1	1	1	9
Unknown .....	1	1	2	4	3	2	2	1	1	1	1	2	17
Total .....	42	30	54	61	76	59	56	38	17	37	33	27	530

TABLE 11.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1905, showing the number of vessels and distinguishing their cargoes.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast .....	20	19	25	23	34	15	16	18	8	15	15	13	221
Cement, plaster, sand, etc. ....				3	1	3	1			2	1		11
Coal .....	3	3	10	10	8	13	13	3	1	4	2	3	73
Copper .....					1	1			1				1
Cotton, cotton seed, etc. ....					1	1			1		1		4
Explosives .....			1										1
Fertilizers .....				2	1	3	2					1	9
Fish, oysters, etc. ....	4		1		3	2	6	1		1	2	1	21
Fruit, coffee, nuts, etc. ....					1	1			1	1			3
Grain .....										1			1
Ice .....						1							2
Iron ore .....		1											1
Lime .....						1	1			1	1		4
Logwood .....				1									1
Lumber .....	1	3	8	8	11	8	5	2	3	5	4	2	60
Machinery .....										1			1
Merchandise, general .....	2	2	4	2	7	2	3	3		2	2		29
Naval stores .....						1	1						1
Petroleum .....			1		1	3	1			1		1	8
Provisions .....								1					1
Salt .....			1			1				1			3
Stone, brick, etc. ....	2		1	4	1		2	1	1		2		14
Sugar .....						1	1	1					3
Wood .....	1					1		1					3
Miscellaneous .....	6			1	4	2	3	3	1	1	3	2	26
Unknown .....	3	2	2	7	4	1	1	3	1	1		3	28
Total .....	42	30	54	61	76	59	56	38	17	37	33	27	530

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. <sup>a</sup>	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering .....	44	5,173	3,972	9,145	32	12	....	30	14	9	164	173	37
Strandings .....	179	33,283	51,556	84,839	120	59	....	92	87	934	1,574	2,508	20
Collisions .....	201	5,604	150,222	155,826	82	91	28	11	190	5,130	2,554	7,684	11
Other causes.....	106	3,901	62,415	66,316	47	59	....	21	85	657	1,336	1,993	18
Total .....	530	47,961	268,165	316,126	281	221	28	154	376	6,730	6,628	12,358	86

<sup>a</sup>In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 2.

PACIFIC COAST.

TABLE 13.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1905, showing the number and value of vessels and cargoes and amount of loss to same where known.*

Months.	Number and value of vessels.		Vessels, value unknown.	Number and value of cargoes.		Cargoes, value unknown.	Unknown whether laden or not.
	Number.	Amount.		Number.	Amount.		
July .....	6	\$61,500	.....	3	\$1,600	.....	.....
August .....	8	1,044,280	1	7	714,715	.....	1
September .....	12	643,500	1	6	69,250	2	1
October .....	12	318,400	1	7	22,600	1	1
November .....	14	754,000	.....	9	67,950	.....	.....
December .....	8	182,850	.....	5	15,440	.....	.....
January .....	10	216,900	1	9	64,370	.....	1
February .....	8	506,000	.....	5	287,200	.....	.....
March .....	8	323,900	.....	2	35,000	.....	.....
April .....	7	235,800	.....	4	44,800	.....	.....
May .....	10	1,132,500	.....	7	844,400	.....	.....
June .....	5	319,000	.....	3	31,000	1	.....
Total .....	108	5,738,630	4	67	2,198,325	4	4

Months.	Loss to vessels.		Vessels totally lost, amount unknown.	Vessels damaged, amount unknown. <sup>a</sup>	Loss to cargoes.		Cargoes totally lost, amount unknown.	Cargoes not damaged, or damage unknown.
	Number.	Amount.			Number.	Amount.		
July .....	6	\$34,800	.....	.....	3	\$1,600	.....	.....
August .....	7	38,425	.....	2	4	9,910	.....	4
September .....	11	161,800	.....	2	4	53,710	.....	5
October .....	12	122,200	.....	1	3	5,300	.....	6
November .....	14	30,985	.....	2	2	1,900	.....	7
December .....	7	32,850	.....	1	4	4,450	.....	1
January .....	9	19,670	.....	2	3	10,375	.....	7
February .....	8	93,040	.....	3	3	85,300	.....	2
March .....	7	8,850	.....	1	.....	.....	.....	2
April .....	5	20,355	.....	2	2	2,200	.....	2
May .....	9	29,195	.....	1	4	33,300	.....	3
June .....	4	50,000	.....	1	3	12,000	.....	1
Total .....	99	642,170	.....	13	35	220,045	.....	40

<sup>a</sup>In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 14.

TABLE 14.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1905, showing the number of vessels totally lost, the number damaged and their tonnage, the number of persons on board, and number of lives lost.

Months.	Disasters resulting in total loss to vessels.	Disasters resulting in partial damage to vessels.	Total or partial loss unknown.	Casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including master, etc.	Number of lives lost.
July.....	3	3	.....	.....	6	310	423	2	38	.....
August.....	2	5	1	1	9	164	11,179	101	227	.....
September.....	2	9	1	1	13	2,167	4,701	189	252	.....
October.....	3	9	1	.....	13	650	2,982	42	206	.....
November.....	3	11	.....	.....	14	539	7,087	297	267	3
December.....	3	4	.....	1	8	481	4,250	28	96	.....
January.....	2	7	1	1	11	19	8,707	5	96	.....
February.....	3	5	.....	.....	8	394	7,267	226	176	.....
March.....	3	4	.....	1	8	66	7,507	600	78	.....
April.....	1	4	.....	2	7	100	2,085	4	89	.....
May.....	2	7	.....	1	10	878	10,224	1,211	159	.....
June.....	3	1	.....	1	5	956	2,682	.....	114	.....
Total.....	30	69	4	9	112	6,724	69,094	2,705	1,798	3

TABLE 15.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1905, showing the number of vessels and cargoes insured and uninsured, and the amount of insurance, where known.

Months.	Vessels reported insured.		Cargoes reported insured.		Total amount of insurance.	Reported not insured.		Unknown whether insured or not.		Vessels in ballast.
	Number.	Amount.	Number.	Amount.		Vessels.	Cargoes.	Vessels.	Cargoes.	
July.....	4	\$20,500	1	\$700	\$21,200	2	2	.....	.....	3
August.....	5	852,505	1	8,000	860,505	2	4	2	3	1
September.....	10	451,500	1	4,000	455,500	2	4	1	4	4
October.....	4	117,500	1	2,000	119,500	6	3	3	5	4
November.....	7	358,200	3	20,950	379,150	6	3	1	3	5
December.....	3	64,000	1	3,000	67,000	4	3	1	1	3
January.....	4	39,000	2	20,000	59,000	4	6	3	2	1
February.....	6	183,700	1	125,000	308,700	1	3	1	1	3
March.....	2	137,000	1	5,000	142,000	6	.....	.....	1	6
April.....	3	99,000	.....	.....	99,000	4	2	.....	2	3
May.....	4	521,600	3	320,000	841,600	5	.....	1	2	3
June.....	3	217,500	2	17,500	235,000	.....	2	2	.....	1
Total.....	55	3,062,005	17	526,150	3,588,155	42	34	15	24	37

TABLE 16.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1905, 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	.....	.....	.....	.....	.....	2
Stranded.....	2	1	5	4	6	5	2	2	4	1	.....	2	34
Collided.....	.....	4	6	4	6	2	8	2	4	4	4	.....	44
Damage to hull, masts, rigging, etc.....	.....	1	.....	.....	2	.....	.....	.....	.....	1	.....	.....	4
Damage to machinery.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Fire.....	3	1	1	1	.....	1	.....	3	.....	1	3	3	17
Sprung a leak.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Struck wharf, wreck, etc.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	2	.....	3
Miscellaneous.....	.....	2	.....	1	.....	.....	.....	1	.....	.....	1	.....	5
Total.....	6	9	13	13	14	8	11	8	8	7	10	5	112

TABLE 17.—Abstract of returns of disasters (excluding collisions) to vessels on the Pacific coast during the year ending June 30, 1905, distinguishing the cause of each disaster.

Class and cause of disaster.	Found- derings.	Strand- ings.	Other causes.	Missing vessels.	Total.
Class 1.—Causes connected with the weather:					
Calms, currents, and tides.....		2			2
Fog.....		5			5
Gales, hurricanes, etc.....		11	4		15
Heavy seas.....		7	2		9
Total of class 1.....		25	6		31
Class 4.—Causes connected with machinery or boilers:					
Damage to machinery.....			2		2
Error of officers.....		4			4
Total of class 4.....		4	2		6
Class 5.—Other causes:					
Absence of lights or buoys.....		1			1
Fire.....			17		17
Sprung a leak.....	2		1		3
Struck rock, wharf, etc.....		3	3		6
Miscellaneous.....		1	3		4
Total of class 5.....	2	5	24		31
Aggregate.....	2	34	32		68

NOTE.—Class 2 includes disasters arising from causes connected with vessel's equipments or stowage. Class 3 includes disasters arising from causes connected with navigation and seamanship. 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, 1905, 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.....					1						2		2
Bad management.....					1								1
"Fault of other vessel".....		1	1		1	2		2					7
Fog.....		2	2	4	1				4	2			16
Heavy sea.....						2	2						4
High, baffling winds.....							2						2
Misunderstanding signals.....			1										1
Tides, currents, etc.....					2					2	2		6
Miscellaneous.....			1		2								3
Unavoidable.....							1						1
Unknown.....	1	1					1						3
Total.....	4	6	6	4	6	2	8	2	4	4	4		44

TABLE 19.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1905, 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									1
Barkentines.....						1	1						2
Ferryboats.....									1			1	2
Schooners.....	2	3	1	2	6	3	4	3	1				31
Ships.....			3			2	1			3	3		10
Sloops.....									1				1
Steamers.....	4	6	8	10	8	2	5	5	6	4	5	3	66
Total.....	6	9	13	13	14	8	11	8	8	7	10	5	112

TABLE 20.—Abstract of returns of disasters to foreign vessels on the Pacific coast during the year ending June 30, 1905, showing nationality and description, and distinguishing those totally lost and those partially damaged.

Nationality and rig.	Septem-ber.		Octo-ber.		Janu-ary.		Total.		Aggre-gate.
	Total loss.	Partial loss.							
British ship.....	1						1		1
French bark.....			1				1		1
German steamer.....					1		1		1
Total.....	1		1		1		1	2	3
Aggregate.....	1		1		1		3		

TABLE 21.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1905, showing the tonnage and distinguishing the number of those totally lost and those partially damaged.

Burden of vessels.	July.		August.		Septem-ber.		Octo-ber.		Novem-ber.		Decem-ber.		Janu-ary.	
	Total loss.	Partial loss.												
Not exceeding 100 tons.....	2	2	1	3	3	1	2	1	1	2		2	2	1
Over 100 and not exceeding 200 tons.....			1		1	1	2	1						1
Over 200 and not exceeding 300 tons.....	1			1	1	1	1	1	1	1				
Over 300 and not exceeding 500 tons.....	1	1	1		1	1	1	1	1	4	1	3		2
Over 500 and not exceeding 700 tons.....					1	1	2		1	1				1
Over 700 and not exceeding 1,000 tons.....					1	1	1		2					1
Over 1,000 and not exceeding 1,500 tons.....			1	2			1		1	1	1		1	1
Over 1,500 and not exceeding 2,000 tons.....				1					1		1		1	1
Over 2,000 and not exceeding 2,500 tons.....														
Over 2,500 and not exceeding 3,000 tons.....														
Over 3,000 and not exceeding 3,500 tons.....														
Over 3,500 and not exceeding 4,000 tons.....														1
Over 4,000 and not exceeding 4,500 tons.....														
Over 4,500 and not exceeding 5,000 tons.....														
Over 5,000 and not exceeding 6,000 tons.....														
Over 6,000 tons.....			1											
Unknown.....			1	1	1	1	1							
Total.....	3	3	2	7	2	11	3	10	3	11	3	5	2	9
Aggregate.....	6		9		13		13		14		8		11	

TABLE 21.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1905, etc.—Continued.

Burden of vessels.	February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.											
Not exceeding 100 tons.....	2	.....	3	2	1	1	1	1	.....	.....	16	16	32
Over 100 and not exceeding 200 tons.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	5	5	10
Over 200 and not exceeding 300 tons.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	3	3	7
Over 300 and not exceeding 500 tons.....	.....	1	.....	.....	.....	3	.....	1	.....	1	3	3	19
Over 500 and not exceeding 700 tons.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	1	1	7
Over 700 and not exceeding 1,000 tons.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	1	1	7
Over 1,000 and not exceeding 1,500 tons.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	7
Over 1,500 and not exceeding 2,000 tons.....	.....	1	.....	2	.....	.....	.....	.....	.....	.....	1	1	7
Over 2,000 and not exceeding 2,500 tons.....	.....	2	.....	.....	.....	.....	1	.....	1	.....	.....	.....	4
Over 2,500 and not exceeding 3,000 tons.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 3,000 and not exceeding 3,500 tons.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 3,500 and not exceeding 4,000 tons.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	2
Over 4,000 and not exceeding 4,500 tons.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Over 4,500 and not exceeding 5,000 tons.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 5,000 and not exceeding 6,000 tons.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Over 6,000 tons.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
Unknown.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
Total.....	3	5	3	5	1	6	2	8	3	2	30	82	112
Aggregate.....	8	.....	8	.....	7	.....	10	.....	5	.....	112	.....	.....

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, 1905, showing the number of vessels and distinguishing age.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	1	4	3	2	6	2	1	2	2	4	5	2	34
Over 5 and not exceeding 10 years.....	2	1	1	1	.....	1	1	1	1	.....	3	.....	12
Over 10 and not exceeding 15 years.....	.....	2	1	2	4	3	4	1	.....	.....	1	.....	18
Over 15 and not exceeding 20 years.....	1	.....	3	2	1	.....	1	2	2	3	.....	.....	16
Over 20 and not exceeding 25 years.....	1	1	2	1	1	.....	2	.....	.....	.....	.....	.....	8
Over 25 and not exceeding 30 years.....	1	.....	1	3	1	2	1	2	2	.....	.....	2	15
Over 30 and not exceeding 35 years.....	.....	.....	.....	.....	1	.....	1	.....	.....	.....	1	.....	3
Over 35 and not exceeding 40 years.....	.....	.....	.....	1	.....	.....	.....	.....	1	.....	.....	.....	2
Over 40 and not exceeding 45 years.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Over 45 and not exceeding 50 years.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 50 years.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Unknown.....	.....	1	1	1	.....	.....	.....	.....	.....	.....	.....	.....	3
Total.....	6	9	13	13	14	8	11	8	8	7	10	5	112

TABLE 23.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1905, showing the number of vessels and distinguishing their cargoes.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast .....	3	1	4	4	5	3	1	3	6	3	3	1	37
Asphaltum .....	1	1	2	1	1	1	1	1	1	1	1	1	14
Coal .....	1	1	1	1	1	1	1	1	1	1	1	1	12
Fish .....	1	1	1	1	1	1	1	1	1	1	1	1	12
Fruit .....	1	1	1	1	1	1	1	1	1	1	1	1	12
Grain .....	1	1	1	1	1	1	1	1	1	1	1	1	12
Lumber .....	2	2	2	2	2	2	2	2	2	2	2	2	24
Merchandise, general .....	2	2	2	2	2	2	2	2	2	2	2	2	24
Provisions .....	1	1	1	1	1	1	1	1	1	1	1	1	12
Sugar .....	1	1	1	1	1	1	1	1	1	1	1	1	12
Miscellaneous .....	1	1	1	1	1	1	1	1	1	1	1	1	12
Unknown .....	1	1	1	1	1	1	1	1	1	1	1	1	12
Total .....	6	9	13	13	14	8	11	8	8	7	10	5	112

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. <sup>a</sup>	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering .....	2	10	1,057	1,067	2	.....	.....	1	1	.....	64	64	.....
Strandings .....	34	4,341	8,405	12,746	22	12	18	16	145	.....	416	561	.....
Collisions .....	44	584	41,437	42,021	25	15	4	42	1,242	.....	791	2,033	.....
Other causes .....	32	1,789	18,195	19,984	22	10	9	23	1,318	.....	527	1,845	3
Total .....	112	6,724	69,094	75,818	71	37	4	30	82	2,705	1,798	4,503	3

<sup>a</sup> In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 14.

GREAT LAKES.

TABLE 25.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1905, showing the number and value of vessels and cargoes and amount of loss to same where known.

Month.	Number and value of vessels.		Vessels, value unknown.	Number and value of cargoes.		Cargoes, value unknown.	Unknown whether laden or not.
	Number.	Amount.		Number.	Amount.		
July .....	32	\$2,901,300	.....	18	\$468,985	.....	1
August .....	27	2,107,050	1	22	487,495	.....	1
September .....	26	1,779,750	.....	22	434,950	.....	.....
October .....	25	2,350,000	.....	18	466,330	.....	.....
November .....	30	1,820,050	.....	19	290,700	1	1
December .....	9	500,450	.....	4	36,800	.....	.....
January .....	1	15,000	.....	.....	.....	.....	.....
February .....	3	914,000	.....	2	60,000	.....	.....
March .....	5	1,250,000	.....	3	55,000	1	.....
April .....	29	4,218,000	.....	20	310,155	1	.....
May .....	38	4,132,200	2	31	401,320	2	2
June .....	36	5,291,000	3	21	308,930	1	4
Total .....	261	27,278,800	6	180	3,320,665	6	9

TABLE 25.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1905, etc.—Continued.

Month.	Loss to vessels.		Vessels totally lost, amount unknown.	Vessels damaged, amount unknown. <sup>a</sup>	Loss to cargoes.		Cargoes totally lost, amount unknown.	Cargoes not damaged, or damage unknown.
	Number.	Amount.			Number.	Amount.		
July.....	29	\$110,490	.....	3	5	\$2,595	.....	14
August.....	25	112,150	.....	3	8	10,900	.....	15
September.....	22	116,200	.....	4	11	8,580	.....	11
October.....	20	222,800	.....	5	8	45,325	.....	10
November.....	28	277,420	.....	2	10	49,375	.....	11
December.....	9	96,875	.....	.....	2	1,350	.....	2
January.....	1	500	.....	.....	.....	.....	.....	.....
February.....	2	650	.....	1	.....	.....	.....	2
March.....	5	17,900	.....	.....	2	25,100	.....	2
April.....	26	92,950	.....	3	3	590	.....	18
May.....	30	263,625	.....	10	8	6,310	.....	27
June.....	33	519,500	.....	6	8	34,325	.....	18
Total.....	230	1,831,060	.....	37	65	184,450	.....	130

<sup>a</sup>In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 26.

TABLE 26.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1905, showing the number of vessels totally lost, the number damaged and their tonnage, the number of persons on board, and number of lives lost.

Month.	Disasters resulting in total loss to vessels.	Disasters resulting in partial damage to vessels.	Total or partial loss unknown.	Casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including master, etc.	Number of lives lost.
July.....	2	27	.....	3	32	71	43,888	176	452	1
August.....	4	21	1	2	28	470	45,795	15	383	.....
September.....	3	19	.....	4	26	1,142	37,007	14	334	.....
October.....	6	14	.....	5	25	5,243	42,292	25	390	.....
November.....	12	16	.....	2	30	5,684	30,013	4	363	4
December.....	1	8	.....	.....	9	1,506	8,892	.....	79	1
January.....	.....	1	.....	.....	1	.....	70	.....	4	.....
February.....	.....	2	.....	1	3	.....	5,940	.....	* 91	.....
March.....	.....	5	.....	.....	5	.....	11,363	11	169	.....
April.....	.....	21	.....	3	29	370	68,182	1	500	.....
May.....	5	24	2	8	40	4,921	73,946	1	623	.....
June.....	6	26	5	1	89	8,186	82,031	1,891	788	4
Total.....	46	184	8	29	267	27,593	449,419	2,138	4,176	10

TABLE 27.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1905, showing the number of vessels and cargoes insured and uninsured, and the amount of insurance, where known.

Month.	Vessels reported insured.		Cargoes reported insured.		Total amount of insurance.	Reported not insured.		Unknown whether insured or not.		Vessels in ballast.
	Number.	Amount.	Number.	Amount.		Vessels.	Cargoes.	Vessels.	Cargoes.	
July.....	13	\$1,179,550	6	\$91,225	\$1,270,775	11	8	8	5	13
August.....	13	1,357,700	9	120,495	1,478,195	10	6	5	8	5
September.....	17	1,172,000	9	203,130	1,375,130	7	8	2	5	4
October.....	18	1,855,500	6	223,485	2,078,985	6	6	1	6	7
November.....	23	1,112,850	12	189,550	1,302,400	4	1	3	8	9
December.....	5	457,900	3	36,250	494,150	4	1	.....	.....	5
January.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
February.....	3	714,000	2	50,000	764,000	.....	.....	.....	.....	1
March.....	5	990,000	3	75,000	1,065,000	.....	.....	.....	1	1
April.....	10	1,593,000	4	69,410	1,662,410	7	3	12	14	8
May.....	13	1,744,000	5	78,470	1,822,470	17	11	10	19	5
June.....	14	2,145,000	3	50,765	2,195,765	12	5	13	18	13
Total.....	134	14,321,500	62	1,187,720	15,509,220	79	49	54	84	72

TABLE 28.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1905, 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	2	.....	.....	.....	.....	1	.....	.....	6
Stranded.....	5	5	13	7	11	3	.....	.....	1	5	7	13	70
Collided.....	14	11	2	10	2	2	.....	2	.....	10	25	20	98
Damage to hull, masts, rigging, etc.....	1	1	.....	1	1	.....	.....	.....	1	.....	.....	1	6
Damage to machinery.....	2	2	1	.....	2	.....	.....	1	.....	.....	5	1	14
Fire.....	5	4	4	5	6	3	1	.....	1	1	1	3	34
Ice.....	.....	.....	.....	.....	1	.....	.....	.....	2	10	.....	.....	13
Sprung a leak.....	.....	2	.....	1	.....	1	.....	.....	.....	.....	.....	.....	3
Struck bridge, pier, obstruction, etc.....	2	2	3	.....	4	.....	.....	.....	.....	2	2	1	16
Water-logged.....	2	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	3
Miscellaneous.....	.....	.....	3	.....	1	.....	.....	.....	.....	.....	.....	.....	4
Total.....	32	28	26	25	30	9	1	3	5	29	40	39	267

TABLE 29.—Abstract of returns of disasters (excluding collisions) to vessels on the Great Lakes during the year ending June 30, 1905, distinguishing the cause of each disaster.

Class and cause of disaster.	Foundering.	Stranding.	Other causes.	Missing vessels.	Total.
Class 1.—Causes connected with the weather:					
Calms and currents.....	.....	.....	2	.....	2
Darkness.....	.....	.....	5	.....	5
Fog.....	.....	.....	26	.....	26
Gales, hurricanes, etc.....	.....	.....	6	10	18
Heavy seas.....	.....	.....	1	1	3
Snowstorms.....	.....	.....	3	.....	3
Total of class 1.....	.....	.....	3	43	57
Class 2.—Causes connected with vessel's equipments, or stowage:					
Error in compass.....	.....	.....	1	.....	1
Total of class 2.....	.....	.....	1	.....	1
Class 3.—Causes connected with navigation and seamanship:					
Error of masters, officers, and crews.....	.....	.....	7	.....	7
Error of pilots.....	.....	.....	1	.....	1
Total of class 3.....	.....	.....	8	.....	8

TABLE 29.—Abstract of returns of disasters (excluding collisions) to vessels on the Great Lakes during the year ending June 30, 1905, etc.—Continued.

Class and cause of disaster.	Found- derings.	Strand- ings.	Other causes.	Missing vessels.	Total.
Class 4.—Causes connected with machinery or boilers:					
Damage to machinery.....			9		9
Total of class 4.....			9		9
Class 5.—Other causes:					
Absence of lights or buoys.....		2			2
Fire.....			34		34
Ice.....		2	14		16
Missed stays.....		1			1
Sprung a leak.....	1		4		5
Struck pier, rock, etc.....		4	20		24
Water-logged.....		1			1
Miscellaneous.....	2	7	1		10
Unknown.....		1			1
Total of class 5.....	3	18	73		94
Aggregate.....	6	70	93		169

TABLE 30.—Abstract of returns of disasters on the Great Lakes during the year ending June 30, 1905, showing the number of vessels collided and distinguishing the cause of each disaster.

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Accidental.....	7	4	...	2	2	1	...	...	...	4	4	1	25
Bad management.....	...	1	...	1	...	...	...	...	...	...	...	...	2
Currents, etc.....	4	2	...	...	...	...	...	...	...	...	5	2	13
Error of judgment.....	1	...	...	...	...	...	...	...	...	...	...	...	1
"Fault of other vessel".....	1	3	1	3	...	...	...	...	...	...	7	2	17
Fog.....	...	...	...	...	...	...	...	...	...	...	3	10	13
Ice.....	...	...	...	...	...	...	...	2	...	6	4	...	12
Misunderstanding signals.....	1	...	...	2	...	...	...	...	...	...	4	...	3
Miscellaneous.....	...	...	...	...	...	1	...	...	...	...	...	...	1
Unavoidable.....	...	...	...	2	...	...	...	...	...	...	...	2	4
Unknown.....	...	1	1	...	...	...	...	...	...	...	2	3	7
Total.....	14	11	2	10	2	2	...	2	...	10	25	20	98

TABLE 31.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1905, showing the number of vessels and distinguishing their description.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges.....	2	1	1	2	1	...	...	...	...	1	1	2	11
Ferryboats.....	1	...	...	...	...	...	...	...	...	...	...	...	2
Schooners.....	6	4	8	3	7	2	...	...	...	5	7	6	48
Steamers.....	22	23	17	20	21	7	1	3	5	22	32	31	204
Steam yachts.....	1	...	...	...	...	...	...	...	...	...	...	...	2
Total.....	32	28	26	25	30	9	1	3	5	29	40	39	267

TABLE 32.—Abstract of returns of disasters to foreign vessels on the Great Lakes during the year ending June 30, 1905, showing nationality and description, and distinguishing those totally lost and those partially damaged.

Nationality and rig.	August.		April.		June.		Total.		Aggregate.
	Total loss.	Partial loss.							
British steamers.....	....	1	1	....	....	1	1	2	3
Total .....	....	1	1	....	....	1	1	2	3
Aggregate .....	1		1		1		3		

TABLE 33.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1905, showing the tonnage and distinguishing the number of those totally lost and those partially damaged.

Burden of vessels.	July.		August.		September.		October.		November.		December.		January.	
	Total loss.	Partial loss.												
Not exceeding 100 tons .....	2	6	3	....	1	1	1	....	4	1	....	4	....	1
Over 100 and not exceeding 200 tons.....	....	3	....	3	....	1	....	1	....	1	....	....	....	....
Over 200 and not exceeding 300 tons.....	....	....	1	....	1	....	1	....	1	....	....	....	....	....
Over 300 and not exceeding 500 tons.....	....	3	1	1	1	3	....	2	3	1	....	1	....	....
Over 500 and not exceeding 700 tons.....	....	4	....	1	....	4	....	2	2	1	....	....	....	....
Over 700 and not exceeding 1,000 tons.....	....	....	1	1	....	....	1	2	2	2	....	....	....	....
Over 1,000 and not exceeding 1,500 tons.....	....	1	....	3	....	1	2	1	1	5	....	1	....	....
Over 1,500 and not exceeding 2,000 tons.....	....	3	....	3	....	4	1	4	....	1	1	....	....	....
Over 2,000 and not exceeding 2,500 tons.....	....	5	....	5	....	3	....	2	....	3	....	1	....	....
Over 2,500 and not exceeding 3,000 tons.....	....	1	....	1	....	....	....	....	....	1	....	....	....	....
Over 3,000 and not exceeding 3,500 tons.....	....	1	....	....	....	2	....	1	....	....	....	....	....	....
Over 3,500 and not exceeding 4,000 tons.....	....	....	....	3	....	2	....	2	....	....	....	....	....	....
Over 4,000 and not exceeding 4,500 tons.....	....	....	....	....	....	....	....	....	....	1	....	....	....	....
Over 4,500 and not exceeding 5,000 tons.....	....	1	....	2	....	1	....	2	....	....	....	1	....	....
Over 5,000 and not exceeding 6,000 tons.....	....	2	....	....	....	....	....	1	....	1	....	....	....	....
Over 6,000 tons.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Unknown.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Total.....	2	30	4	24	3	23	6	19	12	18	1	8	....	1
Aggregate .....	32		28		26		25		30		9		1	

TABLE 33.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1905—Continued.

Burden of vessels.	February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.											
Not exceeding 100 tons.....	1				4	1	1	1	3		19	15	34
Over 100 and not exceeding 200 tons.....					1	1	1	4		1	2	13	15
Over 200 and not exceeding 300 tons.....							1	1		2	2	6	8
Over 300 and not exceeding 500 tons.....						1	1	2		1	6	15	21
Over 500 and not exceeding 700 tons.....					1				1	1	3	16	19
Over 700 and not exceeding 1,000 tons.....								3	1	2	5	10	15
Over 1,000 and not exceeding 1,500 tons.....			1						1	1	3	14	17
Over 1,500 and not exceeding 2,000 tons.....			1			3		4	1	2	3	25	28
Over 2,000 and not exceeding 2,500 tons.....					4	1	1			5	5	1	29
Over 2,500 and not exceeding 3,000 tons.....	2		3		5	1	3			1	1	17	18
Over 3,000 and not exceeding 3,500 tons.....							3			1		8	8
Over 3,500 and not exceeding 4,000 tons.....					1					4		12	12
Over 4,000 and not exceeding 4,500 tons.....					4		5			3		13	13
Over 4,500 and not exceeding 5,000 tons.....					3		1	1	1	1	1	12	13
Over 5,000 and not exceeding 6,000 tons.....					1		3		1	1		9	9
Over 6,000 tons.....							1			3		4	4
Unknown.....							1			3		3	3
Total.....	3		5	5	24	6	34	7	32	46	221		267
Aggregate.....	3		5	29	40	39		267					

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, 1905, showing the number of vessels and distinguishing age.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	7	4	2	6	5	2		2	3	12	8	12	63
Over 5 and not exceeding 10 years.....	3	4	6	2		2	1	1		5	7	7	36
Over 10 and not exceeding 15 years.....	11	2	7	6	6	1				4	4	9	58
Over 15 and not exceeding 20 years.....	2	2	3	3	1	1				4	5	3	24
Over 20 and not exceeding 25 years.....	5	4	2	3	6	2			1	2	5	1	31
Over 25 and not exceeding 30 years.....		3	1	1	3				1	1	6	1	18
Over 30 and not exceeding 35 years.....	4	1	2	1	4					1	3	1	17
Over 35 and not exceeding 40 years.....				2	3	1						1	7
Over 40 and not exceeding 45 years.....		1	2	1									4
Over 45 and not exceeding 50 years.....			1		2						1		4
Over 50 years.....												1	1
Unknown.....											1	3	4
Total.....	32	28	26	25	30	9	1	3	5	29	40	39	267

TABLE 35.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1905, showing the number of vessels and distinguishing their cargoes.

Cargo.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast	13	5	4	7	9	5	1	1	1	8	5	13	72
Cement, plaster, sand, etc.	1	1	1	1	1	1	1	1	1	1	1	1	4
Coal	3	8	4	5	4	1	1	1	1	9	6	5	45
Fish	1	1	1	1	1	1	1	1	1	1	1	1	3
Grain	1	1	3	2	1	1	1	1	1	1	1	1	10
Iron, iron ore, etc.	6	5	7	6	6	2	1	1	1	7	9	8	56
Lumber	4	2	4	3	8	1	1	1	1	1	4	1	27
Merchandise, general	2	1	1	1	1	1	1	1	1	1	3	2	11
Provisions	1	1	1	1	1	1	1	1	1	1	2	1	5
Railroad iron	1	1	1	1	1	1	1	1	1	1	1	1	2
Salt	1	1	1	1	1	1	1	1	1	1	1	1	1
Stone	1	1	1	1	1	1	1	1	1	1	1	1	2
Sugar	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	4
Miscellaneous	1	3	1	1	1	1	1	1	4	1	1	2	14
Unknown	1	1	1	1	1	1	1	1	1	1	2	4	10
Total	32	28	26	25	30	9	1	3	5	29	40	39	267

TABLE 36.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1905, showing the number of vessels and distinguishing the lakes and connecting rivers on which they occurred.

Locality.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Lake Erie	3	10	4	5	6	2	1	1	1	6	8	6	51
Lake Huron	2	2	5	4	7	1	1	1	1	1	4	7	32
Lake Michigan	6	4	9	4	11	4	1	3	4	5	11	9	70
Lake Ontario	1	1	1	1	1	1	1	1	1	1	1	1	8
Lake Superior	2	3	4	5	2	1	1	1	1	7	7	6	44
Lake Saint Clair	3	3	3	3	3	3	3	3	3	3	3	3	8
Detroit River	1	2	1	1	1	1	1	1	1	1	1	1	5
Saint Clair River	2	5	1	6	1	1	1	1	1	2	7	6	29
Saint Marys River	1	1	3	1	1	1	1	1	1	3	2	4	14
Straits of Mackinac	1	1	1	1	2	1	1	1	1	3	1	1	6
Total	32	28	26	25	30	9	1	3	5	29	40	39	267

TABLE 37.—Summary, Great Lakes.

Nature of casualty.	Number of vessels.		Tonnage of vessels damaged.	Aggregate tonnage.	Laden.		Wrecks involving total loss.	Casualties involving partial and unknown damage. <sup>a</sup>	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
	Tonnage of vessels totally lost.	Number of vessels.			Ballast.	Unknown whether laden or not.						
Foundering	6	1,925	151	2,076	4	2	5	1	46	46	1	
Strandings	70	9,227	123,988	133,215	56	14	16	54	1,135	1,164	4	
Collisions	98	8,053	213,556	221,609	66	23	9	92	1,873	1,714	3,587	
Other causes	93	8,388	111,724	120,112	60	33	19	74	236	1,281	1,517	
Total	267	27,593	449,419	477,012	186	72	46	221	2,138	4,176	6,314	10

<sup>a</sup> In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 26.

RIVERS.

**TABLE 38.**—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1905, showing the number and value of vessels and cargoes and amount of loss to same where known.

Month.	Number and value of vessels.		Vessels, value unknown.	Number and value of cargoes.		Cargoes, value unknown.	Unknown whether laden or not.
	Number.	Amount.		Number.	Amount.		
July.....	10	\$910,500		3	\$59,250		
August.....	7	46,940		2	2,200		
September.....	10	168,735		3	19,145	1	
October.....	21	426,000	2	8	74,700	1	2
November.....	6	61,200		1	7,500		
December.....	11	228,500		3	41,000		
January.....	12	403,500		3	56,300		1
February.....	15	716,950		6	67,195	1	
March.....	9	136,300		1	40,000	1	
April.....	7	497,000	1	2	21,000	1	1
May.....	12	549,275		5	66,200		
June.....	14	687,300	2	6	265,500		2
Total.....	134	4,832,200	5	43	719,990	5	6

Month.	Loss to vessels.		Vessels totally lost, amount unknown.	Vessels damaged, amount unknown. <sup>a</sup>	Loss to cargoes.		Cargoes totally lost, amount unknown.	Cargoes not damaged, or damage unknown.
	Number.	Amount.			Number.	Amount.		
July.....	10	\$71,310			1	\$50,000		2
August.....	7	32,640			1	200		1
September.....	9	11,975		1				4
October.....	19	67,835		4	4	2,350		7
November.....	6	37,700						1
December.....	11	80,200						3
January.....	9	215,350		3	1	40,000		3
February.....	13	53,650		2				7
March.....	9	83,680			1	30,000		1
April.....	7	284,540		1	2	15,300		2
May.....	11	25,050		1				5
June.....	12	30,560		4	2	125		6
Total.....	123	994,490		16	12	137,975		42

<sup>a</sup> In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 39.

**TABLE 39.**—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1905, showing the number of vessels totally lost, the number damaged and their tonnage, the number of persons on board, and number of lives lost.

Month.	Disasters resulting in total loss to vessels.	Disasters resulting in partial damage to vessels.	Total or partial loss unknown.	Casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including masters, etc.	Number of lives lost.
July.....	3	7			10	2,115	7,951	187	286	
August.....	4	3			7	876	404	21	66	
September.....	2	7		1	10	41	3,899		92	8
October.....	6	13	2		23	2,505	4,783	123	257	
November.....	2	4			6	175	956		54	1
December.....	3	8			11	868	4,354	77	259	
January.....	3	6	1	2	12	1,911	2,834	46	191	9
February.....	3	10		2	15	400	7,365	26	176	1
March.....	5	4			9	932	875	65	170	
April.....	2	5	1		8	2,941	3,891	12	145	1
May.....	1	10		1	12	36	7,021	154	184	
June.....	1	11	2	2	16	18	6,288	184	259	
Total.....	35	88	6	10	139	12,818	50,621	895	2,139	20

TABLE 40.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1905, showing the number of vessels and cargoes insured and uninsured, and the amount of insurance, where known.

Month.	Vessels reported insured.		Cargoes reported insured.		Total amount of insurance.	Reported not insured.		Unknown whether insured or not.		Vessels in ballast.
	Number.	Amount.	Number.	Amount.		Vessels.	Cargoes.	Vessels.	Cargoes.	
July .....	5	\$665,665	1	\$30,000	\$695,665	4	2	1		7
August.....	2	14,500			14,500	5	2			5
September .....	3	83,250	1	4,800	88,050	7	1			6
October.....	10	186,245	3	43,000	229,245	9	3	4		12
November.....	4	24,000			24,000	1		1		5
December.....	6	80,500			80,500	5				8
January.....	6	213,500	1	21,000	234,500	4	1	2		8
February.....	9	365,500			365,500	5	5	1		8
March.....	5	57,400	1	40,000	97,400	4				7
April.....	5	473,800	1	6,000	479,800	2	1	1		4
May.....	4	244,500	1	56,615	301,115	6	2	2		7
June.....	6	519,140	2	14,000	533,140	6	3	4		8
Total.....	65	2,928,000	11	215,415	3,143,415	58	20	16	23	85

TABLE 41.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1905, 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	2	1	1	1		1		1		2
Stranded .....		1	1			1		1		1		1	8
Collided .....	2		4	9			6	4	2	2	8	8	45
Capsized .....				1								1	2
Damage to hull, masts, rigging, etc.				1								1	2
Damage to machinery.....	2			2					1				5
Explosion of boiler.....							1						1
Fire.....	3	2	2	5	3	3	1		5	4	1		29
Ice.....						2	2	8	1				13
Struck bridge, snag, etc.....	2	2	1	4	2	4		1		1	2	3	22
Total.....	10	7	10	23	6	11	12	15	9	8	12	16	139

TABLE 42.—Abstract of returns of disasters (excluding collisions) to vessels on the rivers of the United States during the year ending June 30, 1905, 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, etc.....		1			1
Gales, hurricanes, etc.....	1	1	2		4
Total of class 1.....	1	2	2		5
<b>Class 2.—Causes connected with vessel's equipments, or stowage:</b>					
Defective rigging.....			1		1
Total of class 2.....			1		1
<b>Class 3.—Causes connected with navigation and seamanship:</b>					
Errors of masters, officers, and crews.....		1			1
Total of class 3.....		1			1
<b>Class 4.—Causes connected with machinery or boilers:</b>					
Damage to machinery.....			5		5
Explosion of boiler.....			1		1
Total of class 4.....			6		6

TABLE 42.—Abstract of returns of disasters (excluding collisions) to vessels on the rivers of the United States during the year ending June 30, 1905—Continued.

Class and cause of disaster.	Found- derings.	Strand- ings.	Other causes.	Missing vessels.	Total.
<b>Class 5.—Other causes:</b>					
Capsized.....	1				1
Fire.....			29		29
Ice.....		1	13		14
Sprung a leak.....	8				8
Struck bridge, rock, snag, etc.....		2	22		24
Miscellaneous.....	2	2	1		5
<b>Total of class 5.....</b>	<b>11</b>	<b>5</b>	<b>65</b>		<b>81</b>
<b>Aggregate.....</b>	<b>12</b>	<b>8</b>	<b>74</b>		<b>94</b>

TABLE 43.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1905, 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		1	5								4	14
Carelessness.....				1							1		1
"Fault of other vessel".....			2	1				2	1	1	5	2	14
Fault of tug towing.....				2									2
Ice.....							4	2					6
Unavoidable.....			1										1
Unknown.....				1			2		1	1		2	7
<b>Total.....</b>	<b>2</b>		<b>4</b>	<b>9</b>			<b>6</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>8</b>	<b>8</b>	<b>45</b>

TABLE 44.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1905, showing the number of vessels and distinguishing their description.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges.....				1		1						1	3
Ferryboats.....				3									3
Schooners.....	1	2	3	2			4	2	1		2	2	19
Scows.....				1									1
Steamers.....	9	5	7	16	6	10	8	13	8	8	9	13	112
Steam yachts.....											1		1
<b>Total.....</b>	<b>10</b>	<b>7</b>	<b>10</b>	<b>23</b>	<b>6</b>	<b>11</b>	<b>12</b>	<b>15</b>	<b>9</b>	<b>8</b>	<b>12</b>	<b>16</b>	<b>189</b>

TABLE 45.—Abstract of returns of disasters to foreign vessels on the rivers of the United States during the year ending June 30, 1905, showing nationality and description and distinguishing those totally lost and those partially damaged.

Nationality and rig.	June.		Total.		Aggre- gate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	
British steamer.....		1		1	1
<b>Total.....</b>		<b>1</b>		<b>1</b>	<b>1</b>
<b>Aggregate.....</b>		<b>1</b>		<b>1</b>	

TABLE 46.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1905, showing the tonnage and distinguishing the number of those totally lost and those partially damaged.

Burden of vessel.	July.		August.		Septem-ber.		Octo-ber.		Novem-ber.		Decem-ber.		Janu-ary.	
	Total loss.	Partial loss.												
Not exceeding 100 tons .....	2	2	2	1	2	4	2	6	1	2	1	3	1	3
Over 100 and not exceeding 200 tons .....				2				1	1		1		1	
Over 200 and not exceeding 300 tons .....		1	1			1		1		2		1		1
Over 300 and not exceeding 500 tons .....		2					2	3				2		4
Over 500 and not exceeding 700 tons .....			1				1	3			1			1
Over 700 and not exceeding 1,000 tons .....		1				1	1	2				1		
Over 1,000 and not exceeding 1,500 tons .....														
Over 1,500 and not exceeding 2,000 tons .....						1							1	
Over 2,000 and not exceeding 2,500 tons .....	1											1		
Over 2,500 and not exceeding 3,000 tons .....														
Over 3,000 and not exceeding 3,500 tons .....														
Over 3,500 and not exceeding 4,000 tons .....														
Over 4,000 and not exceeding 4,500 tons .....														
Over 4,500 and not exceeding 5,000 tons .....														
Over 5,000 and not exceeding 6,000 tons .....														
Over 6,000 tons .....		1												
Unknown .....								2						
Total .....	3	7	4	3	2	8	6	17	2	4	3	8	3	9
Aggregate .....	10		7		10		23		6		11		12	

Burden of vessel.	Febru-ary.		March.		April.		May.		June.		Total.		Aggre-gate.
	Total loss.	Partial loss.											
Not exceeding 100 tons .....	1	4	1	1	1	1	1	3	1	3	16	33	49
Over 100 and not exceeding 200 tons .....	1	3	2	1					5	5	6	14	20
Over 200 and not exceeding 300 tons .....	1		1	1		1			1	3	3	11	14
Over 300 and not exceeding 500 tons .....			1	1				3		3	3	14	17
Over 500 and not exceeding 700 tons .....		2						1		1	3	8	11
Over 700 and not exceeding 1,000 tons .....		1							1	1	1	7	8
Over 1,000 and not exceeding 1,500 tons .....							2				3	3	3
Over 1,500 and not exceeding 2,000 tons .....									2	1	3	4	4
Over 2,000 and not exceeding 2,500 tons .....		2					1			1	4	5	6
Over 2,500 and not exceeding 3,000 tons .....					1					1	1	1	1
Over 3,000 and not exceeding 3,500 tons .....						1					1	1	1
Over 3,500 and not exceeding 4,000 tons .....													
Over 4,000 and not exceeding 4,500 tons .....									1		1		1
Over 4,500 and not exceeding 5,000 tons .....													
Over 5,000 and not exceeding 6,000 tons .....											1	1	1
Over 6,000 tons .....						1				1	4	4	4
Unknown .....										1			1
Total .....	3	12	5	4	2	6	1	11	1	15	35	104	139
Aggregate .....	15		9		8		12		16		139		

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, 1905, showing the number of vessels and distinguishing age.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	2	1	4	7	2	3	3	6	3	1	4	4	40
Over 5 and not exceeding 10 years.....	1	1	1	4	2	2	3	3	1	1	1	4	19
Over 10 and not exceeding 15 years.....	2	2	2	4	2	2	2	2	1	1	4	1	23
Over 15 and not exceeding 20 years.....	1	1	1	1	1	1	1	1	1	2	2	1	8
Over 20 and not exceeding 25 years.....	2	1	1	2	1	1	5	1	1	1	1	1	16
Over 25 and not exceeding 30 years.....	2	1	1	1	1	3	1	2	2	1	1	1	13
Over 30 and not exceeding 35 years.....	1	1	1	1	1	1	1	1	1	1	1	1	4
Over 35 and not exceeding 40 years.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Over 40 and not exceeding 45 years.....	1	1	1	1	1	1	1	1	1	1	1	1	4
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	4
Unknown.....	1	1	1	1	1	1	1	1	1	1	1	1	5
Total.....	10	7	10	23	6	11	12	15	9	8	12	16	139

TABLE 48.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1905, showing the number of vessels and distinguishing their cargoes.

Cargo.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	7	5	6	12	5	8	8	8	7	4	7	8	85
Coal.....	1	1	2	1	1	1	1	1	1	1	1	1	4
Cotton.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Grain.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Lumber.....	1	1	1	4	1	1	1	1	1	1	1	3	8
Merchandise, general.....	1	1	1	2	2	2	1	1	2	2	1	2	14
Oil, fish.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Petroleum.....	1	1	1	1	1	1	1	1	1	1	1	1	3
Provisions.....	1	1	1	1	1	1	1	1	1	1	1	1	4
Miscellaneous.....	1	1	1	1	1	1	1	2	1	1	1	1	11
Unknown.....	1	1	1	2	1	1	1	1	1	1	1	2	6
Total.....	10	7	10	23	6	11	12	15	9	8	12	16	139

TABLE 49.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1905, distinguishing the rivers on which they occurred.

	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Cape Fear								2					2
Chattahoochee		1											1
Columbia				1			2					3	6
Cumberland	1								1				2
Delaware	1	1	3	8		3	2	5	2	1	2	3	31
Grand, Louisiana												1	1
Hudson	1			1								1	2
James			1									1	2
Kennebec		1											1
Mississippi	2			3	5	5	3	1	3	2	1	2	27
Missouri		1								1	1		3
Monongahela										1			1
Natalbany, Louisiana			1										1
Ohio			1	5	1	1	3	5	2		2		20
Oconee, Georgia								1					1
Ouachita, Louisiana								1					1
Penobscot												2	2
Potomac	1	1									2		4
Sacramento, California		1	1										2
Saint Francis	1												1
Saint Johns, Florida			2	1			2					2	7
Saint Lawrence	1		1			1					1		4
San Joaquin, California	2		1										3
Skagit, Washington		1											1
Tar, North Carolina										2			2
Taunton, Massachusetts									1				1
Tensas, Alabama											1		1
Tennessee												1	1
Willamette, Oregon				4						1	2		7
Yazoo						1							1
Total	10	7	10	23	6	11	12	15	9	8	12	16	139

TABLE 50.—Summary, rivers of the United States.

Nature of casualty.	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. <sup>a</sup>	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering	12	3,202	254	3,456	2	10		9	3		112	112	10
Strandings	8	1,903	6,982	8,885	2	2		3	46	163	209		
Collisions	45	53	20,889	20,942	18	21	6	2	43	484	495	979	
Other causes	74	7,660	22,496	30,156	22	52		21	53	365	1,369	1,734	10
Total	139	12,818	50,621	63,439	48	85	6	35	104	895	2,139	3,034	20

<sup>a</sup>In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 39.

AT SEA AND IN FOREIGN WATERS.

TABLE 51.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1905, showing the number and value of vessels and cargoes and amount of loss to same where known.

Month.	Number and value of vessels.		Vessels, value unknown.	Number and value of cargoes.		Cargoes, value unknown.	Unknown whether laden or not.
	Number.	Amount.		Number.	Amount.		
July	5	\$617,000		4	\$331,700	1	
August	10	1,131,835	1	8	223,475	1	1
September	20	850,500		18	218,800		1
October	12	1,528,500		8	59,490		
November	28	1,013,200		22	538,955		
December	13	656,000	1	9	76,165	1	2
January	20	1,852,500		19	758,400		
February	11	1,237,200	1	6	44,500		1
March	13	880,000		10	841,500	1	
April	8	927,000		5	173,250	1	1
May	5	370,600		1	108,000		
June	11	3,254,500	2	5	213,750	3	2
Total	156	14,318,835	5	115	3,562,985	8	8

Month.	Loss to vessels.		Vessels totally lost, amount unknown.	Vessels damaged, amount unknown. <sup>a</sup>	Loss to cargoes.		Cargoes totally lost, amount unknown.	Cargoes not damaged, or damage unknown.
	Number.	Amount.			Number.	Amount.		
July	5	\$59,500			2	\$15,000		3
August	10	127,500		1	4	74,000		6
September	20	308,200			13	160,100		6
October	11	267,600		1	6	10,180		2
November	28	238,710			14	57,325		8
December	13	90,700		1	8	28,060		4
January	19	111,450		1	11	75,500		8
February	11	73,900			3	7,200		4
March	13	117,450		1	3	11,400		7
April	8	29,700			2	10,250		5
May	5	22,800			2	31,500		
June	10	42,200		3	4	25,000		6
Total	153	1,488,410		8	72	506,515		59

<sup>a</sup>In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 52.

TABLE 52.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1905, showing the number of vessels totally lost, the number damaged and their tonnage, the number of persons on board, and number of lives lost.

Month.	Disasters resulting in total loss to vessels.	Disasters resulting in partial damage to vessels.	Total or partial loss unknown.	Casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including master, etc.	Number of lives lost.
July	1	4			5	365	17,123	1,137	497	
August	3	3			11	1,329	20,903	112	250	
September	10	10			20	6,023	9,687		246	20
October	4	3			12	2,642	15,857		237	7
November	11	17			28	5,296	13,884	83	359	37
December	6	3			14	2,413	12,280	1	203	44
January	3	12			20	2,154	21,547	251	361	19
February	3	10			12	888	14,584	8	223	1
March	3	3			13	1,653	10,850	94	201	14
April	3	5			8	274	11,611	60	247	6
May	3	3			5	432	3,907		73	
June	3	10			13	366	39,208	299	739	
Total	58	103			161	23,840	191,441	2,045	3,636	148

TABLE 53.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1905, showing the number of vessels and cargoes insured and uninsured, and the amount of insurance, where known.

Month.	Vessels reported insured.		Cargoes reported insured.		Total amount of insurance.	Reported not insured.		Unknown whether insured or not.		Vessels in ballast.
	Number.	Amount.	Number.	Amount.		Vessels.	Cargoes.	Vessels.	Cargoes.	
July.....	2	\$406,300	3	\$227,700	\$634,000	2	1	1	1	....
August.....	3	929,500	1	23,000	952,500	6	3	2	6	1
September.....	11	224,700	6	42,500	267,200	5	5	4	3	1
October.....	9	484,850	3	20,085	504,935	2	3	1	2	4
November.....	20	456,870	13	332,480	789,350	3	2	5	7	6
December.....	10	538,300	7	66,685	604,985	1	.....	3	5	2
January.....	11	1,112,125	8	176,500	1,288,625	6	.....	3	11	1
February.....	9	739,200	4	21,200	760,400	1	.....	2	3	5
March.....	6	467,500	1	125,000	592,500	5	5	2	4	3
April.....	5	820,500	1	40,000	860,500	2	2	1	4	1
May.....	2	7,000	.....	.....	7,000	1	.....	2	2	3
June.....	9	2,686,110	1	3,000	2,689,110	2	3	2	6	3
Total.....	97	8,872,955	48	1,078,150	9,951,105	36	24	28	59	30

TABLE 54.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1905, distinguishing the nature of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
	Foundered.....	1	3	1	1	1	.....	2	.....	.....	.....	.....	
Stranded.....	1	4	3	1	4	.....	1	3	.....	.....	.....	.....	23
Collided.....	4	.....	.....	.....	4	7	2	2	2	2	.....	.....	18
Abandoned.....	1	1	.....	3	1	1	.....	.....	.....	.....	.....	.....	8
Damage to hull, masts, rigging, etc.....	2	2	6	5	15	1	4	4	3	.....	2	2	46
Damage to machinery.....	2	.....	1	1	.....	1	1	3	1	3	.....	3	16
Explosion of boilers.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	2
Fire.....	2	.....	1	.....	1	.....	2	.....	.....	2	1	1	10
Ice.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Never heard from.....	.....	1	.....	4	2	2	.....	1	1	.....	.....	.....	11
Sprung a leak.....	.....	1	1	.....	.....	.....	1	.....	.....	.....	.....	.....	3
Struck obstruction.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Water-logged.....	.....	.....	1	.....	1	.....	.....	1	.....	.....	.....	.....	3
Miscellaneous.....	.....	.....	1	2	.....	1	.....	1	.....	.....	.....	.....	5
Total.....	5	11	20	12	28	14	20	12	13	8	5	13	161

TABLE 55.—Abstract of returns of disasters (excluding collisions) to American vessels at sea and in foreign waters during the year ending June 30, 1905, distinguishing the cause of each disaster.

Class and cause of disaster.	Found- derings.	Strand- ings.	Other causes.	Missing vessels.	Total.
Class 1.—Causes connected with the weather:					
Calms, currents, and tides.....		1			1
Darkness.....		1			1
Fog.....		2			2
Gales, hurricanes, etc.....	7	9	45		61
Heavy sea.....		2	5		7
Snowstorms.....		2			2
Stress of weather.....			3		3
Total of class 1.....	7	17	53		77
Class 2.—Causes connected with vessel's equipments, or stowage:					
Defective charts.....		2			2
Total of class 2.....		2			2
Class 3.—Causes connected with navigation and seaman- ship:					
Error of pilots.....		1			1
Total of class 3.....		1			1
Class 4.—Causes connected with machinery or boilers:					
Damage to machinery.....			12		12
Explosion of boilers.....			2		2
Total of class 4.....			14		14
Class 5.—Other causes:					
Fire.....			9		9
Ice.....		2	1		3
Missed stays.....		1	1		2
Spontaneous combustion.....		1	1		1
Sprung a leak.....	2		3		5
Struck rock, obstruction, etc.....		1	3		4
Water-logged.....			8		8
Miscellaneous.....		1	1		2
Unknown.....		3	1	11	15
Total of class 5.....	2	8	28	11	49
Aggregate.....	9	28	95	11	143

TABLE 56.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1905, 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			2				8
Fog.....								2					4
Unavoidable.....						1							1
Unknown.....		1				2							5
Total.....		4				4		2	2			6	18

**TABLE 57.**—*Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1905, 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.
	Barks.....			2			1						2
Barkentines.....	1		1	3	1		2	1			1		10
Brigs.....					1								1
Brigantines.....					1								2
Schooners.....	1	6	15	4	22	7	13	5	8	3	3	4	91
Scows.....		1											1
Ships.....		2			1			1	1	1			6
Sloops.....										1			1
Steamers.....	3	2	2	5	2	5	5	5	4	3	1	7	44
Total.....	5	11	20	12	28	14	20	12	13	8	5	13	161

**TABLE 58.**—*Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1905, showing the tonnage and distinguishing the number of those totally lost and those partially lost.*

Burden of vessels.	July.		August.		September.		October.		November.		December.		January.	
	Total loss.	Partial loss.												
Not exceeding 100 tons.....					3		1		1	1	1		4	
Over 100 and not exceeding 200 tons.....					2	1		1	2	2	1	1	1	
Over 200 and not exceeding 300 tons.....								2	2	2	1		1	1
Over 300 and not exceeding 500 tons.....	1		2	1	1	2	1	3	1	4		1		2
Over 500 and not exceeding 700 tons.....		2	1	1		2	1		4	4	2		2	2
Over 700 and not exceeding 1,000 tons.....					2	3	3		1	1	1	2	1	
Over 1,000 and not exceeding 1,500 tons.....					1		1	1		1				1
Over 1,500 and not exceeding 2,000 tons.....								3				2		1
Over 2,000 and not exceeding 2,500 tons.....					1							1		
Over 2,500 and not exceeding 3,000 tons.....										2		1		3
Over 3,000 and not exceeding 3,500 tons.....														
Over 3,500 and not exceeding 4,000 tons.....				2										1
Over 4,000 and not exceeding 4,500 tons.....		1				1								1
Over 4,500 and not exceeding 5,000 tons.....														
Over 5,000 and not exceeding 6,000 tons.....		1						1						
Over 6,000 tons.....		1		1										
Unknown.....														
Total.....	1	4	3	8	10	10	4	8	11	17	6	8	8	12
Aggregate.....	5		11		20		12		28		14		20	

TABLE 58.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1905, etc.—Continued.

Burden of vessels.	February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.											
Not exceeding 100 tons.....	1		2		2						15	1	16
Over 100 and not exceeding 200 tons.....		1	1	2			1		3		10	8	18
Over 200 and not exceeding 300 tons.....				1	1		1				6	4	10
Over 300 and not exceeding 500 tons.....		2	1					2			7	7	24
Over 500 and not exceeding 700 tons.....		1		2					1		10	15	25
Over 700 and not exceeding 1,000 tons.....	1	1				1			3		7	13	20
Over 1,000 and not exceeding 1,500 tons.....		1	1						1	2	6	8	8
Over 1,500 and not exceeding 2,000 tons.....		1		1		2			1		8	6	8
Over 2,000 and not exceeding 2,500 tons.....		1							1	1	6	7	7
Over 2,500 and not exceeding 3,000 tons.....		1		1		1			1	1	10	10	10
Over 3,000 and not exceeding 3,500 tons.....							1				1	1	1
Over 3,500 and not exceeding 4,000 tons.....									1		4	4	4
Over 4,000 and not exceeding 4,500 tons.....		1			1						5	5	5
Over 4,500 and not exceeding 5,000 tons.....				1							1	1	1
Over 5,000 and not exceeding 6,000 tons.....									1				
Over 6,000 tons.....										4			4
Unknown.....													
Total.....	2	10	5	8	3	5	2	3	3	10	58	103	161
Aggregate.....	12		13		8		5		13		161		

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 52.

TABLE 59.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1905, showing the number of vessels and distinguishing age.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	2	3	1	4	10	2	5	2	2	2	1	2	36
Over 5 and not exceeding 10 years.....	1	1		2	1	2	3	3	5	2	1	1	21
Over 10 and not exceeding 15 years.....		2	2	1	5	2	2	3	1		1	1	20
Over 15 and not exceeding 20 years.....	1	1	3			1	1	2	1			6	19
Over 20 and not exceeding 25 years.....	1	3	3	3	10	4	4	1	3	2	1	3	43
Over 25 and not exceeding 30 years.....			3		2	1	2		1	2			11
Over 30 and not exceeding 35 years.....				1		1					1		5
Over 35 and not exceeding 40 years.....		1		1			1					1	4
Over 40 and not exceeding 45 years.....													
Over 45 and not exceeding 50 years.....						1							1
Over 50 years.....													
Unknown.....								1					1
Total.....	5	11	20	12	28	14	20	12	13	8	5	13	161

TABLE 60.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1905, 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	4	6	2	1	5	8	1	3	3	30	
Asphalt .....						1	2					1	2
Cement, sand, etc .....													2
Coal .....		2	2		2	2	1	1					12
Fertilizers .....				1	2		1						4
Fish, oysters, etc .....	1	2		2		1	1	1				2	9
Fruit, coffee, nuts, etc .....				2		1	1					1	5
Grain .....							1						1
Ice .....					1					1			1
Lime .....									4				5
Lumber .....	2	2	9	2	12	4	6	2		1	1	1	42
Mahogany .....							1						1
Merchandise, general .....	2	1	2	1	2		3		1	3	1	2	18
Naval stores .....	1												1
Petroleum .....			1	1	2		1	1					6
Provisions .....						1			1				2
Salt .....					1	1							2
Stone .....			1						1				2
Sugar .....						1	1						2
Miscellaneous .....		1	1	1					1	1		1	6
Unknown .....		1	1			2		1		1		2	8
Total .....	5	11	20	12	28	14	20	12	13	8	5	13	161

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. <sup>a</sup>	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering .....	9	3,402	.....	3,402	8	1	.....	9	.....	.....	66	66	17
Strandings .....	28	8,154	24,298	32,452	21	6	1	19	9	99	582	681	8
Collisions .....	18	479	30,126	30,605	9	4	5	3	15	72	259	331	1
Other causes .....	106	11,805	137,017	148,822	85	19	2	27	79	1,874	2,729	4,603	122
Total .....	161	23,840	191,441	215,281	123	30	8	58	103	2,045	3,636	5,681	148

<sup>a</sup> In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 52.

**TABLE 62.**—*Summary of disasters which have occurred to foreign vessels on and near the coasts and on the rivers of the United States during the year ending June 30, 1905.*

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	Total.
Number of vessels.....	35	3	3	1	42
Tonnage of vessels totally lost.....	12,694	1,891			14,585
Tonnage of vessels damaged.....	33,942			1,636	35,578
Aggregate tonnage.....	46,636	1,891		1,636	50,163
Laden.....	23				23
Ballast.....	4	1	1		6
Unknown, whether laden or not.....	8	2	2	1	13
Wrecks involving total loss.....	13	1	1		15
Casualties involving partial and unknown damage.....	22	2	2	1	27
Number of passengers.....	552	1			553
Number in crews.....	319	24	9		352
Total on board.....	871	25	9		905
Number of lives lost.....	17				17
Total value of vessels involved.....	\$1,130,235	\$45,000	\$8,000		\$1,183,235
Total value of cargoes involved.....	811,405				811,405
Aggregate.....	1,941,640	45,000	8,000		1,994,640
Total losses to vessels.....	610,350	45,000	8,000		663,350
Total losses to cargoes.....	499,395				499,395
Aggregate.....	1,109,745	45,000	8,000		1,162,745
Total insurance on vessels.....	300,000	38,000			338,000
Total insurance on cargoes.....	14,500				14,500
Aggregate.....	314,500	38,000			352,500

**NOTE.**—Besides the foreign vessels above reported 5 others collided with American vessels at sea, involving a tonnage of 15,296.

**TABLE 63.**—*General summary.*

Nature of casualties.	Vessels.	Tonnage of vessels—		Value of—		Losses to—	
		Totally lost.	Damaged.	Vessels.	Cargoes.	Vessels.	Cargoes.
<b>Foundering:</b>							
Atlantic and Gulf coasts.....	44	5,173	3,972	\$358,975	\$144,695	\$118,070	\$69,885
Pacific coast.....	2	10	1,057	100,700	50,350	20,700	50,350
Great Lakes.....	6	1,925	151	129,800	7,345	69,800	7,345
Rivers.....	12	3,202	254	325,990	15,150	276,090	15,075
At sea and in foreign waters.....	9	3,402		107,000	19,700	107,000	19,700
Total.....	73	13,712	5,434	1,021,965	237,240	591,665	162,355
<b>Strandings:</b>							
Atlantic and Gulf coasts.....	179	33,283	51,556	4,403,580	2,017,810	1,750,000	804,940
Pacific coast.....	34	4,341	8,405	916,950	126,090	283,870	39,075
Great Lakes.....	70	9,227	123,988	6,645,000	979,580	605,220	68,715
Rivers.....	8	1,908	6,982	694,600	131,650	184,000	40,000
At sea and in foreign waters.....	28	8,154	24,298	2,750,700	321,965	651,800	168,225
Total.....	319	56,908	215,229	15,410,830	3,577,095	3,474,890	1,120,955
<b>Vessels collided:</b>							
Atlantic and Gulf coasts.....	201	5,604	150,222	12,714,650	1,688,395	450,115	177,185
Pacific coast.....	44	684	41,437	2,939,080	1,124,135	169,330	5,720
Great Lakes.....	98	8,053	213,556	12,563,000	1,136,340	689,290	36,375
Rivers.....	45	53	20,889	1,826,510	377,890	39,715	250
At sea and in foreign waters.....	18	479	30,126	889,335	30,285	61,000	12,985
Total.....	406	14,773	456,230	30,882,575	4,357,045	1,409,450	232,515
<b>Other causes:</b>							
Atlantic and Gulf coasts.....	106	3,901	62,415	6,592,265	1,080,200	913,180	163,800
Pacific coast.....	32	1,789	18,195	1,781,900	897,750	168,270	124,900
Great Lakes.....	93	8,888	111,724	7,941,500	1,197,400	466,750	72,015
Rivers.....	74	7,660	22,496	1,985,100	195,300	494,685	82,650
At sea and in foreign waters.....	106	11,805	137,017	10,621,800	3,191,035	668,610	304,605
Total.....	411	33,543	351,847	28,922,565	6,561,685	2,711,495	747,970
<b>Grand total.....</b>	<b>1,209</b>	<b>118,936</b>	<b>1,028,740</b>	<b>76,237,935</b>	<b>14,733,065</b>	<b>8,187,500</b>	<b>2,263,795</b>

TABLE 63.—General summary—Continued.

Nature of casualties.	Insurance on—		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.
	Vessels.	Cargoes.									
<b>Founderings:</b>											
Atlantic and Gulf coasts....	\$142,100	\$77,305	32	12	.....	30	14	9	164	173	20
Pacific coast.....	70,000	.....	2	.....	.....	1	1	.....	64	64	.....
Great Lakes.....	54,500	.....	4	2	.....	5	1	.....	46	46	1
Rivers.....	256,500	.....	2	10	.....	9	3	.....	112	112	10
At sea and in foreign waters.	48,300	6,700	8	1	.....	9	.....	.....	66	66	17
Total.....	571,400	84,005	48	25	.....	54	19	9	452	461	48
<b>Strandings:</b>											
Atlantic and Gulf coasts....	2,048,425	174,415	120	59	.....	92	87	934	1,574	2,508	37
Pacific coast.....	471,700	61,950	22	12	.....	18	16	145	416	561	.....
Great Lakes.....	2,931,000	396,915	56	14	.....	16	54	29	1,135	1,164	.....
Rivers.....	494,640	70,000	6	2	.....	3	5	46	163	209	.....
At sea and in foreign waters.	1,551,775	28,700	21	6	1	19	9	99	582	681	8
Total.....	7,497,540	731,980	225	93	1	148	171	1,253	3,870	5,123	45
<b>Vessels collided:</b>											
Atlantic and Gulf coasts....	6,222,300	1,561,410	82	91	28	11	190	5,130	2,554	7,684	11
Pacific coast.....	1,768,505	312,000	25	15	4	2	42	1,242	791	2,033	.....
Great Lakes.....	6,588,550	229,400	66	23	9	6	92	1,873	1,714	3,587	4
Rivers.....	979,245	35,415	18	21	6	2	43	484	495	979	.....
At sea and in foreign waters.	410,510	3,985	9	4	5	3	15	72	259	331	1
Total.....	15,969,110	2,142,210	200	154	52	24	382	8,801	5,813	14,614	16
<b>Other causes:</b>											
Atlantic and Gulf coasts....	3,984,700	730,900	47	59	.....	21	85	657	1,336	1,993	18
Pacific coast.....	751,800	152,200	22	10	.....	9	23	1,318	527	1,845	3
Great Lakes.....	4,747,450	561,405	60	33	.....	19	74	236	1,281	1,517	5
Rivers.....	1,197,615	110,000	22	52	.....	21	53	365	1,369	1,734	10
At sea and in foreign waters.	6,862,370	1,038,765	85	19	2	27	79	1,874	2,729	4,603	122
Total.....	17,543,935	2,593,270	236	173	2	97	314	4,450	7,242	11,692	158
<b>Grand total.....</b>	<b>41,581,985</b>	<b>5,551,465</b>	<b>709</b>	<b>445</b>	<b>55</b>	<b>323</b>	<b>886</b>	<b>14,513</b>	<b>17,377</b>	<b>31,890</b>	<b>α 267</b>

TABLE 63.—General summary—Continued.

## RECAPITULATION.—(GENERAL SUMMARY.)

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
Number of vessels .....	530	112	267	139	161	1,209
Tonnage of vessels totally lost...	47,961	6,724	27,593	12,818	23,840	118,936
Tonnage of vessels damaged.....	268,165	69,094	449,419	50,621	191,441	1,028,740
Aggregate tonnage .....	316,126	75,818	477,012	63,439	215,281	1,147,676
Laden .....	281	71	186	48	123	709
Ballast .....	221	37	72	85	30	445
Unknown whether laden or not.	28	4	9	6	8	55
Wrecks involving total loss.....	154	30	46	35	58	323
Casualties involving partial and unknown damage .....	376	82	221	104	103	886
Number of passengers .....	6,730	2,705	2,138	895	2,045	14,513
Number in crews .....	5,628	1,798	4,176	2,139	3,636	17,377
Total on board .....	12,358	4,503	6,314	3,034	5,681	31,890
Number of lives lost <i>a</i> .....	86	3	10	20	148	267
Total value of vessels involved..	\$24,069,470	\$5,738,630	\$27,278,800	\$4,832,200	\$14,318,835	\$76,237,935
Total value of cargoes involved..	4,931,100	2,198,325	3,320,665	719,990	3,562,985	14,733,065
Aggregate.....	29,000,570	7,936,955	30,599,465	5,552,190	17,881,820	90,971,000
Total losses to vessels.....	3,231,370	642,170	1,831,060	994,490	1,488,410	8,187,500
Total losses to cargoes.....	1,215,810	220,045	184,450	137,975	505,515	2,263,795
Aggregate.....	4,447,180	862,215	2,015,510	1,132,465	1,993,925	10,451,295
Total insurance on vessels <i>b</i> .....	12,397,525	3,062,005	14,321,500	2,928,000	8,872,955	41,581,985
Total insurance on cargoes <i>b</i> .....	2,544,030	526,150	1,187,720	215,415	1,078,150	5,551,465
Aggregate.....	14,941,555	3,588,155	15,509,220	3,143,415	9,951,105	47,133,450

*a* In addition to the number of lives lost here reported 219 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 486.

*b* Amount of insurance is on 565 vessels and 245 cargoes.

TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, and to American vessels at sea and in foreign waters, involving loss of life, during the year ending June 30, 1905, in four divisions, viz, (1) founderings, (2) strandings, (3) collisions, and (4) casualties from other causes, showing in each case, when known, the description of the vessel and the cargo, the number of lives lost, and the date and place of disaster, etc.*

(1) FOUNDERINGS.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Passengers.	Crews.	Lives lost.	Place of disaster.
1904											
Sept. 15	Irving Leslie	American schooner.	99	Sullivan, Me.	Boston, Mass.	Total	Granite	4	4	4	At sea.
Sept. 15	Elvis J. French	do	950	Newport News, Va.	Portsmouth, N. H.	do	Coal	8	8	6	Do.
Sept. 15	L. W. Durham	American steamer.	32	Philadelphia, Pa.	Towing	Partial	Ballast	9	9	7	Delaware River.
Oct. 1	Alexander M. Lawrence	Gasoline steamer.	98	Mobile, Ala.	Irona, Honduras.	Total	Cocoanuts	9	9	7	At sea.
Oct. 9	Fraguit	American sloop yacht.	5	Pleasure trip.		No damage.	Ballast	2	2	3	Chicago Harbor, Illinois.
Oct. 20	Annie T. Ruland	American sloop	7	Fishing trip		Total	do	2	2	1	Off Fenwick Island, Maryland.
Nov. 13	Missouri	American schooner.	15	Washington, N. C.	Swan Quarter, N. C.	Partial	General	1	3	3	Pamlico Sound
Nov. 13	John Gregory	American steamer.	75	Cleveland, Ohio	Cuyahoga River	Total	Ballast	3	3	1	Cleveland Harbor, Ohio.
Nov. 22	Joe Seay	do	27	Vicksburg, Miss.	Towing	do	do	3	3	1	Mississippi River.
1905											
Jan. 25	Samuel D. Carleton	American barge.	850	Philadelphia, Pa.	Boston, Mass.	do	Coal	4	4	4	Off Sea Girl Light, New Jersey.
Jan. 25	Clarence	American steamer.	117	Bayonne, N. J.	Brooklyn, N. Y.	do	Copper wire, cementals, and oil	7	7	7	New York Harbor.
Apr. 7	Louisiana	do	2,849	Lying in port.	Providence, R. I.	do	Rice, etc.	56	56	1	New Orleans, Louisiana.
May 3	Moonbeam	American schooner.	675	Hoboken, N. J.		do	Coal.	2	3	5	Block Island Sound.

Totals: Vessels, 13; tonnage, 5,799; total losses, 10; partial losses, 2; no damage, 1; number of passengers, 5; number in crews, 112; lives lost, 51.

(2) STRANDINGS.

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.
1904											
Sept. 15	F. C. Allen	American schooner.	499	Philadelphia, Pa.	Gardiner Me.	Total	Coal	7	7	1	Lewis, Del.
Oct. 13	Wentworth	British schooner.	360	Hillsboro, Nova Scotia.	New York City	do	Plaster	4	7	11	Chatham, Massachusetts.
Oct. 14	Elwood Burton	American schooner.	394	Sea Air John, New Brunswick.	do	do	Lumber	7	7	4	Peaked Hill Bars, Cape Cod, Massachusetts.
Oct. 16	Georges Valentine	Italian bark	882	Pensacola, Fla.	Buenos Ayres, South America.	do	do	12	12	5	Gilberts Bar, Florida.
Oct. 17	Cosme Colzado	Spanish ship.	1,405	Gloucester, Mass.	Brunswick, Ga.	do	Ballast	16	16	1	Do.

Nov. 13	Uncas	American gasoline steamer.	14	Lubec, Me	Roque Bluffs, Me	Partial	1	Englishmans Bay, Maine.
Dec. 10	Montana	Americanschooner.	377	New York City	Charleston, S. C.	Total	7	Bodie Island, North Carolina.
Dec. 11	Fish Hawk	do	911	Fishing trip	New York City	Nodamage.	18	Peaked Hill Bars, Cape Cod, Massachusetts.
Dec. 18	Richard S. Learning	do	487	Eastport, Me	Chester, Pa.	Total	7	Long Shoal, Nantucket Sound.
1905.								
Jan. 7	Lizzie Carr	do	286	Calais, Me	New York City	do	7	Wallis Sands, New Hampshire.
Jan. 10	Mary Lee Patten	do	549	Philadelphia, Pa	Cardenas, Cuba	do	8	Hog Cay, Bahama Islands.
Feb. 9	Sarah D. J. Rawson	do	387	Georgetown, S. C	New York City	do	7	Cape Lookout Shoal, North Carolina.
Apr. 6	Texas	do	1,627	Newport News, Va.	Fall River, Mass.	do	5	Block Island, Rhode Island.

Totals: Vessels, 13; tonnage, 7,348; total losses, 11; partial losses, 1; no damage, 1; number of passengers, 5; number in crews, 110; lives lost, 49.

(3) COLLISIONS.

1904.	No name a	Launch		Pleasure trip				Potomac River.
July 17	No name b	Skiff		do			2	Lake Pontchartrain, Louisiana.
July 20	No name c	American schooner.		do			2	Hanover, Ind., Ohio River.
Aug. 6	Ella Frances	American schooner.	158	New York City	Rockland, Me	Total	4	Near Cape Cod.
Sept. 11	Pickett	American launch		Pleasure trip			10	Delaware River.
Oct. 1	No name c	Yawl		do			4	Nomongahela River.
Nov. 9	Wilson and Hunting	American schooner.	418	Norfolk, Va.	New York City	Total	7	Off Barnegat, New Jersey.
Nov. 16	Vida M. Brigham	do	80	Gloucester, Mass	Boothbay, Me	do	14	Near Cape Elizabeth, Maine.
Nov. 23	Alice S. J	American launch		Pleasure trip			1	San Francisco Bay, California.
Dec. 9	No name g	Dory		Fishing trip			1	At sea.
Dec. 9	John T. Williams	American schooner.	243	Bangor, Me.	New York City	Total	6	Do.
1905.								
Feb. 15	Empire	American gasoline steamer.	10	Pleasure trip		No damage.	4	Mississippi River.
Apr. 20	Ray	American schooner.	7	Centreville, Md	Baltimore, Md	do	1	Chesapeake Bay.
Apr. 25	Harry L. Whilton	do	481	South Amboy, N. J.	Boston, Mass	Total	2	Cape Cod.
May 7	Aransas	American launch	1,156	Boston, Mass	New York City	do	37	Near Cape Cod.
May 23	No name b	American steamer.		Pleasure trip			29	Red River, Arkansas.
May 28	Dewey f	do		do			6	San Francisco Bay.
May 30	No name j	do		do			1	New York Harbor.
June 7	Grace M	American schooner.	12	Fishing trip		Total	6	Nake Eric.
June 15	No name k	Small boat		do		Total	2	Thames River, Connecticut.
June 23	Linden	American steamer.	894	Toledo, Ohio	Menominee, Mich.	Total	14	Saint Clair River.

Totals: Vessels, 21; tonnage, 3,454; total losses, 8; no damage, 13; number of passengers, 55; number in crews, 104; lives lost, 41.

a Collision with steamer Harry Randall.  
 b Collision with schooner Emma Hawkins.  
 c Collision with steamer City of Louisville.  
 d Collision with steamer Columbia.  
 e Collision with steamer Bertha.  
 f Collision with ferryboat San Pablo.  
 g Collision with schooner Niagara.  
 h Collision with steamer Grace Smith.  
 i Collision with steamer Marshall O. Wells.  
 k Collision with steamer Chelsea.

TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.—Continued.*  
(4) OTHER CAUSES.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Passengers.	Crews.	Lives lost.	Place of disaster.	Nature of casualty.
1904. July 2	John S. Hopkins.	Am. str.	593			No damage.	Unknown			1	Shawneetown, Ill.	While trying to jump from one vessel to another, fell overboard.
July 3	Cosmopolitan	Am. sc.	41	Rockland, Me.	Southwest Harbor, Me.	do	Ballast		7	1	Southwest Harbor, Me.	Fell overboard while intoxicated.
July 3	Roderick Dhu.	Am. bk.	30	San Francisco, Cal.	Hilo, Hawaii	do	Unknown	3	16	1	At sea	Do.
July 5	A. J. Johnson	Am. str.	57			do	do			1	Cape Fear River	Lost overboard.
July 5	Defiance	do	154			do	do			1	At sea	Do.
July 6	Steel Queen.	do	177	Allegheny, Pa.	McKees Rocks, Pa.	do	do	350	6	1	Allegheny River, Pa.	Fell overboard from gang plank.
July 6	Carrington	Am. bge.	3,180			do	do		9	1	Duluth, Minn.	Fatally injured while repairing machinery.
July 8	Pacific No. 2.	Am. str.	570	Lying at wharf.		do	do		35	1	Cairo, Ill.	Fell overboard.
July 9	Yuma	do	2,194	Lying in harbor.		do	Coal		19	1	Cleveland, Ohio	Caught in machinery and killed.
July 10	John A. Warner	do	592	Excursion trip.		do	Ballast	600	18	1	Delaware River	Lost overboard.
July 11	Islander	do	118	Thousand Island Park, N. Y.	Clayton, N. Y.	do	do		10	1	St. Lawrence River.	While jumping from wharf to vessel, fell overboard.
July 13	Spray	Am. ga. s.	10			do	do		5	1	Off Milford, Conn.	Fell overboard.
July 14	F. W. Gillett.	Am. str.	28	Lying in harbor.		do	do		4	1	Duluth, Minn.	Killed by machinery.
July 15	Alice C. Ogdén.	Am. sc.	34	West Point, Va.	Baltimore, Md.	do	Unknown		3	1	Chesapeake Bay	Knocked overboard by jibbing of foreboom.
July 15	Excelsior	Am. str.	73	Towing in harbor.		Partial.	Ballast	6	5	1	Duluth, Minn.	Vessel on fire.
July 15	F. A. Kilburn.	do	728	San Francisco, Cal.	Port Rodgers, Cal.	No damage.	Unknown		28	1	Port Rodgers, Cal.	Capsizing of small boat.
July 16	Berkeley	do	1,075	Norfolk, Va.	Richmond, Va.	do	Miscellaneous.	32	31	1	Hampton Roads, Va.	Struck by lightning.
July 16	Golden Hope	Am. sc.	106	Fishing trip		do	Ballast		18	1	Off Cape Ann.	While sitting on the rail, fell overboard.
July 18	W. N. Bavler.	Am. str.	110	Lying in harbor.		do	do		9	1	New York Harbor.	Fell overboard.
July 18	Valerie	do	58	Isle Royal	Houghton, Mich.	do	do	22	8	1	Lake Superior	Fell overboard while intoxicated.
July 19	Louise	do	717	Saint Michael, Alaska.	Dawson, Alaska.	do	Unknown			1	Rosbunski, Alaska.	While attempting to jump from vessel to a barge alongside, fell overboard.
July 19	L. F. Hall	Am. sc.	47	Norfolk, Va.	Newbern, N. C.	do	Ballast		4	1	Pamlico Sound, N. C.	Slipped overboard.

July 19	Sunshine	Am. str.	335	Louisville, Ky.	Fern Grove, Ind.	No damage.	Ballast	807	10	1	Fern Grove, Ind.	While jumping from vessel to dock, fell overboard.
July 24	Valetta	do	419	Knights Landing	San Francisco, Cal.	do	do	12	25	1	Sacramento River, Cal.	Fell overboard while intoxicated.
July 28	E. James Tull	do	72			do	Unknown			1	Alexandria, Va.	While attempting to board vessel, fell overboard.
July 29	Luzon	do	3,582	Ashtabula, Ohio.	Waukegan, Mich.	do	do		21	1	Lake Erie	While carrying lines, fell overboard from dock.
July 30	Horace S. Wilkin-son.	do	3,860	Milwaukee, Wis.	Duluth, Minn.	do	Ballast			1	Lake Superior	Fell into hold.
July 30	J. E. Davis	Am. sc.	31	Norfolk, Va.	Poquoson River	do	do		3	1	Chesapeake Bay	While releasing anchor, fell overboard.
Aug. 5	Ellen and Alice.	do	38	Baltimore, Md.	Stony Creek, Md.	do	Unknown		4	1	Patasco River	Fell overboard.
Aug. 5	Spartan.	Am. sp.	1,448	Bellingham, Wash.	San Francisco, Cal.	do	do	16	16	1	At sea	Do.
Aug. 6	Lizzie Coulburn	Am. str.	130	Fishing trip		do	Ballast		28	1	Rappahannock River	Fell overboard while intoxicated.
Aug. 7	Mystery	do	32	Long Shoal River, N. C.	Newbern, N. C.	do	do		3	1	Long Shoal River, N. C.	While going to another vessel in small boat, fell overboard.
Aug. 8	Silver King.	do	48	Grand Island, N. Y.	Niagara Falls, N. Y.	do	do	250	4	1	Niagara River	Fell overboard.
Aug. 8	Henry F. Eaton	do	240	Calais, Me.	Eastport, Me.	do	General	430	12	1	Eastport, Me.	Fell overboard from gang plank.
Aug. 9	Curlew	Am. ga. s.	13	Lying at moorings.		Total	Ballast		2	1	Charleston, S. C.	Vessel destroyed by fire.
Aug. 9	Spread Eagle.	Am. str.	691	Saint Louis, Mo.	Grafton, Ill.	Nodamage.	Miscellaneous.	22	25	1	Alton, Ill.	Lost overboard.
Aug. 10	St. Louis	Ferryboat	1,273	Jersey City, N. J.	New York City	do	Ballast	100	15	1	New York Harbor	While sitting on rail, fell overboard.
Aug. 10	Volunteer	Am. str.	2,316	Escanaba, Mich.	Buffalo, N. Y.	do	Iron ore		17	1	Buffalo, N. Y.	Killed by falling from vessel to dock.
Aug. 12	Dover	do	244	Sacramento River, Cal.		do	Unknown			1	Sacramento River, Cal.	While attempting to jump from boat to shore, fell overboard.
Aug. 14	Pere Marquette No. 17.	do	2,775	Ludington, Mich.	Milwaukee, Wis.	do	do		38	1	Lake Michigan	While employing pail, fell overboard.
Aug. 17	Mahoning	do	2,189	Duluth, Minn.	Itasca, Wis.	do	General		21	1	Itasca, Wis.	While taking a line in making a landing, fell overboard.
Aug. 17	John B. Collins.	do	325	New York City	Cheesequake, N. J.	do	Miscellaneous.		8	1	New York Harbor	Fell overboard.
Aug. 21	Flirt	Am. sc.	119	Provincetown, Mass.	Quereau Bank	do	Ballast		22	1	At sea	Washed overboard.
Aug. 22	Princeton	Am. str.	5,125			do	do			1	Conneaut, Ohio	Fell overboard.
Aug. 23	Louise	do	1,023	Baltimore, Md.	Tolchester Beach, Md.	do	do	833	25	1	Chesapeake Bay	Do.
Aug. 27	Tempest.	do	54	Seattle, Wash.	Everett, Wash.	do	do		7	1	Prget Sound	Fatally scalded.
Aug. 27	Mary B.	do	50			do	do		6	1	Mississippi River	Fell overboard.
Sept. 1	Hoffnung Bros	do	56	Pleasure trip		do	do		8	1	Lake Superior	Do.
Sept. 2	Ouachita	do	98	Mobile, Ala.	Selma, Ala.	do	do		18	1	Alabama River	Stepped overboard accidentally.

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.
1904 Sept. 5	G. M. Hopkins	Am. sc.	73	Lying in harbor		No damage.	Sand		7	2	Near Carey Cod	Drifted out to sea in small boats
Sept. 6	Rappahannock	Am. str.	2,380	Bay City, Mich.	Cleveland, Ohio	do	Unknown		19	1	Cleveland, Ohio	Fell into hold.
Sept. 6	Eliza Day	Am. sc.	139	Charlevoix, Mich.	Milwaukee, Wis.	do	do		4	1	Lake Michigan	Fell overboard.
Sept. 7	Lackawanna	Am. str.	2,015	Buffalo, N. Y.	Green Bay, Wis.	do	Merchandise		21	1	Green Bay, Wis.	Killed by an electric wire.
Sept. 9	Mary B. Mitchell	Am. sc.	963	Milwaukee, Wis.	Escanaba, Mich.	do	Ballast		7	1	Lake Michigan	Lost overboard.
Sept. 12	Mayflower	Am. str.	928	Excursion trip		do	do	300	17	1	Monongahela River	Fell overboard.
Sept. 13	Sadie Ross	do	49			do	do		6	1	Nantucket Sound	Do.
Sept. 13	Leah	do	477			do	Unknown			1	Yukon River, Alaska.	Tripped over lines and fell overboard.
Sept. 15	Murrell	do	311	New Bedford, Mass.	Norfolk, Va.	do	do		13	1	Off Fenwicks Island	Fell overboard.
Sept. 15	Sarah Louise	do	63	Neuse River, N. C.		do	Cross-ties		7	1	Neuse River, N. C.	Do.
Sept. 16	Hamilton	do	341	Edenton, N. C.	Hamilton, N. C.	do	Unknown		9	1	Roanoke River, N. C.	Do.
Sept. 16	Robert W. E. Burnett	do	5,181	Sault Ste. Marie, Mich.	Two Harbors, Minn.	do	Ballast		24	1	Lake Huron	Fell into hold and died from injuries received.
Sept. 17	George Loomis	do	691	Astoria, Oreg.	Portland, Oreg.	do	do		16	1	Willamette River	Vessel on fire.
Sept. 20	Junius S. Morgan	do	488	Cairo, Ill.	Birds Point, Mo.	do	Unknown	112	9	1	Birds Point, Mo.	While trying to catch a train on transfer boat, fell overboard.
Sept. 21	Rappahannock	do	2,380	Ashland, Wis.	Ashtabula, Ohio	do	do		19	1	Ashtabula, Ohio.	Knocked into hold by ore bucket.
Sept. 22	Luzon	Am. sp.	1,390	Honolulu, Hawaii	Delaware Breakwater	do	do		19	1	At sea	Washed overboard from jib boom.
Sept. 24	Samoa	Am. str.	1,096	Cleveland, Ohio	St. Marys, Ontario	do	Coal		15	1	Lake Huron	Lost overboard.
Sept. 25	Transfer No. 17	do	268	Jersey City, N. J.	Harlem River, N. Y.	do	Railroad cars.		7	1	New York Harbor	Do.
Sept. 27	Roman	do	2,348			do	Coal			1	Duluth, Minn.	While working on staging, fell overboard.
Sept. 29	Puritan	Am. sc.	49	Lying at wharf		do	Ballast		4	1	Chesapeake Bay	Capsize of yawl.
Sept. 30	Modoc	Am. str.	42	Vicksburg, Miss.	Belzoni, Miss.	do	Miscellaneous		16	1	Chesapeake Bay	Fell overboard.
Sept. —	Willard Mudgett	Am. bk.	875	Newport News, Va.	Bangor, Me.	Total	Unknown	298	10	10	At sea	Never heard from.
Oct. 2	Homer Ramsdell	Am. str.	1,181	Newburgh, N. Y.	New York City	No damage.	do		47	1	Hudson River	Fell overboard.
Oct. 5	City of St. Joseph	do	691		Squaw Harbor, Alaska.	do	do			1	At sea	Do.
Oct. 9	John D. Spreckels	Am. bgr.	266	Dora Harbor, Alaska		do	do		17	1	At sea	Fell overboard from aloft.

Oct. 11	Katie Mc	Am. str	41	Cincinnati, Ohio	Maysville, Ky	do	do	do	do	20	Ohio River	Fell overboard while intoxicated.
Oct. 11	Geo. W. Elder	do	1,709	San Francisco, Cal.	Portland, Oreg.	do	do	do	do	95	Columbia Riverbar.	While swinging a boat in, fell overboard. Fell overboard.
Oct. 11	Avalon	do	361	Cincinnati, Ohio	Madison, Ind	do	do	Miscellaneous.	do	35	Ohio River	Do.
Oct. 12	Augustus Weit	Am. sc	1,221	Portland, Me	Brunswick, Ga	do	do	Unknown	do	11	At sea	Vessel capsized.
Oct. 12	Robert Lambdin	Am. slip	9	Baltimore, Md	Cambridge, Md	do	do	do	do	7	Choptank River	Fell overboard.
Oct. 14	Roselle	Am. str	520	New York City	Jersey City, N. J	do	do	do	do	7	New York Harbor	Fell overboard while intoxicated.
Oct. 15	Delaware	Am. sc	624	Lying at dock	do	do	do	Ballast	do	7	Tonaawanda, N. Y.	Fell overboard while intoxicated.
Oct. 16	Mary Barry	Am. bkn.	608	Philadelphia, Pa	Charleston, S. C	do	do	Brick	do	9	Cape Romaine, S. C.	Fell overboard.
Oct. 18	116	Am. bge	1,169	Philadelphia, Pa	do	do	do	Unknown	do	1	Cleveland, Ohio	While loading barge, fell overboard.
Oct. 19	Excelstor	Am. str	3,542	Habama, Cuba	New Orleans, La.	do	do	do	do	1	Mississippi River	Lost overboard.
Oct. 20	Beaver	do	314	Cairo, Ill.	Arkansas City, Ark	do	do	Ballast	do	27	Mississippi River	Fell overboard.
Oct. 22	Zaccheus Sherman	Am. sc	767	New Haven, Conn.	Jacksonville, Fla	do	do	do	do	8	Jacksonville, Fla	Fell overboard while intoxicated.
Oct. 25	Park City	Am. str	197	Spottsville, Ky	Bowling Green, Ky	do	do	Unknown	do	16	Delaware, Ky	Fell overboard.
Oct. 26	Emily P. Wright	Am. sc	97	Fortress Monroe, Va.	New York City	do	do	do	do	1	At sea	Fell overboard while trying to clear sheet.
Oct. 27	Jefferson	Am. str	3,127	Norfolk, Va.	do	do	do	do	67	do	do	Lost overboard.
Oct. 27	T. C. Walker	do	786	Stockton, Cal.	San Francisco, Cal.	do	do	do	66	do	San Francisco, Cal.	Killed by falling boom.
Oct. 29	Stoux	do	52	Sault St. Marie, Mich	Hay Lake	do	do	Ballast	do	7	St. Marys River	Fell overboard from scow in low.
Oct. 31	Makawell	Am. bkn.	899	Port Townsend, Wash.	Mazatlan, Mex	do	do	Coal	do	13	At sea	While taking in sail, fell overboard.
Nov. 3	Lydia Thompson	Am. str	202	Whatcom, Wash.	Seattle, Wash.	do	do	Unknown	do	1	do	Lost overboard.
Nov. 6	Park City	do	197	Bowling Green, Ky	Evansville, Ind	do	do	do	do	1	Ohio River	Jumped overboard while insane.
Nov. 7	Ethel	Am. sc	12	Fishing trip	do	do	do	Ballast	do	3	Near Rock Island, Fla.	Fell overboard.
Nov. 8	Warnick	Am. str	16	St. Clair Flats	Detroit, Mich	do	do	do	do	4	Detroit, Mich.	Fatally scalded by escaping steam.
Nov. 10	Gendea	do	2,689	Chicago, Ill.	Buffalo, N. Y	do	do	General	do	24	Buffalo, N. Y	Killed by machinery.
Nov. 12	Robert Campbell	do	1,100	Lying in port.	do	Partial	do	Ballast	do	13	Chicago, Ill	Vessel on fire.
Nov. 13	S. A. Wood	Am. sc	294	Chicago, Ill	Manistique, Mich	do	do	do	do	7	Milwaukee, Wis.	Killed by falling spar.
Nov. 13	Greenleaf Johnson	do	390	Barren Island, N. Y.	Savannah, Ga.	do	do	Miscellaneous.	do	7	New London, Conn.	Vessel on fire.
Nov. 13	George E. Dudley	do	407	New York City	Mayport, Fla	do	do	Coal	do	7	At sea	Lost overboard in a hurricane.
Nov. 13	Laura May	Am. slip	12	Oyster Bay, N. Y.	Rahway River	No damage.	do	Unknown	do	2	New York Harbor	Knocked overboard by boom.
Nov. 14	John Harper	Am. str	1,951	Cleveland, Ohio	Duluth, Minn	do	do	do	do	17	Cleveland, Ohio	Fell into hold.
Nov. 14	Arthur D. Story	Am. sc	1,103	Southwest Harbor, Me.	Georges Banks	do	do	Ballast	do	15	At sea	Washed overboard.
Nov. 16	Elmiranda	Am. bkn.	644	Jacksonville, Fla.	Port of Spain, Trinidad.	Total	do	Lumber	do	8	do	Lost overboard. Vessel waterlogged and abandoned.
Nov. 17	Andaste	Am. str	1,573	Presque Isle, Mich.	Buffalo, N. Y	No damage.	do	Unknown	do	18	Lake Huron	Fell overboard.
Nov. 18	Mohawk	do	2,788	New York City	New London, Conn.	Partial	do	Merchant.	do	25	Long Island Sound.	Vessel on fire.

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(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.
1904.												
Nov. 18	Helene	Am. str.	618	Hilo, Hawaii	Papaikou, Hawaii	No damage.	Merchandise	35	1	1	Papaikou, Hawaii	Swamping of small boat.
Nov. 18	Mary Ann	Am. sc.	102	Dutch Harbor, Alaska.	Seattle, Wash.	do.	Ballast	4	6	1	Resurrection Bay, Alaska.	Knocked overboard by boom while furling sail.
Nov. 21	Web Foot	do.	361	Coos Bay, Oreg.	San Francisco, Cal.	Total	Lumber	8	3	3	Off Tillamook Rock, Oreg.	Three lost in small boat. Vessel damaged and water-logged.
Nov. 24	W. H. Kruger	Am. str.	469	San Francisco, Cal.	San Pedro, Cal.	No damage.	do.	20	18	1	At sea	Fell overboard.
Nov. 25	Charmer	Am. bk.	1,727	Puter Sound, Australia.	Melbourne, Australia.	do.	do.	16	1	1	do.	Swept overboard by tidal wave.
Nov. 29	Westmoreland	Am. str.	846	Bristol, Md.	Baltimore, Md.	do.	Unknown	40	35	1	Chesapeake Bay	Jumped overboard (supposed).
Nov. 30	Resolute	Am. sc.	684	Hoguin Harbor, Wash.	Guaymas, Mexico	do.	Lumber	11	1	1	At sea	Fell overboard.
Nov. —	Henrietta Simons	do.	228	New York City	South Gardiner, Me.	do.	Unknown	5	1	1	Salem Harbor, Mass.	Knocked overboard.
Nov. —	Charles E. Wilber	do.	636	Darien, Ga.	New York City	Total	Lumber	8	8	8	At sea	Never heard from.
Nov. —	Quintang	do.	988	Savannah, Ga.	do.	do.	do.	3	8	11	do.	Do.
Nov. —	Lizzie Babcock	do.	589	Baltimore, Md.	Cardenas, Cuba	do.	Coal	9	7	9	do.	Do.
Nov. —	William Churchill	do.	482	Boston, Mass.	Georgetown, S. C.	do.	Ballast	7	9	7	do.	Do.
Dec. 1	Charles K. Wilson	do.	345	San Francisco, Cal.	Grays Harbor, Wash.	No damage.	do.	8	1	1	do.	Knocked overboard by sparker boom.
Dec. 2	E. J. Codd	Am. str.	106	Philadelphia, Pa.	Norfolk, Va.	Partial.	do.	1	9	1	Norfolk, Va.	Vessel on fire.
Dec. 3	Lillian May	do.	12	Black Rock, N. Y.	La Salle, N. Y.	do.	do.	3	1	1	La Salle, N. Y.	Do.
Dec. 3	Covington	do.	401	Bermuda, W. I.	Boston, Mass.	No damage.	do.	17	1	1	At sea	Lost overboard.
Dec. 7	Hallie K.	Am. sc.	10	Yorktown, Va.	Norfolk, Va.	do.	Oysters	3	1	1	Elizabeth River, Va.	Fell overboard from small boat.
Dec. 7	Tortugas	do.	82	Cedar Keys, Fla.	Cardenas, Cuba	do.	Lumber	6	1	1	At sea	Fell overboard from foreboom.
Dec. 8	George W. Elder	Am. str.	1,709	San Francisco, Cal.	Portland, Oreg.	do.	General	30	54	1	do.	Lost overboard.
Dec. 10	Ivy Blades	Am. sc.	284	Elizabeth City, N. C.	Newbern, N. C.	do.	Unknown	5	1	1	Pamlico Sound	Killed by the main sheet fouling him in jibing.
Dec. 11	Ocean Bird	do.	77	Nanticoke River, Md.	Baltimore, Md.	do.	do.	4	1	1	Chesapeake Bay	Slipped and fell overboard.



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(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.
1905.												
Jan. —	Anna Pendleton.	Am. str.	548	St. Simon, Ga.	New York City	Total	Lumber	8	8	8	At sea	Never heard from.
Jan. —	Robert Center.	Am. sc.	59	Tampa, Fla.	Beauf River.	do.	Unknown	2	2	2	do.	Do.
Feb. 6	Frank B. Hayne.	Am. str.	90	Monroe, La.	do.	Partial	Miscellaneous.	1	26	1	Monroe, La.	Fatally injured by piece of timber when vessel struck bridge. Fell overboard.
Feb. 12	Lee Kimball, jr.	do.	59	Pleasure trip	do.	do.	Ballast	10	15	1	Mobile Bay	Fell overboard.
Feb. 16	City of Mobile.	do.	209	Montgomery, Ala.	Mobile, Ala.	do.	Unknown	15	45	1	Alabama River	Jumped overboard to escape arrest.
Feb. 18	C. S. Holmes.	Am. sc.	430	Port Townsend, Wash.	Eten, Peru.	do.	do.	8	2	2	At sea	Washed overboard.
Feb. 23	Mayflower.	Am. str.	55	Wilmington, N. C.	Toms Creek, N. C.	do.	Merchandise	3	5	1	Cape Fear River, N. C.	Fell overboard.
Feb. 23	Pearl.	Am. ga. s.	7	Vicksburg, Miss.	Murphys Landing, Miss.	do.	do.	2	7	1	Sunflower River, Miss.	Do.
Feb. 25	Sadie Lee.	Am. str.	247	Cairo, Ill.	Carnuthersville, Mo.	do.	do.	6	44	1	Mississippi River	Do.
Feb. 26	Jessie Lena.	Am. sc.	347	St. John, New Brunswick.	Sagua, Cuba	Partial	Lumber	7	7	1	At sea	Lost overboard in a hurricane.
Mar. 10	John F. Klein.	Am. str.	123	Lying at wharf.	do.	do.	Unknown	8	8	1	Pittsburg, Pa.	Lost overboard.
Mar. 15	John A. Matheson.	Am. sc.	154	Old Providence, West Indies.	Baltimore, Md.	Nodamage.	Cocoanuts	4	6	1	At sea	Fell overboard.
Mar. 17	Ouachita.	Am. str.	98	Mobile, Ala.	Selma, Ala.	do.	Unknown	1	1	1	Alabama River	Fell from hurricane roof to lower deck.
Mar. 20	J. L. Luckenbach.	do.	4,920	St. Lucia, W. I.	Manila, P. I.	Partial	Coal	34	34	1	At sea	Explosion of boiler.
Mar. 21	Louisa.	Am. slip.	8	Hodges Ferry, Va.	Norfolk, Va.	Nodamage.	Ballast	2	2	1	Norfolk, Va.	Knocked overboard by waves.
Mar. —	Honolulu.	Am. sc.	1,053	San Francisco, Cal.	Shanghai, China	Total	do.	1	12	13	At sea	Went overboard.
Apr. 1	Pere Marquette No. 18.	Am. str.	2,909	Ludington, Mich.	Manitowoc, Wis.	Nodamage.	Unknown	6	46	1	Lake Michigan	Never heard from.
Apr. 1	James J. McNally, jr.	Am. bge.	486	Washington, N. C.	Philadelphia, Pa.	do.	do.	2	2	1	Familico River, N. C.	Do.
Apr. 2	North Star.	Am. ga. s.	8	Charleston, S. C.	Dewes Island, S. C.	do.	Ballast	2	2	1	Charleston Harbor, S. C.	Fell overboard.
Apr. 2	Gertrude.	Am. str.	213	Chattahoochee, Fla.	Apalachicola, Fla.	do.	Unknown	18	26	1	Apalachicola River, Fla.	Walked overboard in his sleep (supposed).
Apr. 2	Sceptre.	Am. sc.	125	Fishing trip.	do.	do.	Ballast	18	2	2	At sea	Lost in small boat while attending trawls.

Apr. 5	J. D. Peters	Am. bk.	1,065	Seattle, Wash.	Fishing trip	do.	do.	70	110	1	do.	Fell overboard from foreyard.
Apr. 8	Greenville	Am. str.	30	Employed in harbor	do.	do.	do.	6	3	3	New York Harbor.	Vessel capsized.
Apr. 11	Mars	Am. sc.	14	Fishing trip	do.	do.	do.	5	1	1	Straits of Fuca	While going ashore for water.
Apr. 16	Queen City	Am. str.	684	Cincinnati, Ohio.	Pittsburg, Pa.	do.	do.	45	55	1	Bellaire, Ohio.	Fell overboard.
Apr. 22	Col. E. L. Drake	do.	4,205	Lying in harbor.	Port Townsend, Wash.	do.	do.	29	29	1	New York Harbor.	Do.
Apr. 24	Willie R. Hume	Am. sc.	665	Arica, Chile	do.	do.	do.	11	11	1	At sea	Fell overboard from rail.
Apr. —	Florida	do.	30	Fishing trip	do.	Total.	Ballast	6	6	2	Redondo, Cal.	Never heard from.
Apr. 3	Northland	Am. str.	560	Lying at wharf.	do.	do.	Lumber	26	26	2	do.	Capsizing of vessel's boat.
May 3	Peerless	Am. ga. s.	21	Newport, Ark.	Clarendon, Ark.	do.	Ballast	2	8	1	White River, Ark.	Lost overboard.
May 4	J. S. Keefe	Am. str.	1,640	Toledo, Ohio.	Superior, Wis.	do.	Coal	19	19	1	Duluth Harbor, Minn.	Do.
May 5	Arizona	do.	765	Lying at dock.	do.	do.	Lumber	do.	do.	1	do.	Killed by falling lumber.
May 11	Sara Louise	do.	63	Newbern, N. C.	Bethaven, N. C.	do.	Ballast	5	22	1	Neuse River.	Lost overboard.
May 12	H. B. Hayward	do.	4,655	Escanaba, Mich.	Buffalo, N. Y.	do.	Iron ore	22	22	1	Lake Erie.	Fell overboard.
May 14	City of Holland	do.	489	Detroit, Mich.	Rogers City, Mich.	do.	General	30	37	1	Lake Huron.	Do.
May 16	Kalulani	Am. str.	384	Hilo, Hawaii	Papaikou, Hawaii.	do.	Provisions	2	23	1	Coos Bay, Oreg.	Wreck of vessel's boat.
May 20	Junista	do.	4,333	Milwaukee, Wis.	Erie, Pa.	do.	Produce	15	27	1	Lake Michigan.	Fell overboard.
May 25	Joppa	do.	607	Cambridge, Md.	Baltimore, Md.	do.	do.	do.	do.	1	Oxford, Me.	Jumped overboard to escape sheriff who had him in charge.
May 25	M. H. Read	Am. str.	160	Lying at wharf.	do.	do.	Unknown	do.	do.	1	Providence, R. I.	Fell overboard.
May 28	Alice	Am. str.	149	Employed in harbor.	do.	do.	do.	do.	do.	1	New Orleans, La.	Do.
May 29	David Baird	Am. sc.	665	Cardenas, Cuba	do.	do.	do.	do.	do.	1	Mobile, Ala.	While trying to swim from wharf to vessel, was drowned.
May 31	W. D. Rees	Am. str.	3,760	Duluth, Minn.	Fairport, Ohio.	do.	Iron ore	21	21	1	Lake Superior.	Fell overboard.
June 2	Howard	Am. bge.	368	Lying in harbor.	do.	do.	Unknown	do.	do.	2	Baltimore Harbor.	Do.
June 3	Braewater	Am. str.	1,065	Coos Bay, Oreg.	San Francisco, Cal.	do.	do.	15	35	1	Coos Bay, Oreg.	Do.
June 6	Palmer	Am. ylt.	124	New York City	Halifax, Nova Scotia.	do.	Ballast	do.	do.	1	Cape Sable, Nova Scotia.	Fell overboard while reefing sail.
June 9	Grenada	Am. sc.	1,729	Duluth, Minn.	Cleveland, Ohio.	do.	do.	do.	8	1	Cleveland, Ohio.	Fell from masthead.
June 12	Anne E. Wiley	do.	25	Somerset Beach, Va.	Baltimore, Md.	do.	Unknown	3	3	1	Potomac River.	Walked overboard while asleep.
June 12	San Joaquin No. 4	Am. str.	365	Lying at wharf.	do.	do.	do.	do.	26	1	Sacramento, Cal.	Fell overboard while intoxicated.
June 14	Montour	Am. sp. y.	17	Evansville, Ind.	Carrsville, Ky.	Partial.	Ballast	do.	do.	2	Baltimore, Md.	Vessel on fire.
June 20	Wabash	Am. str.	141	do.	do.	No dam.	do.	do.	14	1	Evansville, Ind.	Fell overboard.
June 24	Silver Spray	do.	33	Erie, Pa.	Sandusky, Ohio.	do.	do.	do.	3	1	Lake Erie.	Do.
June 27	Mary C. McNally	Am. bge.	379	Hawkins Point, Md.	Philadelphia, Pa.	do.	Iron ore	do.	2	1	Chesapeake Bay.	Do.
June 27	Marcus L. Uram	Am. sc.	1,899	Sargentville, Me.	Baltimore, Md.	do.	Unknown	do.	11	1	At sea.	Jumped overboard while insane.

Totals: Vessels, 208; tonnage, 168,262; total losses, 15; no damage, 178; number of passengers, 4,842; number in crews, 2,967; lives lost, 346.

TABLE 65.—*Summary of wrecks and casualties on and near the coasts and on the rivers of the United States and at sea and in foreign waters during the year ending June 30, 1905, involving loss of life.*

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	Atsea and in foreign waters.	Total.
<b>Foundering:</b>						
Vessels.....	5		1	3	3	12
Tonnage.....	1,664		75	2,908	1,147	5,794
Passengers.....	3					3
Crews.....	19		3	67	21	110
Lives lost <sup>a</sup> .....	20		1	10	17	48
<b>Strandings:</b>						
Vessels.....	11				1	12
Tonnage.....	6,708				549	7,257
Passengers.....	5					5
Crews.....	84				8	92
Lives lost <sup>a</sup> .....	37				8	45
<b>Collisions:</b>						
Vessels.....	5		2		1	8
Tonnage.....	2,288		906		243	3,437
Passengers.....	40					40
Crews.....	60		19		6	85
Lives lost <sup>a</sup> .....	11		4		1	16
<b>Other causes:</b>						
Vessels.....	7	1	4	2	16	30
Tonnage.....	5,942	361	1,479	604	14,724	23,110
Passengers.....	11				4	16
Crews.....	74	8	28	63	212	385
Lives lost <sup>a</sup> .....	18	3	5	10	122	158
<b>Totals:</b>						
Vessels.....	28	1	7	5	21	62
Tonnage.....	16,602	361	2,460	3,512	16,663	39,598
Passengers.....	59			1	4	64
Crews.....	237	8	50	130	247	672
Lives lost <sup>a</sup> .....	86	3	10	20	148	267
<b>Vessels totally lost:</b>						
Vessels.....	21	1	3	2	17	44
Tonnage.....	11,258	361	981	2,876	8,152	23,628
Passengers.....	56				4	60
Crews.....	180	8	22	59	156	425
Lives lost <sup>a</sup> .....	72	3	5	2	144	226
<b>Vessels damaged:</b>						
Vessels.....	7		4	3	4	18
Tonnage.....	5,344		1,479	636	8,511	15,970
Passengers.....	3			1		4
Crews.....	57		28	71	91	247
Lives lost <sup>a</sup> .....	14		5	18	4	41
<b>Vessels not damaged:</b>						
Vessels.....	51	13	38	54	37	193
Tonnage.....	22,899	6,704	72,768	16,956	25,938	145,265
Passengers.....	1,462	191	282	2,685	223	4,843
Crews.....	473	295	533	668	642	2,611
Lives lost.....	58	15	40	64	42	219
<b>Aggregate:</b>						
Vessels.....	79	14	45	59	58	255
Tonnage.....	39,501	7,065	75,228	20,468	42,601	184,863
Passengers.....	1,521	191	282	2,686	227	4,907
Crews.....	710	303	583	798	889	3,283
Lives lost.....	144	18	50	84	190	486

<sup>a</sup> Exclusive of lives lost on vessels not damaged.

NOTE.—Of the 267 lives lost on vessels sustaining material damage, 67 were lost on steamers and 200 on sailing vessels, as follows: Atlantic and Gulf coasts, steamers 23, sailing vessels 63; Pacific coast, sailing vessels 3; lakes, steamers 7, sailing vessels 3; rivers, steamers 20; at sea, steamers 17, sailing vessels 181.

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years.

ATLANTIC AND GULF COASTS.<sup>a</sup>

Name of place.	Fiscal year ending June 30—										Total.
	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	
MAINE.											
Blue Hill Bay:											
Bartlett Narrows .....								2			2
Black Island .....	1										1
Brooklin .....						1					1
Ellsworth .....		1				1					2
Gotts Island .....					1				2		3
Horseshoe Ledge .....									1		1
Moose Island .....						1					1
Placentia Island .....				1	1						2
Staples Ledge .....									1		1
Swan Island .....				1							1
York Narrows .....	1				1						2
Blue Hill Bay approaches:											
Black Ledge .....										1	1
Johns Island Ledge .....								1			1
Little Duck Island .....				1							1
Scrag Island .....							1				1
Boothbay:											
Boothbay and Townsend Harbor .....	1		2	2		4					9
Southport Island .....		1									1
Spruce Point .....						1					1
Squirrel Island .....					1						1
Tumblers Island .....								1			1
Cape Elizabeth:											
Broad Cove .....						1				1	3
Portland Head .....		1		1		1					3
Spurwink River .....			1								1
Trundys Reef .....					1	1		1			3
Cape Neddick:											
Boon Island .....			1								1
Boon Island Ledge .....							1				1
Cape Porpoise:											
Bumpkin Island .....	1						1				2
Folly Island .....					1						1
Goat Island .....	1		1				1				3
Green Island .....									1		1
Cape Small Point:											
Bald Head Rocks .....							1				1
Fullers or Glovers Rock .....			1							1	2
Wood Island .....			1								1
Casco Bay:											
Aldens Rock .....		1				1	1				3
Bangs Island .....			1								1
Bush Island .....										1	1
Cousins River .....										1	1
Cundy Harbor .....									1		1
Cushings Island .....										2	2
Great Chebeag Island .....						1					1
Green Islands and Reef .....		2	1								3
Haddock Rock, Broad Sound .....								1			1
Long Island .....				1					1		2
Peaks Island .....				1	1				1		3
Ragged Island .....							1				1
Ram Island and Ledge .....					1			2		1	4
Richmonds Island .....			1			1					2
Turnip Island .....										1	1
Cobscook Bay:											
West Pembroke .....				1							1
Cranberry Island, Great .....			1	2	1	1		2			7
Thompsons Ledge .....			1								1
Cranberry Island, Little .....	1				1				1		5
Bakers Island and Bar .....		1	2							1	4
Cutler and approaches .....		2	1	2		1					6
Damariscotta River and approaches:											
Bantam Rock .....				1						1	2
Damiscove Island .....					2	3	3				8
Fishermans Island .....				1							1
Hypocrites, The .....							1				1
Linekins Neck .....						1					1
Ram Island .....			1			1		1			3
Thread of Life Ledge .....				1							1
Thumbcap Island .....							1				1

<sup>a</sup> In a few instances the number of stranded vessels in this table does not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

## ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	
MAINE—continued.											
Deer Island Thoroughfare:											
Long Ledge .....			1								1
McGatherys Island .....				1							1
Russ Island .....							1				1
Deer Isle:											
Greens Landing .....	2	1							1		4
Eastport Harbor .....							1				1
Eggemoggin Reach .....		1									1
Byards Point .....	1										1
Crow Island .....		1									1
Island Ledge .....									1		1
Pumpkin Island Ledge .....							1				1
Punch Bowl .....			1								1
White Island .....		1									1
Englishmans Bay:											
Little Spruce Ledge .....									1		1
The Brother .....					1						1
Fishermans Island Passage. (See Moosabec Reach.) .....											
Fletchers Neck .....	1		4	3	2	4		3	1	3	21
Fox Island Thoroughfare:											
Browns Cove .....								1			1
Cross Island Ledges .....				1							1
Frenchmans Bay:											
Crabtree Ledge .....				1							1
Egg Rock .....					1				1		2
Porcupine Island .....						1					1
Pulpit Ledge .....			1								1
Sullivan Harbor .....				1	1						2
Winter Harbor .....					1				1		2
Frenchmans Bay approaches:											
Schoodic Island .....	1								1		2
Gouldsboro Harbor .....										1	1
Kennebec River (mouth of)					1	1	2			1	5
Atkins Bay .....			1								1
Bluff Head .....		1									1
Dix Island .....				1							1
Hospital Point, rock near .....			1								1
Hunniwells Beach .....				2			2	2	1		7
Hunniwells Point .....									1		1
Long Island .....			1								1
Pond Island .....			1	1		1					3
Stage Island .....						2					2
Sugar Loaves, The .....	1		1	2		1		1			6
Whales Back .....					1	1					2
Wood Island Ledges .....	1										1
Kennebec River approaches:											
Heron Island .....	1										1
Seguin Island and Ledges .....			1								1
Kennebunkport .....							1				1
Lubec Narrows .....				1	2	3					6
Machias Bay:											
Cross Island .....			2		1	1	1	1			6
Dogfish Ledges .....		1	1								2
Libbey Islands .....	1			2				1			4
Stone Island Ledge .....				1							1
Machias Bay, Little:											
Cape Wash Island .....				1							1
Double Headed or Double Shot Island .....		1	1							1	3
Moosabec Reach .....						1					1
Beals Island .....									1		1
Brig Ledge, Fishermans Is- land Passage .....					1						1
Brownney Island and Ledges, Fishermans Island Pas- sage .....						1	1		1		3
Fessenden Ledge .....					1						1
Freemans Rock .....								1	1		2
Great Wass Island .....										1	1
Green Island Ledge .....			1					1			1
Head Harbor Island .....											1
Indian River .....							1				1
Jonesport .....						1	1		1		3
Kellys Point and ledges near Mistake 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.
	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	
MAINE—continued.											
Moosabec Reach—Continued.											
Sand Ledge		1									2
Steel Harbor Island		2									1
Stevens Island, Fishermans Island Passage					1						1
Mount Desert Island:											
Bass Harbor Bar and Head			1	1		1					3
Bear Island						1					4
Long Ledge			1							1	2
Seal Harbor							2				2
Southwest Harbor	1		1	2						1	5
Mount Desert Rock								1			1
Muscle Ridge Channel:											
Birch Island										1	1
Channel Rock					1						1
Clam Ledges			2								2
Crescent Island (near)							1				1
Dix Island									1	1	2
Garden Island Ledge							1				1
Grindstone Ledge					1	4	2				7
Halibut Rock	1										1
Hay Island Ledge		1	1		1	1					4
High Island										1	1
Hurricane Ledge	1				1						2
Lark Ledges.				1							1
Lobster Cove				1							1
Long Ledge, Seal Harbor		1			1			1			3
Monroe Island							1				1
Northwest Ledge.			1				1				1
Otter Island Ledge				1		1					2
Racklifts Island, Seal Harbor.			1								1
Seal Harbor	2	1	2			1				2	8
Sheep Island and Shoals	1		1							1	3
Spruce Head Island	2	1	2	1				1		1	8
Upper Gangway Ledges		2	1	1				1	1		6
White Head Island	1	1		1	1			1	1		6
Yellow Ledge										1	1
Muscongus Bay:											
Friendship				1						1	2
Kegs, The		1		1							2
Pemaquid Point.									2		2
Muscongus Bay approaches:											
Duck Rocks								1			1
Monhegan Island		1				3		1		1	6
Narraguagus Bay and approaches:											
Baldwins Head				1							1
Bois Bubert Island		1									1
Jerrys Ledge				1							1
Penobscot Bay:											
Browns Head										1	1
Inner Bay Ledges			1								1
Isle au Haut.						1				1	2
Long Island							1		1		2
Odoms Ledge								1			1
Ragged Island	1										1
Seal Island			1	1				1			3
Vinal Haven Island								1		1	2
Penobscot Bay, East:											
Airys Ledge										1	1
Bear Island		1									1
Brimstone Island								1			1
Burnt Cove.							1				1
Halibut Ledge							1				1
Pond Island						1					1
Thurlow Island									1		1
Penobscot Bay, West:											
Bantam Ledge									1		1
Barley Ledge								1			1
Camden		1		1							2
Drunkards Ledge							1				1
Great Spruce Head				1							1
Heron Neck (ledge near)			1								1
Inner Bay Ledges										1	1
Northern Triangles, The		1	1								2
Roaring Bull Ledges					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.
	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	
MAINE—continued.											
Penobscot Bay, West—Cont'd.											
Rockland .....				2		2					4
Seal Ledge .....				1						1	2
Southeast Breakers.....			2								2
Southern Triangles.....								1			1
Spragues Ledge .....			1					1			2
Two-Bush Island and Reef..			1			1	1				3
Pigeon Hill Bay:											
Green Island .....					1						1
Petit Manan Island and Point.....	2			3	2					1	10
Portland Harbor .....							1	1			2
House Island .....		1									1
Simontons Cove .....										1	1
Portsmouth Harbor (Maineside):											
Clarks Island .....			1				1				2
Fishing Islands .....				1			2		3	1	7
Gerrish Island .....		1					1	2		1	5
Hicks Rocks .....								1			1
Kittery Point .....					1						1
Logys Ledge .....										3	3
Phillips Rocks .....							1				1
West Sister .....									1		1
White Islands .....							1				1
Wood Island .....		1				1		1			3
Prospect Harbor .....		1					1				2
Indian Harbor .....		1									1
Moultons Ledge .....								1			1
Spruce Point .....						1					1
Quoddy Roads .....				2		2	1			3	8
Crowells Ledge.....		1									1
Sail Rock .....							1				1
West Quoddy Head.....								1			1
Saco Bay:											
Ferry Beach .....			1								1
Negro Island Ledge .....			2	1		1	2			2	8
Old Orchard Beach.....			1								1
Prouts Neck .....						1					1
Scarboro Beach .....							1				1
Stage Island .....		1				2					3
Stratten Island .....								1			1
Whales Back, The.....		1									1
Wood Island .....		1									1
St. Croix River:											
Robbinston.....				1							1
St. Georges River and approaches:											
Allens Island.....							1			1	2
Brothers, The .....			1								1
Burnt Island .....								1			1
Caldwells Island .....			1								1
Davis Island .....										1	1
Georges Island .....		1									1
Griffins Island .....				1							1
Gunning Rocks .....				1							1
Harts Island Bar and Ledges.	2	1	1	1		2	2	2	1	2	14
Hay Ledge .....								1	1		2
Hoopers Island.....	1			1	1					1	4
Marshalls Point .....			1			1	1			1	4
McGees Island .....	1									1	1
Old Man Ledge .....					1			1		1	3
Otis Cove.....					1						1
Port Clyde .....	6	1		3	1	2		1			14
Sisters, The .....							1				1
Stone Island.....					1	1					2
Stone Point .....					1						1
Thomaston .....					1						1
Thompsons Island and Ledges .....								1			1
Turkey Point.....						1					1
Two-Bush Island.....							1				1
Sheepscot Bay and River:											
Cuckolds, The .....				1							1
Fire Island .....				1							1
Sawyers Island .....						1					1
Southport 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.
	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	
MAINE—continued.											
Tennants Harbor.....				1		1					2
Harts Neck.....	1										1
Long Cove.....					1						1
Southern Island.....		1								1	2
West Quoddy Head. (See Quoddy Roads.)											
Whealers Bay.....		1									1
Clarks Island.....		1									1
Southern Island Reef.....									1		1
York River and approaches:											
Godfreys Cove.....								1			1
York Harbor.....		1									1
York Ledge.....	1	1									2
NEW HAMPSHIRE.											
Foss Ledges.....								1			1
Hampton:											
Great Boars Head.....			1			1					2
Hampton Beach.....	1		1								2
Isles of Shoals:											
Appledore Ledge.....					1						1
Cedar Ledges.....			1	1							2
Duck Island.....					1	1				1	3
Eastern Rocks.....	1										1
Portsmouth Harbor (New Hampshire side):											
Fort Point.....					1			2			3
Great Island.....								1			1
Jerrys Point.....			2	1				2	2		7
Odiornes Point.....				1						1	2
Rocks, mouth of harbor.....				1							1
Rye Beach.....	1										1
Rye Ledge.....					1		1		1		3
Stielmans Rocks.....						1		1		1	3
Wallis Sands.....						1				1	2
Western Ledges.....							1				1
MASSACHUSETTS.											
Beverly Bay.....		1				4					5
Boston Bay and Harbor.....	3	2		3	3	1					12
Bird Island Flats.....								1			1
Black Rock and Channel.....				2						1	3
Black Rock, Cohasset.....				1							1
Brewsters, The.....	1		1	3	2					1	8
Castle Island.....		1		1			2		2		6
Cohasset Harbor.....				2							2
Commercial Point.....					1						1
Deer Island.....							1		1		2
Devils Back.....				1			1			2	4
Dorchester Bay.....		1		1		1	1			1	4
Gallups Island.....		1		4				1	3	1	10
Georges Island.....		2	1	1				2	1		7
Graves, The.....			1								1
Great Fawn Bar.....										1	1
Hardings Ledge.....	1		1						2		4
Hog Island.....		1									1
Hull Beach.....				2							2
Hunts Ledge.....					1		1				2
Long Island.....	1						1			1	3
Lovells Island.....				2	1		1	1	1	4	10
Lower Middle.....						2			1		3
Middle Ground.....				2	2		1	2		1	8
Minots Ledge.....			1			1					2
Moon Island.....				1							1
Nantasket Beach.....		1	1								2
Nixs Mate.....	1	1								3	5
Nut Island.....				1							1
Peddocks Island.....							1				1
Pig Rocks.....								1			1
Pines Point.....			1								1
Pleasure Bay.....					1	1					2
Point Allerton.....								1	2		5
Point Shirley.....		2		1							1
Quincy Beach.....					3						3
Rainsford Island.....					3						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.
	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	
MASSACHUSETTS—continued.											
Boston Bay and Harbor—Cont'd.											
Ram Head.....						1	2	1		1	3
Shag Rocks.....				2							2
Spectacle Island.....				3							3
Thompsons Island.....				1						1	4
Toddy Rocks.....	1	1	4	3	1		1				11
Weymouth.....				1							1
Brant or Green Harbor Point.....				2				2			4
Buzzards Bay:											
Angelica Point.....				1							1
Cuttyhunk Harbor.....	2			1			1		1		5
Dumpling Rock.....					1					2	3
Great Ledge.....						1					1
Gull Island.....		1									1
Husseys Rock.....						1					1
Mosher Ledge.....										1	1
Nashawena Island.....	1										1
New Bedford Harbor.....				1							1
Cape Ann:											
Annisquam.....					1				1		2
Avery's Ledge.....				1							1
Bay View.....				1							1
Braces Cove.....					1				1		2
Dog Bar.....					1	2	2	1	1	1	8
Dollivers Neck.....			4								4
Eastern Point.....	1		1	1		1	1	1	2	1	9
Gap Head.....		1							1		1
Gloucester.....		1	5	6			1	1			14
Hallibut Point.....											1
Kettle Island.....	1	1							1		2
Lanesville.....					1	1					2
Londoner, The.....								1	1		2
Long Beach.....							1				1
Milk Island.....							1	1			2
Muscle Point.....									1		1
Pigeon Cove.....			6	6			1	1		1	15
Rockport.....				3	2	1	1	1		2	10
Salvages, The (off Rockport).....						1					1
Straitsmouth Island.....							1				1
Ten-Pound Island.....			2	5							7
Thatchers Island.....							1				1
Cape Cod:											
Bearses Shoal.....	3	1	1					1			6
Cahoons Hollow.....	2	2			1		1				6
Chatham.....		1	2	2	2					1	8
Chatham Bar.....	1				2					3	5
Highland Light.....		1				1		1			3
Monomoy Point.....			3			1		1	1	1	7
Nauset Beach.....	3	2	2	1	2	1	1	1	1		14
Orleans Beach.....	1	2	1	2	1		2		1		10
Peaked Hill Bar.....	1	2	4	4	1	2	2	1		3	20
Pollock Rip.....	2	1	2	1	2	1	1			3	13
Race Point.....	4	2	3	3	3	2	4		3	2	23
Shovelful Shoal.....	2		2	4	3	6	6	2	3	3	31
Stone Horse Shoal.....	1	1					1	1	2		6
Cape Cod Bay:											
Barnstable.....								2		2	4
Beach Point.....						1					1
Brewster.....				1							1
Long Point.....					1		1				3
Provincetown.....		2		18				2	2		24
Sandwich.....										1	1
Sandy Neck.....								1			1
Truro.....									1		1
Wood End.....	1	1	2	3	4	2	5	2	7	3	30
Duxbury Beach.....								1			1
Gurnet Point.....		2		2	1		1		3		9
Ipswich Bay:											
Ipswich Bar.....	3	2	2	4			1		2	2	16
Lynn Harbor.....									1		1
Marblehead.....				4							4
Marshfield.....					1						1
Marthas Vineyard:											
Cape Poge.....		2			1						3
Cedar Tree Neck.....					1	1					2
Chappaquiddick Point.....				1		1					2
Cottage City.....								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.
	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	
MASSACHUSETTS—continued.											
Marthas Vineyard—Cont'd.											
East Chop						1				1	2
Edgartown	1			1							5
Gay Head		1				1		1			5
Menemsha Bight		2	3	2			1				12
No Mans Land									1		1
Vineyard Haven	1	7	1	22	1	3	2	1		1	39
Wasque Shoal							2				2
West Chop						1	1	1	1		4
Nahant Bay:											
Nahant			1			1					2
Shag Rock				1							1
Nantucket:											
Bar and Bay		1		2	1	2	1	1	2	2	12
Coskata		2		1				1	1	1	6
Great Neck				1							1
Great Point and Great Rip	2		2		1	1		1		1	8
Maddequet										2	2
Surfside			1								1
Nantucket Shoals			2	1		1	1	2			7
Nantucket Sound:											
Bishop and Clerks Shoal		1				1				1	3
Chatham Roads						2	1				3
Common Flats								1		1	2
Dog Fish Bar						1					1
Handkerchief Shoal	1	1	2	1	2	3	3	2	3	4	22
Hardings Beach							1				1
Hawes Shoal										1	1
Horseshoe Shoal			1								2
Hyannis				1		1	1				3
Kill Pond Bar								1			1
Long Shoal	2								1		3
Muskeget Island			1	1			2				4
Mutton Shoal				1							1
Norton Shoal	1										1
Osterville			1								1
Shovelful Shoal (near Tuckernuck Shoal)			1								1
Tuckernuck Shoal	1					1	2				5
Newburyport approaches:											
Newburyport Bar	1	1		4	2	3	8	3	5	4	31
Plum Island Point		1		1							2
Salisbury Point	2				1					1	4
Plum Island	4		1		2		2	2			11
Plymouth Bay:											
Browns Bank	2	1	4			7	2		2		18
Cow Yard, The				1							1
Dicks Flat	1								1	1	3
Plymouth		1	1	9	1		1				13
Saquist Head				1		3					4
Salem Harbor and approaches:											
Bakers Island and Shoals		2	1				1	1			5
Endeavor Rocks			1								1
House Island				1							1
Misery Island										1	1
Juniper Point						2					2
Magnolia	1										1
Salem Harbor			1	2			1		1		5
Scituate				2		1					3
Fourth Cliff		2				1					3
North Scituate				1		1		1			3
Vineyard Sound:											
Cuttyhunk Island		1		1	3		1	1	2	1	10
Falmouth							2				2
Hedge Fence Shoal		3	1		1	2				1	8
L'Homme Dieu Shoal	1						1				2
Middle Ground		1	1				1				3
Nashawena Island		2		1		2		1			6
Naushon Island		1		1	1						3
Nobska Point						1					1
Pasque Island	1	4	1							1	7
Quicks Hole			1								1
Robinsons Hole							1				1
Sow and Pigs	1	1		2	1	2					7
Tarpaulin Cove		1		1				1		1	4
Woods Hole	2		1		3			3			9

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

## ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	
RHODE ISLAND.											
Block Island:											
Block Island Breakwater.....		5	4	2	2	1	1	1		2	18
East side of.....			3	1		1	2				7
Grove Point.....								1			1
New Harbor.....		1			1	1	1				6
New Shoreham.....									1	3	4
Northwest shore of.....	1	1	4								6
Sandy Point.....		2	2	1	1						7
South Shore.....								1	1	3	5
West side of.....		3	1	1	1				2		8
Charlestown Beach.....	1										1
Little Narragansett Bay.....			1								1
Narragansett Bay:											
Adams Point.....										1	1
Bonnet Point.....										1	1
Brentons Point and Reef.....		1								1	2
Castle Hill.....		1		1							2
Church Point.....								1			1
Coddington Point.....				1							1
Conanicut Island.....					1					1	3
Conimicut Point.....	1										1
Cormorant Rock.....										1	1
Dutch Island.....				1				1	2		4
Eastons Beach.....						2					2
Fish Rock.....				1							1
Gardiners Neck.....				1							1
Goat Island.....							1				1
James Ledge.....										1	1
Jones Ledge.....						1					1
Muscle Bed Shoal.....				1							1
Nayatt Point.....								1			1
Newport.....			1	4			1		2	1	9
Newtons Rock.....	1										1
Patience Island.....							1				1
Pawtucket River (mouth of).....	1										1
Portsmouth.....					1						1
Providence River.....		1									1
Prudence Island.....				7			1	1			9
Rose Island.....				1							1
Sachuest Neck and Beach.....	2					1					3
Sakonnet Point.....					2						2
Tiverton.....		1									1
Warwick Neck.....							1			2	3
Whale Rock.....							1				1
Noyes Beach.....					1						1
Point Judith.....	4	2	2	2		2			1	2	15
Quonochontaug Beach.....	2							1			3
Watch Hill.....	1	1						1			3
Catumb Reef.....			2			1					3
Napatree Point.....				3	1						4
Spindle Reef.....								1			1
Sugar Reef.....	1									1	2
CONNECTICUT.											
Branford Harbor.....	1								1		2
Bridgeport.....	1		1				1				3
Connecticut River (mouth of):											
Saybrook Bar.....	2	1					1		1	2	7
Fairfield Beach.....				1							1
Fishers Island Sound:											
Bartletts Reef.....			1	1							2
East Clump.....			1	1							1
Latimers Reef.....			3	1							3
Middle Clump.....						1					1
Mystic River (mouth of).....				2	1						3
Noyes Rock.....							1				1
Ram Island Reef.....										1	1
Greenwich.....	1							1			2
Long Island Sound (near coast of Connecticut):											
Bartletts Reef.....						1					1
Captains Islands.....		1							1		2
Cockenoes Islands.....					1						1
Cows, The.....		1									1
Duck Island.....								1		2	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.
	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	
CONNECTICUT—continued.											
Long Island Sound (near coast of Connecticut)—Continued.											
Faulkners Island	1		1		1		2				5
Goose Island (near Faulkners Island)					1		1				2
Norwalk Islands		1		1	1					1	4
Penfields Reef	1									1	2
Smiths Reef										1	1
Thimbles, The	1			1	1						3
Wilson's point						1					1
New Haven Harbor:											
New Haven									1		1
Savin Rock							1				1
New London Harbor and approaches				3		1				1	5
Black or Southeast Ledge							1				1
Cormorant Reef			1								1
Eastern Point							1				1
Goshen Reef		1									1
Ocean Beach	1										1
Saugatuck River (mouth of)			1	1							2
Shippan Point		1		1					1		3
Stamford Harbor							2				2
Stonington Harbor	2						2				4
Stratford Point							1				1
NEW YORK.											
Block Island Sound:											
Fort Pond Bay			2	2						2	6
Gardiners Island		1								1	2
Napeague Bay				1							1
Shagwong Reef				1							1
East River:											
Astoria						1					1
Barretto Point					1						1
Blackwells Island			1	1				1			3
Bowery Bay										1	1
Governors Island		1			1						2
Hell Gate	2	2		1	1	5	2	1	3	1	18
Hell Gate, Flood Rock					1						1
Hell Gate, Mill Rock			1		1						2
Hell Gate, Negro Head				1	1						2
Hell Gate, Rylanders Reef				1	1						2
Hell Gate, The Hogs Back			1	1	1		2				5
Lawrence Point			1							2	3
Man-of-War Rock	1	1	1	2						1	6
North Brother				1		1	3	1			6
Old Ferry Point				1							1
Randalls Island								1			1
Rikers Island							1				1
South Brother					1						1
Sunken Meadows, The		2	3	1	1		2				9
Wards Island							1		1	1	3
Gardiners Bay:											
Gardiners Island (see Block Island Sound).											
Long Beach Bar			1								1
Sag Harbor		2		1						1	4
Shelter Island					1						1
Long Island (outside):											
Amagansett		1						1			2
Coney Island	4	3	2						1		10
Coney Island (Sheepshead Bay)		1		1	1						3
Fire Island Beach	1	2	1	1	1	1			3	3	13
Fire Island Beach (Great South Bay)	1		2	7				3	6	11	30
Fire Island Inlet	5	5	5	2	1	5	6	9	6	6	50
Gilgo Inlet					1						1
Hempstead Bay					1						1
Jones Beach								1			1
Long Beach		1	1	3		3	3	1		2	14
Mecox			1								1
Montauk Point				2	1				1		4
Moriches Beach			1	1	2		1				5
Moriches Beach (Moriches Bay)			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.
	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	
NEW YORK—continued.											
Long Island (outside)—Cont'd.											
Napeague		1		2				1			4
New or Jones Inlet		3	3		2	2	5	1	1	2	19
Quogue		1			1				1		3
Rockaway and Far Rockaway Beach	1	1			1			1	2		7
Rockaway Inlet and Shoals	1	3	2	3	1	3	7	1	3	1	25
Shagwong Point									1		1
Shinnecock Beach		4								1	5
Zachs Inlet	1			2					1		4
Long Island Sound:											
Big Tom Rock	1		1							1	3
City Island		1				1					2
Cold Spring Harbor	1								2		3
Davenport or Davids Island		1				1					2
Duck Pond Point				2							2
Eatons Neck	1				1	1	1	3	2		9
Execution Rocks									2	1	3
Fishers Island	1	2	1	2	1	2	1	1		5	16
Glen Island		1									1
Great Gull Island	1		2							1	4
Hallocks Landing							1				1
Hart Island		1	1		1						3
Hortons Point		1		1	1	1				1	5
Little Gull Island							2	1			3
Lloyds Neck		2			1			2			5
Luce Landing				1							1
Matinecock Point	1				2	1					4
Mount Sinai				3							3
New Rochelle Harbor			1			1			1		3
Oak Neck Point										1	1
Old Field Point			1	1		1					3
Old Silas Reef			1								1
Orient Shoal		1									1
Oyster Pond or Orient Point	1			2				1			4
Peacock Point										1	1
Peconic Bay, Great	1										1
Pelham Bay	1										1
Plum Island		1		1		3		1			6
Port Jefferson				2		1					3
Race Rock					1					1	2
Rocky Point				1	2						3
Rye Point	1			1			1				3
Valiant Rock					1						1
New York Bay and Harbor					1	1				1	3
Bay Ridge				1							1
Bedloes Island	1				1					1	3
Bedloes Island (rock 1 mile west of)	1										1
Black Tom Island				1							1
Constable Point			1		1						2
East Bank							1				2
Ellis Island		1									1
Governors Island											1
Gravesend Bay									6		6
Great Kills							1				1
Nortons Point						1					1
Oyster Island							1				1
Princess Bay			1	1							2
Romer Shoal	3	1	2	3	1	4	2			1	17
South Brooklyn					1						1
Staten Island				1				1	2	1	5
Swash Channel					1	1					2
Swinburne Island		2									2
West Bank	2	1			1	1	1			1	7
NEW JERSEY.											
Absecon Inlet	6	2		3	4	2	2	7	3	1	30
Atlantic City		3		1		1		2		1	8
Barnegat Inlet	2	1	3	1		2	4	1	1	3	18
Brigantine Beach and Shoals	2	1	2		2		1	1	4	1	14
Cape May	2	3	1	2	1	1					10
Cold Spring Inlet	1			1		2	1				7
Corsons Inlet Bar			1		2						3
Deal Beach	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.
	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	
NEW JERSEY—continued.											
Delaware Bay (see also Delaware):											
Ben Davis Shoal.....						1	1				2
Cross Ledge.....			1								1
East Point.....							1				1
Egg Island Point.....					1						1
Green Creek.....						1					1
McCries Shoal.....							1				1
Miah Maull Shoal.....		1									1
Overfalls or South Shoals.....				1							1
Round Shoal.....	1										1
Five Fathom Bank.....			1								1
Five Mile Beach.....								2	1		3
Great Egg Harbor and Inlet.....	3	5	3	10	13	10	4	3	1	2	54
Hereford Inlet.....		2	3	1	1		3	4	4	6	24
Highlands.....	3							1	2		6
Island Beach.....	2					2	2	2	1		9
Little Egg Harbor.....		1	5				2		2	2	12
Little Egg Harbor Inlet or New Inlet.....	1	4	5		5	5	2	3	1	2	28
Long Beach.....	2	2	1	3	1	2	3	2	1	1	18
Long Branch.....	1						1				3
Ludlam Beach.....		1		1							2
Monmouth Beach.....	2	1	2			1	1				5
Newark Bay, Shooters Island.....			2					1			3
Pecks Beach.....	1						1				2
Port Monmouth.....				1							1
Raritan Bay.....							3				4
Keyport.....				1							1
Perth Amboy.....				1							1
Raritan.....						1					1
Sandy Hook.....	8	4	3	4	2	3	2		6	3	35
Flynn's Knoll.....				2			2			1	5
Horse Shoe.....			1			1		1	7		10
Seabright.....		1									1
Shrewsbury River.....	1					1	1	1	1	1	6
Spring Lake.....					1						1
Squan Beach.....			1		2					1	4
Tathams.....	1				1			1			3
Toms River.....		1									1
Townsend Inlet.....	3	2			2	3		2			12
Tuckers Beach.....									1		1
Turtle Gut Inlet.....	1	1				1		1			4
DELAWARE.											
Cape Henlopen.....		1	5	2	3	3	3	2		1	20
Hen and Chickens Shoal.....			1				1				2
Delaware Bay (see also New Jersey):											
Brandywine Shoal.....				1				1			2
Bombay Hook.....										1	1
Broadkill River (mouth of).....						1					1
Brown Shoal.....									1		1
Cedar Beach.....			2								2
Fourteen Foot Bank.....			1								1
Joe Flogger Shoals.....	1		1	3							5
Lower Middle.....							1				1
Mispillion River.....			1						3		4
Old Bear Shoal.....								2			2
Ship John Shoal.....										1	1
Delaware Breakwater.....		1	1	3	1	1	1		1	1	10
Indian River Inlet.....		2		3	1		2	3	1		12
Lewes.....	1		6	3	2	2			1	5	20
Rehoboth Beach.....					1	1			1		3
MARYLAND.											
Chesapeake Bay:											
Bear Point.....			1								1
Bush River.....										1	1
Cedar Point.....			1				2	1			4
Chester River (mouth of).....					1			1			2
Choptank River (mouth of).....	1										1
Cornfield Point (mouth of Potomac 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.

## ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	
MARYLAND—continued.											
Chesapeake Bay—Continued.											
Cove Point .....						1					1
Dorchester Beach .....										1	1
Drum Point .....			1								1
Eastern Bay .....									1		1
Hacketts Point .....		1									1
Herring Bay .....				1							1
Holland Island .....	1					2					3
Holland Point .....								1			1
Honga River .....	1							1			1
Horseshoe Point .....	1										1
James Point .....						1					1
Long Point .....							1				1
Magothy River (mouth of) .....				2			2				4
Parkers Island .....								1			1
Patapsco River (mouth of) .....		1	2	1	1						5
Patuxent River (mouth of) .....				1							1
Point No Point .....	1						1				2
Poplar Island .....							1			1	2
Rock Hall Creek .....								1			1
Sandy Point .....							1		1		2
Seven Foot Knoll .....								1			1
Sharps Island Bar .....							1				1
Swan Point .....			1								1
Tangier Island .....										2	2
Thomas Point Shoal .....			1						1	1	3
Wades Point (Eastern Bay) .....		1									1
Fenwick Island .....				1							1
Green Run Inlet .....		1					1	1			3
Isle of Wight .....						1					1
North Beach .....	1		1			1			1		4
North Beach, Sinepuxent Bay .....			1			1					2
Ocean City .....					1						1
VIRGINIA.											
Assateague Island.											
Fishing Point .....		1	4	2	2	1	5	6	3	3	27
Ship Shoal .....							1	1			2
Turners Shoals .....			2			1	1	1			5
Assawaman Inlet .....			1							1	2
Cape Henry .....	3	2	2	2	1	2	1				13
Chesapeake Bay:											
Back River Shoals .....	1									1	2
Cape Charles City .....	1										1
Farnham Creek .....				1							1
Great Wicomico River (mouth of) .....		1									1
Middle Ground .....			1	3		1			1		6
New Point Comfort .....	1	1	1		2						5
Ocean View .....	1										1
Piankatank River (mouth of) .....					1	1					2
Pongateague Creek (mouth of) .....				1							1
Potomac River (mouth of) .....			1								1
Smiths Point .....						1				1	2
Stingray Point .....		1		1		1				1	4
Tail of the Horse Shoe .....			1			1					2
Watts Island .....				1							1
Willoughby Spit .....		1			1			1			3
Wolf Trap Shoal .....								1			1
York River (mouth of) .....								1			1
Chincoteague Inlet .....				2	5	3	1	3	3		17
Chincoteague Shoals (off Fish- ing Point) .....	2					1					3
Cobbs Island .....		1	1					1			3
Carters Shoals .....	2	1	1	1				2		2	10
Sand Shoal Inlet .....	2	1	4	1	1						9
Dam Neck Mills .....					1				1		2
Elizabeth River:											
Lamberts Point .....		1			2						3
Middle Ground .....				1							1
False Cape .....	1	2			1	1	3	1		1	10
Pebble Shoals .....	2	1		1	3	1	1	3	1		13
Fishermans 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.	
	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.		
VIRGINIA—continued.												
Gargatha Inlet											2	2
Great Machipongo Inlet	1	2	2	2	1	3		1	3		3	18
Hampton Roads:												
Bush Bluff Shoal											1	1
Crane Island Flats					1							1
Hampton Bar		2				1						4
Newport News			1					1				2
Rip Raps	1		1					1				3
Sewalls Point				1								1
Hog Island			1		1		1	1	1		1	6
Little Island		1	1								1	3
Little Machipongo Inlet	1											1
Lynn Haven Bay	2	1										3
Metomkin Inlet		4			1	1		3	1	2		12
New Inlet Shoals						1						1
Paramore Beach						1			1			2
Sand Shoal Inlet					1		1	1	1	1		5
Ship Shoal Inlet						3				1	2	6
Smiths Island				1						3		4
Isaac Shoals	2	1	2	1	1		2	2	2			13
Little Inlet Shoals			1									1
Nautilus Shoal	1											1
Virginia Beach		1				1				3		5
Wachapreague Inlet	2				2				3	1		8
Dawson Shoals	1	1	2	1			1				2	8
Wallops Beach	1		1	1	3	1			2			9
Winter Quarter Shoals							1					1
NORTH CAROLINA.												
Albemarle Sound:												
Big Island			1									1
Bull Bay		1										1
Croatan Sound						1	1					2
Greenfield Point (near)				1								1
Kitty Hawk Bay						1						1
Pasquotank River (mouth of)	1								1			2
Perquimans River (mouth of)	1											1
Powells Point		1										1
Roanoke River (mouth of)			1							1		2
Beaufort Inlet											1	1
Big Kinnakeet (also see Pamlico Sound)					1			1				2
Bodies Island (also see Pamlico Sound)	2	1	1					1		1		6
Bogue Island and Inlet					2					3		5
Cape Fear, Frying Pan Shoals	1	1	1			1	2	3	1	4		12
Cape Fear River (mouth of)	1	1	3	1	3		3	4	3	3		22
Cape Hatteras					2	1		1				5
Diamond Shoals (inner and outer)	3	1	1		2	2	1	1		3		14
Cape Lookout		2	1	1	1	1	3	1	4	2		16
Cape Lookout Shoals			2			1	1	1	3	2		10
Chicamacomico			3								1	5
Core Beach		2		1	2			3				9
Core Sound		1	1	4		3		1		3		13
Currituck Beach		2							3			5
Currituck Sound			1	1								2
Jews Quarter Island						1						1
Long Point	1											1
Drum Inlet		1					1					2
Durants (also see Pamlico Sound)				1		1						2
Gull Shoal (also see Pamlico Sound)		1		1	2	1	1	1		1		8
Hatteras Inlet (also see Pamlico Sound)	1				1			1				3
Kitty Hawk		1			1							2
Little Kinnakeet (also see Pamlico Sound)				1	1							2
Lockwoods Folly Beach			1									1
Nags Head		1										1
New Inlet	1				1		1	1	1			5
Ocracoke Inlet		1	1		2		2	2		2		10
Ocracoke Island				1	2			2				5
Oregon Inlet					2			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.
	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	
NORTH CAROLINA—continued.											
Pamlico Sound:											
Big Kinnakeet .....		3		2	2	1	1		3	1	13
Brant Island .....				1					1		2
Bluff Shoal .....										1	1
Durants .....		1		2			1	1	1		6
Gull Island and Shoal .....	1			1		1			2		5
Hatteras Inlet .....	1	2									3
Howard Reef .....									1		1
Kings Point .....		1									1
Jennett Landing .....		1									1
Little Kinnakeet .....	1	1	1				1				4
Log Shoal .....						1					2
Neuse River .....		1	1								1
Ocracoke Inlet .....		2		2			1		1	7	13
Olivers Reef .....				1			1				2
Oyster Shoal .....				1	1	1			1		4
Pamlico Point .....				1				1			2
Porpoise Point .....					1						1
Roanoke Marshes .....					1						1
Robinson .....			1								1
Royal Shoals .....	2			1	1	1					5
Portsmouth Island .....					1						1
Shalotte Inlet .....					3					1	4
Southport .....					1						1
Wash Woods .....		1					1		1		3
Wrightsville Inlet .....			1								1
SOUTH CAROLINA.											
Bay Point .....				1							1
Bulls Bay .....								1			1
Calibogue Sound .....		1									1
Daufuskie Island .....				1							1
May River .....						1					1
Cape Romain .....				1		1					2
Capers Island .....				1							1
Charleston .....		1	1						2		4
Charleston Bar .....		2	1	2	1	1	2				9
Drunken Dick Shoal .....	1	1						1			3
Edisto Island .....				1							1
Fripps Island .....				1							1
Georgetown Breakers .....		1			1					1	3
Hilton Head Island .....				2				1			3
Hunting Island .....						1					1
Little River Inlet .....	1				1						2
Long Island .....	1			1							2
Morris Island .....	1	1	1		1						3
Port Royal Bar .....		1		2						1	4
St. Helena Sound and approaches .....									1		1
St. Phillips Island .....		1									1
Stono Inlet .....	1				1						2
Sullivan's Island .....			1		2	1	2		1	1	8
Winyah Bay .....							1				1
GEORGIA.											
Altamaha Sound .....				1		1					2
Brunswick .....		1		3	1	2					7
Cumberland Island and Shoals .....				1	2						3
Darien .....				1			1				2
Doboy Sound and approaches .....		1		1						1	3
Harris Neck .....				1							1
Jekyll Island .....				1							1
Little Wassaw Island .....		1									1
Long Island .....			1					1			2
Ossabaw Island .....								1			1
St. Simons Bar .....		1									1
St. Simons Island .....						1					1
St. Simons Sound, Colonels Island .....		1									1
Sapelo Sound and approaches .....				1							1
Savannah River (mouth of) .....		1		2							3
Tybee Island .....	1	1		1	1	2					6
Wassaw Island .....			1					1			2
Wilmington River (mouth of) .....				1							1
Wolf Island, Spit, and Shoals .....			1				1		3		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.
	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	
FLORIDA.											
Amelia Island.....			2								2
Apalachicola Bay.....				1							1
Carrabelle.....					3						3
East Pass Bar.....		1									1
Vincent Island.....				1							1
Barrancas.....						1					1
Biscayne Bay.....										2	2
Cape Romano.....								1			1
Cape Sable.....								1			1
Cape San Blas.....		1									1
Caseys Pass.....						1					1
Charlotte Harbor Bar.....									1		1
Chester Shoals.....				1							1
Dog Island.....					7					2	9
Fernandina Bar and Harbor.....			1	3							4
Florida Reefs:											
Alligator Reef.....									1		1
Bird Key (near Tortugas).....				1							1
Coal Bin Shoal.....									1		1
Coffins Patches.....							1				1
Conch Reef.....					1		1				2
Content Key.....				1							1
Coggrove Shoal.....								1			1
French Reef.....						2					2
Key West.....	1	1			1	1			1		5
Looe Key.....				1							1
Marquesas Key.....			1							1	2
Maryland Shoal.....	1										1
Molasses Reef.....							1			1	2
New Ground Shoal.....						1					1
Pacific Reef.....										1	1
Quicksands.....			1								1
Rebecca Shoal.....		1	1				1		1	1	5
Southwest Key.....								1	1		2
Tennessee Reef.....		1									1
Tortugas.....	1	1	1	1	1	1	1	1		2	10
Triumph Reef.....										1	1
Virginia Key.....			1								1
Western Sambo.....								1			1
Fort Lauderdale.....					2	1				1	4
Fort Pickens Point.....		1				1					2
Gilberts Bar.....									1	2	3
Hillsboro Inlet.....				1							1
Indian Pass.....									1		1
Jupiter Inlet.....	5	1				2		1	1		10
Lake Worth Beach.....	2	1	1		1		1		1	1	8
Marco.....										1	1
Mosquito Inlet.....						2					2
Mosquito Lagoon.....										1	1
New River Inlet.....		1				1					2
Orange Grove.....								1			1
Ormond.....		1									1
Pablo Beach.....	1										1
Pensacola Bar.....	1			2		1		1			5
Pensacola Bay.....		4	2	3	2	1	2	3	2	1	20
Perdido River (mouth of).....				1	1		1				3
St. Andrews Bay.....	2					1	1	1			5
St. Augustine Bar.....						1					1
St. Georges Island.....			1		7			2			9
St. Johns Bar.....	1	2		1	1	1	2	2			10
St. Joseph Point.....							1		2		3
Santa Rosa Island.....	1	2		2				1			6
Sarasota Pass.....					1	1					2
Sebastian.....						1					1
Tampa Bay.....						2					2
Anna Maria Key.....							1				1
Egmont Key.....						1					1
Mullet Shoal.....			1			1					2
ALABAMA.											
Mobile Bay and approaches:											
Alabama Port.....							2				2
Dixie Island.....					1						1
Fort Morgan.....								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.
	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	
ALABAMA—continued.											
Mobile Bay and approaches—Continued.											
Mobile Bar and Bay					2	1	2	1			6
Mobile Point										1	1
Navy Cove									1		1
Petit Bois Island				1		1					2
Revenue Point			1								1
Sand Island				2		1					3
MISSISSIPPI.											
Mississippi Sound:											
Biloxi							1				1
Gulfport	1										1
Horn Island		1	1	2							4
Mississippi City							1				1
Ship Island	1	1									2
LOUISIANA.											
Calcasieu Bar	1	1	1				1				4
Chandeleur Islands				2	1		3	1	3	2	12
Lake Pontchartrain			1		1						2
Bayou St. John light		1									1
Little Woods	1										1
Little Constance Bayou				1							1
Mississippi River (mouth of)			3				1	1			5
Pass Fourchon				1							1
Tiger Shoal	1										1
Timbalier Island		1									1
TEXAS.											
Aransas Bay									1		1
Aransas Pass	2				3	1	3	1	3		13
Brazos Santiago	2	1	2		4	1	2	2	5	4	23
Galveston Bar	4	3	1	4	5	1	1		2	2	23
Galveston Bay and Harbor	1	1		1	1	6	1	1			12
Laporte						1					1
Pelican Island and Flats	1										1
Pelican Spit			1			1	1				3
Galveston Island	2			5		1			1	1	10
Matagorda Bay							3				3
Matagorda Island	1				1						2
Matagorda Peninsula		1									1
Mustang Island			1	1		1	2				5
Padre Island	2			1		1					4
Pass Cavallo		2	2	1	1			1			7
Port Arthur										1	1
Sabine Pass	1	1		1							3
East of	1										1
West of						1					1
Saint Joseph Island			1	1							2
San Bernard Bar		1	2				2				5
San Luis Pass	6	5		3	2					1	17
Velasco		2		3	1	3					9
PORTO RICO.											
Arroyo	1					1		1		1	4
Cape San Juan								1			1
Eagle Point			1								1
Luquillo								1			1
Media Luna Bank		1									1
Ponce					1						1
Salinas										1	1
San Juan								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.<sup>a</sup>

Name of place.	Fiscal year ending June 30—										Total.
	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	
ALASKA TERRITORY.											
Admiralty Island.....					2						2
Akutan Pass.....									1		1
Barren Island.....		1									1
Bristol Bay.....							1				1
Cape Constantine.....			1								1
Cape Menchikof.....						1					1
Cape Nome.....				1	1	8	1	5	1		17
Cape Prince of Wales.....										1	1
Cape Rodney.....						2					2
Cape Romanzof.....					1	2					3
Cape York.....										1	1
Chamisso, Kotzebue Sound.....					1						1
Chatham Strait, Fishery Point.....								1			1
Chirikoff Island.....			1								1
Clarence Strait:											
Blashke Island.....				1							1
Etolin Island.....								1			1
Cold Bay Harbor.....									1		1
Cooks Inlet.....						1					1
Coronation Island.....						1					1
Dixons Entrance.....					1						1
Devils Rock.....			1								1
Dutch Harbor.....								1			1
Frederick Sound, Five Fingers Rocks.....							1				1
Geese Island, Kadiak Island.....			1						1		2
Glen Island.....								1			1
Golvin Bay.....						1					1
Goodnews Bay.....						1					1
Herringdon Bay.....								1			1
Juneau.....			1								1
Kadiak Island.....	1				1	2					4
Kagalaska Island.....						1					1
Kashevarof Island.....				1							1
Kayak Island.....								1	1	2	4
Kuskokwim Bay.....										1	1
Lituya Bay.....	1										1
Lynn Canal, Shelter Islands.....			1	1		1					3
Douglas Island.....									1		1
Eagle Harbor.....										1	1
Funters Bay.....									1		1
Haines Mission.....					1						1
Skagway.....			3								3
Sullivan Island.....						1					1
Taiya Sahnka.....				1							1
Midway Island, Stephens Pas- sage.....				1							1
Montague Island.....				1						1	2
Nakchamik Island.....				1							1
Nunivak Island.....					1		1				2
Nushagak River (mouth of).....										1	1
Point Hope.....		1		1							2
Port Clarence Harbor.....	1						2				3
Pribilof Islands.....					1						1
Prince of Wales Island.....				1						1	2
Prince William Sound.....						1					1
Pybus Bay, Frederick Sound.....				1							1
Revillagigedo Channel, Mary Island.....					2						2
Revillagigedo Island.....								1			1
Rocky Point.....						1					1
Safety.....						1					1
Saint Lawrence Island.....						2					2
Saint Michael.....					6	1	1				8
Sannak Islands.....						2					2
Seal Rock.....				1							1
Shelikof Strait.....		1									1
Katmai Bay.....			2								2
Shumagin Islands.....					1						1
Sitka (near).....										1	1
Spasskaia Island Icy Straits.....									1		1
Stephens Passage.....						1					1

<sup>a</sup> In a few instances the number of stranded vessels in this table does not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

## PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	
ALASKA TERRITORY—cont'd.											
Stuart Island.....						1					1
Thin Point.....		1									1
Tigalda Island.....				1							1
Tongass Narrows.....	1		1		1				1		4
Tugidak Island.....		1									1
Umnak Island.....								1			1
Unalaska Island.....			2					1			3
Unga Island.....						1	1		1		3
Unimak Island.....			1			1	1				3
Wrangell Island.....					1	1				1	1
Wrangell Strait.....				1	1	1					3
Yakutat.....	1										1
HAWAII.											
French Frigate Shoal.....	1										1
Hawaii Island.....						3	2				5
Kauai Island.....						1	3				4
Lanai Island.....						1					1
Maui Island.....					1	2	1				4
Molokai Island.....						1					1
Oahu Island.....		1		1	2		2	2	1	1	10
WASHINGTON.											
Cape Disappointment.....							1				1
Cape Flattery.....							2	1			4
Cape Johnson.....			1					1			1
Grays Harbor.....									3	2	5
Five miles north of		1									1
North Spit.....										1	1
Hoh River (mouth of).....								1	1		2
Hoquiam.....										1	1
Ilwaco Beach.....		1									1
Lapush.....							1				1
Long Beach.....	1										1
Ocean Beach.....									1		1
Puget Sound.....							1		1		2
Bear Point.....			1								1
Marrowstone Point.....		1							1	1	3
Meadow Point.....							1				1
Point Defiance.....									1		1
Point Nodule.....								1			1
Point No Point.....	1								1	1	3
Point Polnell.....							1				1
Point Wilson.....	1	1			2						5
Port Blakeley.....						1					1
Port Townsend.....	2	1									3
Richmond Beach.....									1		1
Rocky Point.....				1							1
Tacoma.....						1					1
West Point.....	1					1					2
Whitbey Island.....				1						1	2
Shoalwater Bay or Willapa Bay.....			1	1		3		1		2	8
Strait of Fuca:											
Angeles Point.....								2	1		3
Hein Bank.....									1		1
Neah Bay.....	1								1	1	3
New Dungeness.....			1								1
Pillar Point.....				1							1
Sekon Point.....									1		1
Washington Sound:											
Bellingham Bay.....										2	2
Decatur Island.....							2				2
Deception Pass.....		1									1
Fairhaven.....				1			1				2
Fidalgo Island.....				1							1
La Conner.....									1		1
Lummi Island.....						1			1		2
Obstruction Island.....				1							1
Orcas Island.....				1							1
Point Roberts.....						1	2				3
San Juan Island.....							1				1
Sinclair Island.....							1				1
Smith Island.....							2				2

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	
MOUTH OF COLUMBIA RIVER.											
Clatsop Spit .....						1				1	2
Desdemona Sands.....								1	1	2	4
Peacock Spit .....								1	1		2
OREGON.											
Alsea Bay .....				1							1
Cape Arago .....	1			1	1	1					5
Cape Blanco.....	1								1		2
Chetko Cove.....	1										1
Coos Bay Bar.....		1		1	1			2		2	7
Coquille River (mouth of).....	2	3	3	9	2	4	6	4	3	6	42
Double Headed Rock.....									1		1
Nehalem River (mouth of).....	1	1						1			3
Nestuggah Bay and Bar.....						2			2		4
Point Adams.....					3					1	4
Port Orford.....									1		1
Rogue River Bar.....							1	1		1	3
Siuslaw River (mouth of).....					3		1	1	2	1	8
Tillamook Bar.....				1	2			1	1		5
Umpqua Bar.....	2		1		2					1	6
Yaquina Bar.....				1			1		1		3
Yaquina Head.....										1	1
CALIFORNIA.											
Albion River (mouth of).....							1				1
Bihlers Point.....									1	1	2
Bodega Head.....								1			1
Caspar.....		1		1							2
Cayucos.....								1			1
Crescent City.....	1									1	2
Double Point.....						1					1
Duxbury Point.....				1		1					2
Eel River Bar.....	1										1
Fish Rock.....								1			1
Fisks Mill.....							1				1
Fort Bragg, Mendocino County.....					1	1	1	1			4
Fort Ross.....						1					1
Golden Gate.....						1					1
Fort Point.....	1				1	1	1			1	5
Golden Gate Park.....						1	1			1	3
Lime Point.....						1	1	1	1		4
Point Diablo.....			1		1						2
Point Lobos.....						1					1
South Side.....							1		1	2	4
Greenwood Landing, Mendocino County.....					1						1
Half Moon Bay.....			1							1	2
Hardy Creek.....		1									1
Hueneme, Ventura County.....		1									1
Humboldt Bar.....	2	1	2	2	1		1	1	3	1	14
Iversons Landing.....								1			1
Kents Point, Mendocino County.....			1								1
Little River (mouth of).....						1					1
Long Beach.....										1	1
Mare Island, San Pablo Bay.....					1						1
Pigeon Point.....		1									1
Pillar Point.....			1								1
Point Arena.....	2	1	1			2			1		7
Point Bonita.....						1			1		2
Point Esteros.....										1	1
Point Gorda.....	1					1	1	1	1		5
Point Montara Reef (near).....					2						2
Point New Year.....	1										1
Point Pinos.....										1	1
Point Reyes.....		1							1		2
Point San Luis.....									1		1
Point San Pedros.....										1	1
Pyramid Point.....		1									1
Redondo Beach.....	2		1						1		4
Salt Point.....					1						1
San Francisco Bay and Harbor.....							1				1
Alcatraz Island.....					1						1
Alviso.....				1							1
Angel Island.....						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.

## PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	
CALIFORNIA—continued.											
San Francisco Bay and Harbor—Continued.											
Anita Rock.....				1							1
Arch Rock.....			1								1
Bird Rock.....			1								1
Brothers, The.....								1			1
Castro Rocks.....						1					1
Mission Rocks.....	1										1
Point Richmond.....							3			1	4
San Mateo.....					1						1
San Pablo Bay.....									1		1
Santa Barbara.....										1	1
Santa Barbara Islands:											
San Miguel Island.....					1	1	1				3
San Nicholas Island.....							1				1
Santa Cruz Island.....		1		1							2
Smiths River (mouth of).....		1									1
Suisun Bay.....								1			1
Surf Beach.....										1	1
Timber Cove.....			1								1
Tomales Point.....			1						1		2
Ventura.....						1					1

GREAT LAKES.<sup>a</sup>

LAKE ONTARIO.											
Bath, Ontario.....		1									1
Big Sandy Creek, N. Y.....				1			1				2
Braddocks Point, N. Y.....					1						1
Cape Vincent.....									1		1
Charity Shoal.....		1	1								2
Charlotte.....	1	2				1					4
Devils Nose, N. Y.....								1			1
Ford Shoal.....										1	1
Fort Niagara, N. Y.....				1					1		2
Galloo Island.....								1			1
Grenadier Island, N. Y.....								1			1
Niagara, Canada.....		1									1
Oak Orchard Reef.....			1								1
Olcott.....										1	1
Oswego.....		1				2		2		1	6
Seven miles west of Salmon Island, Canada.....						2					2
Salmon Island, Canada.....								1			1
Salmon Point, Canada.....								1			1
Sandy Creek, N. Y.....	2										2
Six Town Point, N. Y.....	1										1
South Bay Point, Ontario.....										1	1
Stony Point, N. Y.....				1				1	1		3
Thirty-Mile Point, N. Y.....					1						1
LAKE ERIE.											
Ashtabula, Ohio.....			2	1	3	1	3	2		2	14
Ballast Island Reef.....					1						1
Bar Point, Canada.....		1			2	2	2			2	9
Buffalo, N. Y.....		5	3		2	4	1	4	1	1	21
Cedar Point, Maumee Bay, Ohio.....		1									1
Cedar Point, Sandusky Bay, Ohio.....		1	1	1							3
Chick-e-nolee Reef, Canada.....							1				1
Cleveland, Ohio.....	3	5	4	1	4	1		2	1	1	22
Colchester Reef, Canada.....	1		1			1					3
Conneaut, Ohio.....	1	2									3
Erie, Pa.....	1		3								5
Fairport, Ohio.....	1	1									3
Fort Erie, Canada.....	1	1									1
Green Island.....										1	1
Grecian Shoal.....									1		1

<sup>a</sup>In a few instances the number of stranded vessels in this table does not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

[NOTE.—This list includes also places on the Canadian shore where American vessels have stranded.]

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	
LAKE ERIE—continued.											
Grubb Reef, Canada.....								1			1
Horse Shoe Reef.....		1	2		1		1	1		2	8
Huron, Ohio.....								1			1
Kelleys Island and Shoal, Ohio.....	1	1			1		1		1		6
Little Point, Canada.....	1										1
Log Point, Canada.....		1									1
Long Point, Canada.....		2		1			1	1			6
Lorain, Ohio.....		1				1		1			3
Marblehead, Ohio.....									1		1
Mentor, Ohio.....	1										1
Morgan Point, Canada.....	1									1	2
Mouse Island Reef, Ohio.....	3			2	1			3			9
Niagara Reef, Ohio.....											1
Niagara River.....	1	1		1	3	1	1		2	2	12
Point Abino, Canada.....			1		1		1				3
Point au Pelée, Canada.....	5					2	1				8
Middle Ground.....	1			4		2					7
Point au Pelée Island, Canada.....	2			2							4
Port Colborne, Canada.....									1		1
Port Maitland, Ontario.....		1									1
Port Stanley, Ontario.....								1	1		2
Roses Reef, Ontario.....								1			1
Sandusky Bay, Ohio.....		1			1	3		1		1	7
Scotts Point, Ohio.....		1									1
Seneca Shoal, N. Y.....							1				1
South Bass Island, Ohio.....									1		1
Southeast Shoal, Ontario.....			1				2				3
Starve Island Reef, Ohio.....	3							2			5
Stony Point, Mich.....					1						1
Tecumseh Reef, Canada.....							1				1
Toledo, Ohio.....	1	2				1		1			5
Tonawanda, N. Y.....		1									1
Van Buren Point, N. Y.....				1							1
Waverly Shoal, N. Y.....			1	1							2
West Harbor Reef, Ohio.....			2								2
Windmill Point, Canada.....								2		2	4
DETROIT RIVER.											
Amherstburg, Canada.....				1	1						2
Ballards Reef.....		1	5			1	2				9
Belle Isle, Mich.....			1								1
Bois Blanc Island, Canada.....				1	1				1		3
Detroit River.....	3	1	1	1	2		3				11
Fighting Island.....			1								1
Grassy Island and Shoal.....							1				1
Limekiln Crossing.....	1	1	2	2	3	10	7	1	4	1	32
Stony Island.....					1						1
LAKE AND RIVER ST. CLAIR.											
Grosse Pointe, Mich.....	3	1	2		1		1			1	9
Middle Ground (near Port Huron), Mich.....							1		1		2
Peach Island, Canada.....	2										2
Port Edward, Canada.....			1				2				3
Port Huron, Mich.....			1								1
Russell Island, Mich.....	1										1
St. Clair Flats.....	1	1		1	3	4		2	1	1	14
St. Clair River.....	3	1	1	2	2		2		1	1	13
Stag Island, Canada.....				1	1				1	3	6
Windmill Point (rock near).....	1										1
LAKE HURON.											
Adams Point, Mich.....		1									1
Alabaster, Mich.....					1		1	1			3
Alcona, Mich.....				1							1
Algoma Mills, North Passage, Ontario.....					1				1		2
Alpena, Mich.....			1								1
Ausable and Point Ausable, Mich.....		3		2	1	1	1	1			9
Black River Island and Reef, Mich.....	2	1		1					1	2	7
Burnt Cabin Point Reef, Mich.....					4	1					5

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.
	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	
LAKE HURON—continued.											
Cape Hurd, Ontario								1			1
Charity Islands, Mich		1				2					3
Cockburn Island, Canada						1					1
Corsica Shoal, Mich			1					1	2		4
Detour Passage, Mich	1	1		4	1	3	2	2	1		15
Drummond Island, Mich.		1							3		4
Duck Island, Mich						1			1		2
Elm Creek, Mich					1		1	1			3
False Presque Isle, Mich	3	1	2	1		1			1	1	12
Forest Bay, Mich	1						1				2
Fort Gratiot, Mich	1	1									2
Fox Island					1						1
Georgian Bay, Canada	1									2	3
Barrow Bay							1				1
Bears Rump									1		1
Beaver Stone River (mouth of)		1									1
Collingwood			1							1	2
Cove Island				1							1
Darch Island							1				1
Depot Harbor										1	1
Devils Island										1	1
Fitzwilliam Island							1				1
Giants Tomb Island						1					1
Green Island									1		1
Midland Harbor										1	1
North West Bank									1		1
Portage Reef	1										1
Russell Island							3				3
Scarecrow Island							4				4
Tobermory		1			1						2
Waubauskene		1									1
Grindstone City, Mich	1	1		1	1						4
Gull Island, Mich								1			1
Hammonds Bay, Mich			1	1	1	1	1		1	1	7
Fifteen miles northwest of life-saving station	2										2
Hardwood Point, Mich							1				1
Harrisville, Mich	1								1		2
Kincardine, Ontario						1		1			2
Lake View Beach, Mich				1		1	6		1	1	10
Maple Point, North Channel, Ontario							1				1
Martin Reef, Mich							1		1	1	3
Middle Island, Mich	2	1	1				3	1	1	1	10
Four miles southwest of	1										1
New London Point, Mich	1										1
Nine Mile Point, Mich						1		2		1	4
North Point, Mich	1	1		1	1	3	2	2		3	14
Ottawa Point, Mich	1	2			1	6					10
Pointe aux Barques, Mich	6	1			1	1	3	5	1		18
Port Austin, Mich			1								1
Port Crescent										2	2
Port Hope, Mich					1			1			2
Presque Isle, Mich		1	1			2	1	1			6
Saginaw Bay, Hat Point, Mich								1			1
Oak Point, Mich	1										1
Sand Beach	2	3	1	4	2	1	5		1	1	20
Seven miles south of				1	1						2
Sanilac, Mich				1							1
Sturgeon Point, Mich	2	1			1						4
Sulphur Island, Mich				1							1
Tawas Harbor, Mich					1				1	1	3
Thunder Bay								1			1
Island and Reef, Mich	2		1	1	3	1	1		1	1	11
Tobin Reef, Mich					1						1
ST. MARYS RIVER.											
Fryingpan Island	1										1
Hay Lake		2	5	1	1		1				10
Mud Lake	3					1					4
Pipe Island			1	1						1	3
Pointe aux Pins, Canada		1			1						2
Round Island	2										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.
	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	
ST. MARYS RIVER—continued.											
Sailors Encampment.....	4	3			1	2		1			11
St. Marys River.....	4	3	1	2	1	6	6	6	3	6	38
Topsail Island.....				2	1						3
LAKE SUPERIOR.											
Apostle Islands, Wis.:											
Devil Island.....	1										1
Gull Island.....			2								2
Madaline.....		1	1								4
Sand Island.....					1						2
Baptism River (mouth of), Minn.....											
Minn.....				1							1
Beaver Bay, Minn.....				1		1				2	4
Caribou Island, Canada.....							1				1
Chaquamegon Bay and Point, Wis.....											
Wis.....	2				1						3
Copper Harbor, Mich.....	1			1							2
Copper Mine Point, Ontario.....						1					1
Crisps, Mich.....							1	1	2	1	5
Deer Park, Mich.....			1	2							3
Duluth, Minn.....		1		1	1	2		1			6
Eagle River, Mich.....				1	1				1		3
French River, Minn.....										1	1
Fourteen Mile Point, Mich.....							1				1
Gooseberry River (mouth of), Minn.....											
Minn.....								1			1
Grand Island, Mich.....	2			1					1		4
Grand Marais, Mich.....		1	1				3	1	1	1	8
Grand Portage, Island.....									1		1
Granite Point, Minn.....					1		1				2
Gratiot River (mouth of), Mich.....				3					1		4
Huron Island, Mich.....				1							1
Iron Ore River (mouth of).....									1		1
Isle Royale, Mich.....	1			4			1				6
Keweenaw Bay, Mich.....											
Bete Grise Bay.....						1					1
Point Abbaye.....			1					2			2
Knife Island, Minn.....							1		1		2
Lester River (mouth of).....									1		1
Mamainse Point, Canada.....								1			1
Manitou Island, Mich.....										2	2
Marquette, Mich.....	3	1					2				6
Middle Ground, Mich.....					2						2
Pan Cake Shoal, Ontario.....										1	1
Pictured Rocks, Mich.....	2										2
Pie Island, Ontario.....					1						1
Pointe au Sable, Mich.....							2			1	3
Point Iroquois, Mich.....										2	5
Presque Isle, Mich.....							1				1
Raspberry Island, Wis.....			1								1
Sank Head, Mich.....	1										1
Ship Canal, Mich.....	2	2		3	1	4				2	14
Split Rock Point, Minn.....					1	1					2
Sucker River (near), Mich.....									1		1
Train Island, Mich.....							1				1
Two Harbors, Minn.....		1				1	1				3
Two Heart River, Mich.....				2			1				3
Vermilion Point, Mich.....		2	1	1		1	3	1	1	2	12
Victoria Isle, Canada.....								1			1
Waiska Bay, Mich.....	1	2	1								4
White Fish Point, Mich.....	1	3	1		4	1	1		2	1	14
STRAITS OF MACKINAC.											
Bois Blanc Island.....	5	5	5		3	3	3	1		2	27
Cecil Bay, Mich.....							1	1			7
Cheboygan, Mich.....	3		1			1	1	1			7
Goose Island, Mich.....		1	1								2
Graham Shoal, Mich.....			1				1				2
Gros Cap, Mich.....	1										1
Mackinac Island, Mich.....		1	1	2			1	2		1	8
Old Fort Mackinac, Mich.....		1	3		1						5
Poe Reef, Mich.....		1									1
Pointe aux Chenes, Mich.....							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.
	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	
STRAITS OF MACKINAC—cont'd.											
Round Island, Mich.					1				4		5
St. Helena Island and Shoal, Mich.				1			1			1	3
St. Martins Point, Mich.										1	1
LAKE MICHIGAN.											
Anhapee, Wis.	1		1								2
Algoma, Wis.						1		1			2
Baileys Harbor, Wis.		1	1	1	1	4	2		1		11
Beaver Island, Mich.	3	2	1	1		2	5			2	16
Big Rock Point, Mich.								1			1
Big Summer Island, Mich.				1							1
Calumet, Ill.	1		1							2	4
Cana Island, Wis.				1							1
Cat Head Point, Mich.	1		1		1						3
Centerville, Wis.	1										1
Charlevoix, Mich.						1	4		1	1	7
Chicago Harbor, Ill.	1	1	1	1	2	2	2	3	2		15
Hyde Park		1	1								2
Clay Banks, Wis.	1								1		2
Craigs Bay						1					1
Deaths Door, Wis.		1		2							3
Detroit Island, Wis.		1	2		1				1	1	6
Empire, Mich.							1				1
Fishermans Shoals, Wis.					1	2					3
Fox Point, Wis.	1		1			1	1		1	2	7
Frankfort, Mich.		1	1	1				1			4
Garden Island, Mich.					1		1				2
Glen Arbor, Mich.	1				1						2
Glencoe, Ill.	2	1					2				5
Glen Haven, Mich.				1			1	1			3
Glenn Pier		1									1
Good Harbor Bay and Reef, Mich.		1				1	1				3
Grand Haven, Mich.		2					1		4	1	8
Grande Pointe au Sable, Mich.		2		2	1	2			1	1	9
Grand Traverse Bay, Mich.							1		1	1	3
Gravel Island, Wis.	1									1	2
Grays Reef, Mich.	1	1									2
Green Bay:											
Arthur Bay, Mich.							1				1
Burnt Bluff, Mich.	1										1
Cedar River, Mich.		1			2	1		1		1	6
Chambers Island, Wis.			1				1	1			3
Chippewa Point, Mich.							1	1			2
Eagle Harbor						1					1
Escanaba, Mich.										1	1
Eleven-foot Shoals, Mich.				1							1
Ford River, Mich.				1							1
Green Island, Wis.		1		1							2
Hedge Hog Harbor, Wis.	3			2	1						6
Long Tail Point, Wis.	1										1
Peninsula Point, Mich.			1				1			1	3
Peshtigo River (mouth of), Wis.	1		1	1	1						4
Red River (mouth of), Wis.										1	1
Shoemakers Point						1					1
Sister Bay, Wis.	1									1	2
Sturgeon Bay (entrance to), Wis.	1										1
Sugar Creek, Wis.					1						1
Whale Back Shoal, Mich.	1	3					1				5
Grosse Pointe, Ill.	1										1
Gull Island and Reef, Mich.	1			1	1			1			4
Hamlin, Mich.		1									1
High Island, Mich.							2				2
Hog Island and Reef, Mich.	1										1
Holland, Mich.		1				1		3	2		7
Jacksonport, Wis.	1	1		1			1	2			6
Kenosha, Wis.		1	1								2
Kewaunee, Wis.	1										1
Little Gull Island, Mich.	1										1
Little Traverse Bay		2							1		4
Ludington, Mich.		1		1			3				5
Manistee, Mich.			1	1			2				4
Manistique, Mich.	1	1				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.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	
LAKE MICHIGAN—continued.											
Manitowoc, Wis.	1	1				2	1				5
Mequon, Wis.							1				1
Michigan City, Ind.				1				1			2
Middle Village, Mich.							1		1		2
Milwaukee, Wis.	1	1	3	3					2	1	11
Eight miles south of				1							1
North Point, Wis.	1		1	1	1	1	3	2		2	11
Mud Bay, Wis.							1				1
Muskegon, Mich.				3	1	1	1				6
Naubinway, Mich.	3										3
New Buffalo, Mich.				1							1
North Bay, Wis.						1					1
North Fox Island, Mich.						2					2
North Manitou Island, Mich.	2	1	2	1	2	1			1	2	12
Otter Creek, Mich.						1			1		2
Pentwater, Mich.	6	2			1		1		1		11
Pilot Island, Wis.	2		1	1			3	1	1		8
Plum Island, Wis.	1		2	2	1		1				7
Pointe aux Barques, Mich.	2			1		1					4
Point Betsy, Mich.				1						1	2
Point Detour, Mich.				2							2
Portage Bay, Mich.					1						1
Port Sheldon, Mich.				1							1
Poverty Island and Shoal (entrance to Green Bay), Mich.					1						1
Pyramid Point, Mich.			1								1
Racine, Wis.			1		2						3
Racine or Wind Point, Wis.								1			1
Racine Reef, Wis.	1		1			1			1	1	5
Rowleys Bay, Wis.		1									1
St. Joseph, Mich.	3	1	2			1					8
St. Martins Island, Mich.								3			3
Saugatuck, Mich.										1	1
Scotts Point, Mich.	1	1		1							3
Seul Choix Point, Mich.		1									1
Sheboygan, Wis.		2		1							3
Simmons Reef, Mich.						2		4	2		9
Skulligalee, Mich.				2				1			3
Sleeping Bear Point, Mich.		1	2		2			1		1	7
South Chicago, Ill.										1	1
South Fox Island, Mich.			1	1	1	1			1		5
South Haven, Mich.	1	2	3	2	1		1			1	11
South Manitou Island, Mich.			2	1	1			3	3	1	12
Spider Island, Wis.							1				1
Squaw Island, Mich.		1		1							2
Sturgeon Bay, Wis.				2			3	2	2		9
Summer Island (entrance to Green Bay), Mich.	1	2									3
Thompson, Mich.								1			1
Twin River Point, Wis.	1	2	2								5
Two Creeks, Wis.						1					1
Two Rivers, Wis.	1					1				1	3
Vienna Shoal, Mich.	1										1
Washington Island, Wis.		1		1			1		1		4
Waugoshance Island, Mich.							1				1
Waukegan, Ill.					1	1					2
White Fish Bay and Point, Wis.	3	2		1					1		7
White River Harbor, Mich.	1		1	1						2	5
White Shoal, Mich.	1						1		1		2
Whiting, Ind.							1				1
Wiggins Point, Mich.	1						1				2
Zion City, Ill.								1			1

TABLE 67.—List of places where American vessels have stranded during the last ten years.

AT SEA AND IN FOREIGN WATERS.<sup>a</sup>

Name of place.	Fiscal year ending June 30—										Total.
	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	
Abbey Island, Ireland.....					1						1
Africa:											
Accra, west coast.....	1										1
Aliwal Shoal, south coast.....									1		1
Axim, Gold Coast.....							1				2
Gorée.....				1							1
Port Elizabeth.....		1	1								2
Senegambia.....	1						1				2
West coast.....									1		1
Zanzibar (near).....		1									1
Anticosti, Canada.....	1										1
Argentine Republic:											
Bahia Blanca.....			1								1
Rosario.....							1				1
Atlas Strait, Malay Archipelago,											
Java.....			1								1
Australia, Bass Straits.....									1		1
Aves Island, Venezuela, Carib-					1						1
bean Sea.....											1
Azores (Fayal Island).....									1		1
Bahamas:							1				1
Abaco Island.....		1			1		2			1	5
Andros Island.....	1										1
Bimini Islands.....	1							1			2
Brothers Shoal.....		1									1
Caicos Islands and Reefs.....	1		1		1						3
Egg Island Reef.....									1		1
Eleuthera Island.....				1							1
Exuma Island.....		1									1
Factory Cay Reef.....		1									1
Fortune Island.....		1	1								2
Gingerbread Ground.....	1						1				2
Great Bahama Bank.....				2							2
Harbor Island.....										1	1
Hog Cays.....	1										1
Hogsties Reef.....				1							1
Long Bank.....										1	1
Long Island.....								2			2
Memory Rock.....		1									1
Mucaras Reef.....	1										1
Ragged Island.....		1									1
Rum Cay.....			1						1		2
Turks Island.....	1	1	1				2				5
Verd Cay.....						1					1
Walkers Cay.....				1							1
Watling Island.....			1								1
Batavia, Java, East Indies.....			1								1
Bermudas.....	2		1				1	2			6
Brazil:											
Aracaju.....		1			1						2
Bahia.....	1					1					2
Cape Frio.....		1									1
Cape St. Roque.....			1	1							2
Pernambuco.....								1			1
British Columbia:											
Arthurs Passage.....			1								1
Bailey Island.....						1					1
Barclay Sound.....			1						1		2
Bonilla Point.....		1							1		2
Carmanah.....					1						1
Chatham Sound.....								1			1
Danger Reef.....					1						1
Denman Island.....						1					1
Discovery Passage.....				1			1			1	3
Dundas Island.....	1										1
Entrance Island.....		1									1
Finlayson Channel.....			1								1
Fitzhugh Sound.....							1				1
Georgian Point.....									1		1
Green Island.....		1									1
Hikish Narrows.....			1								1
Lasquiti Island.....								1			1
Nanaimo.....							1				1

<sup>a</sup>In a few instances the number of stranded vessels in this table does not agree with that reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

TABLE 67.—List of places where American vessels have stranded, etc.—Continued.

AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	
British Columbia—Continued.											
Nitinat			1								1
Pender Island						1					1
Regatta Reef		1									1
Seaforth Channel									1	1	2
Secretary Island	1										1
Vancouver									1		1
Vancouver Island		1					1			1	3
Buenos Ayres, South America											
Punta de la Piedras				1							1
Bute Island, Scotland	1										1
Cape Breton Island.			1								1
Arichat					1					1	2
Glace Bay									1		1
Louisburg	2									1	3
St. Peters Island				1							1
Sydney	1										1
Cape La Hague, France									1		1
Cape Verde Islands.									2		2
Cape Whittle, Labrador				1							1
Cardiff, Wales				1							1
Caroline Islands, Pacific Ocean				2							2
Casper Strait, Java Sea		1				1					2
Celebes Islands.		1									1
Central America:											
Acajutla El Salvador.									1		1
Alagarte Reef, Nicaragua			1								1
Bluefields, Nicaragua										1	1
Buttonwood Cay				1							1
Cape Gracias-a-Dios, Nicaragua	1										1
Consignina Point, coast of Nicaragua				1							1
Corker Key									1		1
Courtown Bank						1					1
Half Moon Key		1									1
Jerovidances Reef, coast of Honduras					1						1
La Libertad, El Salvador.							1				1
Old Providence Island						1					1
Patuca River (mouth of)								1			1
China:											
Amoy					1						1
China Sea		1									1
Hongkong				1						1	2
Macao									1		1
Pratas Reef								1			1
Shanghai									1		1
Shawcishan								1			1
Verecker Shoal					1						1
Woo Sung		1									1
Cuba, West Indies:											
Baracoa							1				1
Cape San Antonio		1	1								2
Cardenas	1			1			1				3
Cay Largo								1			1
Cienfuegos			1								1
Colorado Reef	1	1				1				1	4
Isle of Pines (south of)							1				1
Nipe Bay									1		1
Nuevitas				1							1
Romano Key					1						1
Sagua la Grande Harbor			1	2	1	1				1	6
Salt Key Bank			1								1
San Carlos Reef				1							1
Santiago de Cuba					1						1
Dog Island, Caribbee Isles	1										1
Dowsett Reef, near Layson Island					1						1
East Cape, Siberia										1	1
Eastern Island, Pacific Ocean		1									1
Falkland Islands, South Atlantic Ocean	1	1		1							3
Flinders Island, Tasmania				1							1
Hudson Bay, Canada.		1									1
Indian Point, Siberia.						1					1

TABLE 67.—*List of places where American vessels have stranded, etc.—Continued.*

AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	
Jamaica, West Indies:											
Bear Bush Key					1						1
Kingston						1					1
Ochos Rios										1	1
Point Morant			1								2
Port Antonio, Fort Point					1					1	2
Port Maria (near)				1							1
Japan:											
Awa	1										1
Hakodate		1	1								2
Inoshima, Inland Sea					1						1
Towfi Saki						1					1
Lands End, England:											
Lazaro Point	1										1
Leixoes, Portugal			1								1
Lowland Point, Cornwall, Eng- land:											
Magdalen Islands, Gulf of St. Lawrence		1		1				2			4
Malden Island, South Pacific Ocean:											
Manuel Lagoon	1		1								2
Mexico:											
Agiabampo			1								1
Alacran Reef	1			1				1	1		4
Altata Harbor		1					1				2
Alvarado Bar	1				1			1		1	4
Anagedas Reef						1					1
Arcos Cay, Campeche Bay								1			1
Arenas Cay, Campeche Bay			1								1
Bagdad	1			1							2
Chincorro Reef, off coast of Yucatan				1							1
Coatzacoalcos River Bar					1						1
Cozumel Island		1		1							2
Esenada		2									2
Frontua										1	1
Geronimo Island						1					1
Guaymas								1			1
Lower California			1								1
Lobos, Gulf of California								1			1
Navidad Bay									1		1
Progreso								1			1
Rio Huach				1							1
San Blas								1			1
Santa Ana	1					1					2
Santa Rosalia	2										2
Tampico					2		1				3
Tiopa										1	1
Tonala Bar							1				1
Topolobampo									1		1
Triangles, The, Campeche Bay							1		1		2
Vera Cruz		1									1
Yucatan	1										1
Midway Islands:											
Montevideo, Uruguay								1		1	2
New Brunswick:											
Campobello Island	1	2	1		1		1		1		7
Grand Manan Island			1		1	1					3
Green Island		1									1
Hopewell Cape				1							1
Musquash, Bay of Fundy	1	1						1			3
Quaco		1									1
St. John					1	1					2
Newcastle, New South Wales								1			1
Newfoundland:											
Barnes Head				1							1
Bay of Islands								1		1	2
Cape Ray	1										1
Grand Bay									1		1
Lamilin Reef		1									1
Middle Island										1	1
Pass Island, Hermitage Bay			1								1
Piacentia Bay			1								1
Port aux Basques						1			1		2

TABLE 67.—List of places where American vessels have stranded, etc.—Continued.

AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	
Newfoundland—Continued.											
Port au Port.....									1		1
Portugal Cove.....		1									1
St. Pierre Island (off south coast).....	4		1								5
Sand Island.....				1							1
Nova Scotia:											
Beaver Harbor.....									2		2
Beaver Island.....			1								1
Blanche Island.....		1									1
Brier Island.....	1						1				2
Cape Canso.....	1				1						2
Cape Chignecto.....	1										1
Cape Negro.....			1								1
Cape Sable.....				1						1	2
Cranberry Isle.....								1			1
Digby.....									1		1
Emerald Island, Shelburne County.....			1								1
Goose Island.....				1							1
Green Island.....					1		1				2
Gull Island.....						1					1
Gullivers Cove.....						1					1
Gut of Canso.....				1		1					2
Liscomb Ledges.....			1								1
Little Harbor.....							1				1
Little Hope Island.....								1			1
Liverpool Harbor.....	1				1						2
Locke Port.....					1						1
Lunenburg.....								1			1
Madame Island.....					1						1
Mud Island.....							1				1
Port Jolly Head.....	1										1
Port Medway.....				1							1
Pubnico.....								1			1
River Herbert.....	1										1
Rockport.....		1									1
Sable Island.....		1		1	1						4
St. Margarets Bay.....			1								1
Shag Harbor.....								1			1
Seal Island.....							1		1		2
Shelburne.....			1							1	2
Spencers Island.....	1										1
Wentworth Creek.....								1			1
Whitehead.....						1	2			1	4
White Point.....								1			1
Yarmouth.....	1			1		1			1		4
Ottendorf, Germany.....		1									1
Palliser Bay, New Zealand.....										1	1
Papeete, Tahiti.....						1					1
Philippine Islands:											
Corregidor Island.....							1				1
Luzon.....	1										1
Plata River (mouth of), South America.....					1			1			2
Port à Paix, Haiti.....					1						1
Prince Edward Island:				1							1
Georgetown.....			1								1
Tryon Shoal.....					1			1			2
Sabine Bank, Gulf of Mexico.....					1						1
Santo Domingo, West Indies:											
Azuza.....	1										1
Coral Reef.....		1									1
Isle La Vache.....		1									1
Palenque.....		1									1
Porto Plata.....			1				1				2
Saona Island.....	1										1
Silver Bank.....			1								1
Sapy Strait, East Indies.....							1				1
Seal Rock, New South Wales.....					1						1
Sarrana Keys, Caribbean Sea.....					1						1
Sheerness, England.....						1					1
Smythes Channel, southwest coast of South America.....			1								1
Stadtland, Norway.....							1				1
Strait of Magellan, South America.....				1	1	1					3

TABLE 67.—List of places where American vessels have stranded, etc.—Continued.

## AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	
Strait of Sunda, Princes Island.....		1									1
Tigel Bar, Kamtchatka.....										1	1
United States of Colombia:											
Colon.....							1				1
San Blas coast.....							1				1
Playa Clica.....								1			1
Venezuela:											
La Vela de Cora.....				1							1
Maracaibo.....									1		1
West Indies:											
Barbuda Island.....		1									1
Martinique Island.....	1										1
St. Vincent.....				1							1
Santa Cruz.....	1						1				3
Tobago Island.....							1				1
Vieque, or Crab, Island.....					1						1

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**REPORT OF THE  
BOARD ON LIFE-SAVING APPLIANCES.**

**May Meeting, 1905.**



LETTER OF TRANSMITTAL.

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BOARD ON LIFE-SAVING APPLIANCES,  
*Boston, Mass., May 31, 1905.*

SIR: I have the honor to transmit herewith the report of the proceedings of the Board on Life-Saving Appliances at its meeting in Boston, Mass., May 23-31, 1905, together with the papers referred to it for consideration.

Very respectfully,

C. H. PEABODY,  
*President of the Board.*

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



## REPORT OF THE BOARD ON LIFE-SAVING APPLIANCES.

### I.—PREAMBLE.

The Board on Life-Saving Appliances constituted by the honorable the Secretary of the Treasury in Department letter of January 3, 1882, met at Boston, Massachusetts, in the post-office building, room 147, at 10 a. m., May 23, 1905, at the call of the president of the board, dated May 5, 1905, for the transaction of such business as should be properly brought before it.

Captain C. A. Abbey, R. C. S., having been retired from duty Captain D. A. Hall, R. C. S., superintendent of construction life-saving stations, had been appointed a member of the board, vice Abbey, retired, by Department letter of May 3, 1905.

First Lieutenant J. E. Reinburg, R. C. S., having been relieved from duty in connection with the Life-Saving Service, First Lieutenant K. W. Perry, R. C. S., assistant inspector of life-saving stations, had been designated recorder of the board, vice Reinburg, relieved, by Department letter dated May 3, 1905.

Present: Professor C. H. Peabody, president; Lieutenant-Colonel D. A. Lyle, Ordnance Department, U. S. Army; Captain D. A. Hall, R. C. S.; Lieutenant K. W. Perry, R. C. S., recorder; Superintendent J. G. Kiah, Eleventh life-saving district; Superintendent H. M. Knowles, Third life-saving district; Superintendent S. H. Harding, First life-saving district.

General Superintendent S. I. Kimball, Life-Saving Service, was also present.

### II.—DOCKET.

#### CLASS I.—*Wreck ordnance.*

1. Garside's illuminated shot (E. S. Hart).
2. Shot-line tracer (J. B. Semple).
3. Rope for shot line (Abercrombie and Fitch).

#### CLASS II.—*Boats and miscellaneous appliances.*

1. Covered lifeboat (Abram Wallace Wright).
2. Hatton's lifeboat (J. H. Hatton).
3. Hull fin boat (Samuel Golden).
4. Life-saving boat (August Baumgart).
5. Seamless steel boat (Geo. F. Sproule).
6. Improvement in McLellan boat wagon (C. H. McLellan).
7. Ball-bearing rowlock (Henry N. Wheeler).

8. Device for steering a boat (Chas. Coleman).
9. Life-preserver (W. J. Rader).
10. Swimming paddles (John Knobloch).
11. McNab's life-saving apparatus (James A. McNab).
12. J. B. Colt Company's apparatus for lighting beach and scene of wreck.
13. Tunnel, crib, and oil proposition (James Brady).
14. Oil carrier and distributor (John W. Dalton).
15. Illuminated block (John W. Dalton).
16. Steel hooks and grapples (John W. Dalton).

### III.—COMMITTEES.

#### 1. Committees appointed.

##### CLASS I.—*Wreck ordnance.*

1. *On Garside's illuminated shot.*—Lieutenant-Colonel D. A. Lyle, Lieutenant K. W. Perry, Superintendent J. G. Kiah.
2. *On Semple's shot-line tracer.*—Lieutenant-Colonel D. A. Lyle, Lieutenant K. W. Perry, Superintendent H. M. Knowles.
3. *On Abercrombie and Fitch's rope for shot line.*—Lieutenant K. W. Perry, Captain D. A. Hall, Superintendent H. M. Knowles.

##### CLASS II.—*Boats and miscellaneous appliances.*

1. *On Wright's covered lifeboat.*—The full board.
2. *On Hatton's lifeboat.*—The full board.
3. *On Golden's hull fin boat.*—The full board.
4. *On Baumgart's life-saving boat.*—The full board.
5. *On Sproule's seamless steel boat.*—The full board.
6. *On improvement in McLellan boat wagon.*—The full board.
7. *On Wheeler's ball-bearing rowlock.*—Superintendent J. G. Kiah, Lieutenant-Colonel D. A. Lyle, Superintendent S. H. Harding.
8. *On Coleman's device for steering a boat.*—Superintendent S. H. Harding, Lieutenant-Colonel D. A. Lyle, Captain D. A. Hall.
9. *On Rader's life-preserver.*—Superintendent H. M. Knowles, Lieutenant K. W. Perry, Superintendent J. G. Kiah.
10. *On Knobloch's swimming paddles.*—Superintendent S. H. Harding, Lieutenant-Colonel D. A. Lyle, Superintendent H. M. Knowles.
11. *On McNab's life-saving apparatus.*—Captain D. A. Hall, Lieutenant K. W. Perry, Superintendent J. G. Kiah.
12. *On J. B. Colt Company's apparatus for lighting beach and scene of wreck.*—Captain D. A. Hall, Superintendent H. M. Knowles, Superintendent S. H. Harding.
13. *On Brady's tunnel, crib, and oil proposition.*—Superintendent J. G. Kiah, Captain D. A. Hall, Superintendent S. H. Harding.
14. *On Dalton's oil carrier and distributor.*—Lieutenant-Colonel D. A. Lyle, Captain D. A. Hall, Lieutenant K. W. Perry.
15. *On Dalton's illuminated block.*—Captain D. A. Hall, Superintendent J. G. Kiah, Superintendent H. M. Knowles.
16. *On Dalton's steel hooks and grapples.*—Superintendent J. G. Kiah, Superintendent H. M. Knowles, Superintendent S. H. Harding.

2. *Committees reported.*CLASS I.—*Wreck ordnance.*

1. On Garside's illuminated shot.
2. On Semple's shot-line tracer.
3. On Abercrombie and Fitch's rope for shot line.

CLASS II.—*Boats and miscellaneous appliances.*

1. On Wright's covered lifeboat.
2. On Hatton's lifeboat.
3. On Golden's hull fin boat.
4. On Baumgart's life-saving boat.
5. On Sproule's seamless steel boat.
6. On improvement in McLellan boat wagon.
7. On Wheeler's ball bearing rowlock.
8. On Coleman's device for steering a boat.
9. On Rader's life-preserver.
10. On Knobloch's swimming paddles.
11. On McNab's life-saving apparatus.
12. On J. B. Colt Company's apparatus for lighting beach and scene of wreck.
13. On Brady's tunnel, crib, and oil proposition.
14. On Dalton's oil carrier and distributor.
15. On Dalton's illuminated block.
16. On Dalton's steel hooks and grapples.

## IV.—PRESENCE OF EXHIBITORS.

Inventors and exhibitors were allowed to appear before the board to explain the construction of their devices, and to set forth the merits claimed for them.

## V.—TESTS.

1. Garside's illuminated shot.
2. The Semple shot-line tracer.
3. J. B. Colt Company's apparatus for lighting beach and scene of wreck.

## VI.—RESULTS, OPINIONS, AND RECOMMENDATIONS.

CLASS I.—*Wreck ordnance.*1. *Garside's illuminated shot.*

RESULTS.—Three different projectiles of this pattern were submitted to the board. One had a wire rope "leader" attached by a pin passing through the shot near the base; the second had a tension spring and was attached by a similar pin near front end of cavity in shot; and the third had a compression spring inserted in the axial cavity and held in place by a base plug screwed into base of shot.

These projectiles are modifications of the Cordes shot, tested about twenty-seven years ago, combined with a modification of the illuminating feature of the Manby shot.

After a careful examination of the apparatus the board sent the projectiles to the Point Allerton Life-Saving Station, at Hull, Massachusetts, and tested them at night at that station, using the Lyle gun.

TESTS.—*Hull, Massachusetts, May 26, 1905.*

*First shot:*

Weight of Garside shot (no spring).....	16 pounds.
Weight of powder charge.....	3 ounces.
Elevation of gun.....	25½ degrees.
Shot line, No. 9, Whiton.	

REMARKS.—Wire “leader” carried away in the eye of the “leader,” where attached to rear end of shot. Seventeen fathoms of line carried out: Illuminating device showed feebly to some observers, for a few yards, but not enough to be of any use.

*Second shot:*

Weight of Garside shot (tension spring).....	17 pounds.
Weight of powder charge.....	4 ounces.
Elevation of gun.....	25½ degrees.
Shot line, No. 9, Whiton.	

REMARKS.—Wire rope broke below spring; 6 fathoms of line carried out; slight illumination for a short distance; burnt out quickly.

*Third shot:*

Weight of Garside shot (compression spring).....	18 pounds.
Weight of powder charge.....	4 ounces.
Elevation of gun.....	25½ degrees.
Shot line, No. 9, Whiton.	

REMARKS.—Wire rope parted at shot end, 14½ fathoms line carried out. Slight illumination, for a few yards, as before.

Length of tension spring, 7¼ inches, and between 60 and 70 coils.

Length of compression spring, 13¼ inches; between 50 and 60 coils.

All of the projectiles were lost at sea, having been fired over water, the only range available and safe.

OPINION.—The board is of the opinion that this projectile is not adapted to the use of the Life-Saving Service.

2. *Semple's shot-line tracer.*

RESULTS.—These tracers were before the board at its meeting in May, 1903, and the results of the examination are given on page 436, Annual Report of the Life-Saving Service for 1903. The inventor has sent ten tracers and two “leaders” (i. e., short lengths of wire cable, about ½ inch in diameter, one about 20 inches long, the other about 32 inches long), with loop at each end, one loop to attach to the shot, the other to the shot line. These leaders are intended to prevent the burning off of the line in firing. In speaking of these leaders the inventor states in his letter of July 14, 1904:

If the Service would care to fire a few of these tracers we will furnish a leader 2 or 3 feet long, which we are sure will not be burned off nor broken by the tracer.

Again, in his letter of May 8, 1905:

We would be pleased to submit for test ten shot-line tracers, together with leaders, to prevent any possibility of the tracer's burning off the line near the shot or breaking the line by catching on it. These leaders we do not consider necessary.

The total weight is about 2 ounces. The price of tracer is \$6 per dozen.

The latest modification of the tracer makes the ignition automatic, in order not to disturb the aim.

TESTS.

The board went to Point Allerton Life-Saving Station at Hull, Massachusetts, for the purpose of making night tests of Semple's tracer. The wire "leaders" furnished by the inventor to interpose between the shot and shot line to prevent the burning off or cutting of the line by the tracers were not employed, as it was known that these rigid wire attachments usually broke, and it was not desired to lose a shot unnecessarily. Two rounds were fired, using the Lyle gun and projectile, having the tracer attached to the shank of the latter with the primer nut of the tracer next to the eyehole of the shank.

*First round:*

Weight of projectile.....	18.75 pounds.
Weight of powder charge.....	3 ounces.
Elevation of gun.....	25½ degrees.
Shot line, No. 9, Whiton.	

Tracer illuminated shot, but fell from projectile during flight; probably not securely fastened to shot or wire loosened by action of line upon reversal of shot.

*Second round:*

Weight of projectile.....	18.75 pounds.
Weight of powder charge.....	6 ounces.
Elevation of gun.....	25 degrees.
Shot line, No. 7, Whiton.	

Tracer illuminated course of shot throughout its flight; 196 fathoms (392 yards) of line carried out; shot and spent tracer recovered. Special care had been taken in attaching tracer to shank of projectile and to close down ends of wire to prevent its catching in or cutting line. A few feet of line were wet to avoid danger of burning off by tracer.

Care must be exercised in attaching the tracer securely and in closing down the ends of the "binder" wire to avoid catching in the line on reversal of shot. A pair of pliers is necessary for this purpose. With proper precautions the tracer can be used without endangering the shot line.

OPINION.—The board is of the opinion (1) that this tracer is adapted to mark the line of flight of the projectile at night, though it does not indicate the position of the bight of the line, which is the important point; (2) that it may aid the judgment of the keeper in subsequent shots, if such be necessary; and (3) that as the cost is not excessive a number of them should be placed at such stations as may be deemed necessary, to be used when in the judgment of the keeper their employment is believed to be advisable or necessary.

3. *The Abercrombie and Fitch rope for shot lines.*

RESULTS.—This subject came before the board at the meeting of May, 1904, being then submitted by letter and sample. While the rope was found to possess merit, the sample was too short for practical tests, and the board recommended that the matter be given consideration at the present meeting, provided the manufacturers would submit samples prior to the date of the meeting, said samples to be of the size of the regular Nos. 4, 7, and 9 shot lines used in the service. Under date of June 3, 1904, Abercrombie and Fitch were provided with a copy of the findings of the board in the case, and on April 24, 1905, a letter

was addressed to them by the General Superintendent asking their intention in the matter. In a letter two days later they stated that as the rope was made abroad they could not get a sample in time for the meeting of the board, which they erroneously supposed would be upon June 3. In the same letter they asked for the exact size of the samples required, stating that a prompt reply might enable them to procure the rope in time. They were immediately supplied with the desired information, and were also informed as to the correct date of the meeting. As nothing further has been heard from Abercrombie and Fitch the subject is dropped from the docket.

CLASS II.—*Boats and miscellaneous appliances.*

1. *Wright's covered lifeboat.*

RESULTS.—This device is submitted by Abram Wallace Wright by letters, description, and drawing. It is not covered by caveat or letters patent. It consists of two principal parts denominated the "body" and the "cap," the body being constructed of  $\frac{1}{4}$ -inch steel plate, and the cap of  $\frac{1}{8}$ -inch aluminum plate, the inventor recommending that these parts be stamped into the required form from plates of the material specified. The "cap" is to be riveted and soldered to the "body," thus forming the boat. The boat appears to be a craft whose midship cross section is a circle having a diameter of 6 feet, and whose longitudinal section is an ellipse with a major diameter of 15 feet and minor diameter of 6 feet. The boat is fitted with two air pipes extending some distance above the hull. A manhole is provided in the middle of the cap for ingress and egress. Two steel plates,  $\frac{1}{2}$  inch in thickness (surface dimensions not given), underneath the hull at either end, are secured to shafts at right angles to same, the shafts entering perpendicularly into the body, and each having a lever attached to it inside the boat. The inventor states "that by waving these levers the plates are made to wave and push against the water much as the tail of a fish does." This waving motion is evidently intended as the motive power. The inventor further states that with one man in the manhole and one inside at each end the boat may be moved to a wreck for the purpose of rescuing people therefrom. The craft is in form similar to the metallic life car in use in the Service.

OPINION.—The board is of the opinion that this device is not adapted to use in the Life-Saving Service.

2. *The Hatton lifeboats.*

RESULTS.—The models of these lifeboats were first submitted to the board, together with general description, and carefully considered at the meeting of February 9, 1882, and the boats were not at that time deemed to be adapted to the wants of the Life-Saving Service.

The devices presented by drawings, specifications, models, and letters, covering dates from June 10, 1904, to May 18, 1905, have been carefully examined, and do not differ materially from those submitted to the board in 1882.

OPINION.—It is the opinion of the board that the boats are not practicable for the use of the Life-Saving Service on either the Atlantic, Pacific, Gulf, or Lake coasts, and the decision of the board of 1882 is sustained. No further action will be taken by the board, as the models and description submitted are sufficient.

### 3. *Golden's hull fin boat.*

**RESULTS.**—No model of this craft is submitted. From the description by letters and photographs furnished by Samuel Golden, the designer, it is a working model of a peaked stern steel boat, "as a new idea in power-boat building," which he claims to be "superior to any other boat, from a pleasure launch to a battle ship." He also claims speed, safety, and seagoing qualities unequaled by any other design of boat, and ability to maneuver precisely as desired, regardless of wind or sea.

The boat constructed by Mr. Golden is 35 feet over all; 2 feet 6 inches depth; with a fin keel 16 feet long, 2 feet beam at the widest part, and 2 feet 5 inches deep below the hull, making a combined draft of about 2 feet 9 inches. The hull is constructed of No. 16 soft-steel plates throughout, 1-inch by 1-inch by  $\frac{1}{4}$ -inch angles for frames, spaced 12 inches on centers in both hull and fin; bulkheads 6 feet from stem and stern posts of 5-pound plate; deck 8 feet forward and same aft of  $1\frac{1}{2}$ -inch Georgia pine; covering board on waterway  $1\frac{1}{2}$ -inch oak,  $7\frac{1}{2}$  inches wide. The boat is equipped with a 4-cylinder 20-horsepower gasoline motor, manufactured by the Buffalo Gasolene Motor Company, of Buffalo, New York. The boat is not especially fitted for life-saving purposes, as the designer desires to leave the interior space required for special purposes to recommendations of the board. It is intended to carry no ballast, on account of the center of gravity being low, making it almost impossible for the boat to be capsized. Mr. Golden claims a speed for the boat between eleven and twelve knots per hour, and that it can turn in a channel 50 feet wide, running at full speed.

**OPINION.**—The board is of the opinion that a metallic boat of such a model, with a fin keel 2 feet 5 inches added to the draft of the boat, would seriously interfere with landing upon a flat, shallow beach. The boat would be liable to receive damage through wrenching and pounding in the seas while making such landing; and as the boat possesses neither self-bailing nor self-righting qualities the board does not recommend its adoption for life-saving purposes.

### 4. *Baumgart's life-saving boat.*

**RESULTS.**—No model of this device was shown, the inventor submitting with his application a cut and description from the letters patent received by him from the Patent Office at Washington. Letters from the inventor, dated May 19, 1905, and received by the board May 25, 1905, state that he is having some improvements patented, and that they are not out of the Patent Office, but when received by him they will be sent to the board. Owing to the noncompletion of all the appliances pertaining to Mr. Baumgart's boat, the board recommends that it be dropped from the docket.

### 5. *Sproule's seamless steel boat.*

**RESULTS.**—This boat was presented to the board at its meeting in Boston, May 17, 1904, and the board affirmed an opinion as follows:

It is quite impracticable to consider the merits of the boat proposed from the small amount of data presented in regard to it. If a boat of steel of the model and weight adapted to the uses of the Life-Saving Service were before the board it would be better able to consider the subject.

Under date of July 6, 1904, Mr. Sproule submitted, by letter, a sketch of a seamless steel lifeboat and a catalogue of seamless steel boats and

launches. The sketch, or blue print, shows an open surfboat, 26 feet in length,  $7\frac{1}{2}$  feet beam, and 3 feet in depth, fitted with air chambers in the ends and both sides, sharp at both ends, four thwarts spaced 3 feet 8 inches between centers, and of weight, without outfits, about 2,400 pounds. Price of boat alone, fitted with galvanized iron tanks, is £55 10s.; with wood tanks, £59 10s.; with yellow-metal tanks, £66; with copper or wood-fiber tanks, £68 5s. The above prices are for England, f. o. b. The boat may be fitted with oars, boat hooks, mast, yard, sea anchor, water breaker, oil distributor, compass, lamp, oil can, tomahawks, and bailer, for £8 5s. extra.

OPINION.—The board is of the opinion that this boat does not possess any advantages over the surfboats in use in the Service, and is, besides, heavier and more expensive.

6. *Improvement in McLellan boat wagon.*

RESULTS.—This proposed change is simply the substitution of an automobile axle for the present front axle of the McLellan boat wagon now in service, to permit of making a shorter turn with the boat upon the wagon without danger of the wheels touching the boat. With the ordinary axle short turns are impossible, and with long turns great care must be exercised to prevent cutting or chafing the boat. The change will do away with the fifth wheel and hounds, and it is claimed that the increase in weight will be slight, if any, while the advantage of short turns will be secured.

The proposed front axle will remain fixed at right angles to the axis of the boat, or parallel to the rear axle, the spindles being pivoted near the ends of the axle. Two arms or levers are attached to the movable spindles and project to the front, where they are pivoted to a crossbar which is connected at its middle point with the tongue of the wagon. The rear end of the tongue is attached to the front axle. The movable crossbar is in front of and parallel to the front axle, and any lateral motion given to the tongue is communicated to the spindles and wheels through the motion of the crossbar.

OPINION.—The board is of the opinion that the proposed substitution of an automobile axle for the present front axle of the McLellan boat wagon gives promise of possessing qualities of advantage to the Service and merits trial.

RECOMMENDATION.—The board respectfully recommends that the General Superintendent of the Life-Saving Service have at least one wagon fitted up in accordance with the proposition of Captain C. H. McLellan and placed in service for trial and observation.

7. *Wheeler's ball-bearing rowlock.*

RESULTS.—This device consists of a brass sleeve fitted on the oar and held in place by a screw through the center and into the oar at the proper place on the loom. A second brass sleeve then slides over the first sleeve and is held in place by two brass rings—one at either end—which screw onto the first brass sleeve. At either end of the second sleeve a groove is cut to receive ball bearings, and each ring which first screws on is also ground for ball bearings, so that, in feathering, the oar in the necessary position will take on the ball bearings. The grooves for these ball bearings have a steel lining and the balls are also of steel. On the outer brass sleeve a hinged lug and thole pin is attached, which fits in a brass plate attached to the gunwale of

the boat, and this plate is also provided with ball bearings. In the lower end of the thole pin a groove is cut for a locking device, which works with a steel spring, and the oar can be released and unshipped by springing out the locking device with a short chain attached for that purpose. The working model submitted is 2 inches in diameter, inside measurement,  $5\frac{1}{2}$  inches long, and weighs 7 pounds. In fitting this device to an oar the butt of the oar would have to be worked down to the same size, to that part of the loom where it would be necessary to fasten it. The price quoted is \$5.

OPINION.—The board is of the opinion that this model of rowlock is not adapted to the use of the Life-Saving Service. Some of the objections are as follows:

1. The device is very heavy.
2. The ball bearings are liable to clog with sand and ice.
3. It is not easily unshipped when catching a crab.
4. The butt of the oar having to be cut away, as stated above, the device destroys the balance of the oar.
5. The oar can not be moved inboard or outboard.

8. *Coleman's device for steering a boat.*

RESULTS.—The inventor of this device claims that by his invention a boat at sea can be steered in any direction at will with no one on board. No plans, specifications, or model accompanied the inventor's letter of application. In a letter to the General Superintendent under date of May 16, 1905, received and read before the board, Mr. Coleman states that it will be impossible for him to get any drawings and description completed in time for the present board to pass upon them.

RECOMMENDATION.—There being insufficient data for the board to form an opinion upon the device, it is recommended that the matter be dropped from the docket.

9. *Rader's life-preserver.*

RESULTS.—This matter is submitted to the board by letters and rough drawings, sent through the President of the United States, describing the life-preserver, which is in shape of a vest or sleeveless coat, to be constructed of water-proof cloth or cloth rubber lined, that the air pockets may be made tight. It is inflated by means of a tube or mouthpiece, having an air-tight screw valve. The preserver is secured to the body by straps adjusted by buckles and passing around the waist, over the shoulders, and between the legs. Snap hooks are attached to the waist strap on back and front and also on the chest. This preserver is not so well adapted to use in the Service as the cork belt now in general use, it being partly of rubber, therefore subject to easy puncture and to deterioration, like many other preservers that have been before the board.

OPINION.—The board is of the opinion that this device is not adapted to use in the Life-Saving Service.

10. *Knobloch's swimming paddles.*

RESULTS.—The inventor of this device, which is not covered by letters patent, submits drawings and description of the apparatus.

Sheet No. 1 of the drawings shows the device attached to the wearer or operator. Sheets 2 and 3 show various working parts of the

apparatus, such as paddles, rollers, straps, and pins. The paddles are made of forged steel, ratchets of hardened steel, slats of celluloid or aluminum, and other small parts of brass. The weight of the device is not known, the inventor not submitting it in his description.

OPINION.—From its many intricate parts, and weight of material of which constructed, the board is of the opinion that this device is not adapted to use in the Life-Saving Service.

11. *McNab's life-saving apparatus.*

RESULTS.—The inventor has submitted description, tracings, and rough model of his device.

Figure 1 of tracing represents a boat as being warped off by the crew, and a cable with anchor and hoisting apparatus for breaking the cable out of the sand.

Figures 2, 3, 4, and 5 are the detail drawings of the guide for cable, for which a patent was allowed February 24, 1905, but has not yet been issued.

A line with a kedge anchor laid offshore for warping a boat outside of the surf has been in use for years, and the invention is merely a pawl to hold the cable, which the board considers unnecessary, as the weight of the cable, if the boat were brought to a standstill or forced through the breakers, would have a tendency to hold the boat under and allow the seas to wash over her. The use of soft laid manila stoppers is far preferable to the pawl, as the pawl is liable to get jammed, whereas the stoppers can be easily cleared or cut.

OPINION.—The board is of the opinion that McNab's apparatus is not adapted to the needs of the Life-Saving Service.

12. *The J. B. Colt Company's acetylene-gas apparatus.*

RESULTS.—Your committee, to which was referred the J. B. Colt Company's acetylene-gas apparatus for lighting up wrecks, respectfully report as follows:

That, in addition to previous report of the committee upon a part of the apparatus (searchlight submitted last year) that was given a thorough practical test and trial on the evening of December 5, 1904, the apparatus now submitted is in a more complete form, with means provided for its transportation, accompanied by a lamp having four gas jets for lighting up the beach, and this lamp may be used separately or in conjunction with the searchlight. The two devices, with their attachments, are stored for transportation in a portable boxed cart, having two wheels, that can be drawn easily by one person. When the box and its contents are removed, the light skeleton cart may be used for various purposes, such as conveying other apparatus to and from the wreck, also as a stretcher for carrying injured or half-drowned persons to the station. The beach light now under consideration is somewhat similar in size and shape to a common, globe, street gas lamp, has four jets, and is operated in the same manner as the acetylene searchlight submitted to the board at its last meeting by the same company.

Although not formally before the board at the time the searchlight was tested in a driving snowstorm at Monmouth Beach Station last December, the arc light was then tested and considered with much favor as to its usefulness in lighting up the beach when operating the

beach apparatus at a wreck, as shown by the committee's report now on file with the records of the board.

The two devices were given a thorough test at Point Allerton Life-Saving Station, at Hull, Massachusetts, on the night of the 26th instant, the full board being present, when a small fisherman's dory was rendered visible by the searchlight at a distance of 300 yards. In operating the beach light coarse type was read at a distance of 90 feet from the light, and people could be plainly observed walking about the beach within a radius of 450 to 500 feet. Telephone poles painted white, spaced 90 feet apart, could be counted five poles distance, to the right and left, thus confirming the favorable report of the previous committee upon the searchlight, and upon the merits of both devices in their combined form.

**OPINION.**—The board is of the opinion that these devices, in their combined form, are adapted to the use of the Life-Saving Service.

**RECOMMENDATION.**—The board recommends their adoption at such stations as may be necessary. The cart can be made lighter, and the tires upon the wheels should be wider for use on sandy beaches.

### 13. *Brady's tunnel, crib, and oil proposition.*

**RESULTS.**—This subject is introduced by letters only. The writer suggests an idea for building a crib outside the line of the breakers, upon which a life-saving station is to be built, and the crib to be connected to the shore by a tunnel, through which the crew and appliances could pass. At the shore end of the tunnel an oil reservoir is to be erected of sufficient height to insure a pressure at the ends of pipes, which are to lead from the reservoir, through the tunnel, to the crib, and at the outer ends of these pipes stopcocks are to be attached, so that the distribution of the oil may be regulated to calm the waters.

**OPINION.**—The board is of the opinion that as the erection of such a crib and construction of a tunnel in connection therewith could not be accomplished without enormous cost, it is not deemed advisable to recommend the adoption of this idea.

### 14. *Dalton's oil carrier and distributor.*

**RESULTS.**—The following description of this device is submitted by the inventor:

The oil carrier and distributor will be made of aluminum of the best quality. The oil carrier will be 18 inches in length, with a diameter of  $3\frac{1}{2}$  inches. The loop or ring on top of the oil carrier will rise 3 inches above the top, so as to easily permit the screw cap to be placed in position, while the one at the bottom will be flush with the end of the oil carrier. The steel wire that will run the full length of the oil carrier on either side of it and will form the loops or rings will be one-sixteenth inch in diameter. The weight of the oil carrier will be about 1 pound; when filled with oil and ready for use, about 3 pounds.

This device is intended to be attached to the service shot by a fireproof line, and to be fired beyond a stranded vessel, and upon striking the water the light paper covers over the holes in the screw cap are dissolved by the water, permitting the escape of the oil, which is designed to spread on the water and form "a comparatively smooth pathway between ship and shore." It is claimed that this distribution of oil will prevent the destructive effort of the waves against the side of the stranded ship, which causes her to "pound" and break up, long enough to give time to save the crew.

The subject of using oil on water has been before the board many times, and is quite fully treated in the board report of 1883 (see pp. 413, 427 to 487, Report of Life-Saving Service for 1883, where the

subject is considered at length. See also Report for 1888, pp. 488 and 492; also Report for 1890, pp. 537 and 553, and Report for 1899, p. 471).

It is doubtful if any device like this could be carried out by the shot, using a service charge of powder, without breaking the attachment between the shot and oil carrier. Experience has taught that lines or attachments of this sort are easily severed in firing.

OPINION.—In view of the experience of the board, and the investigations made on this subject during the past twenty-two years, “that the application of oil on surf near the shore is of little practical benefit,” the board is of the opinion that this device comes within the class of devices of a similar nature heretofore considered by the board, and that the results of the experiments heretofore made “show that oil does not smooth rough seas in shallow water, or prevent the breaking of the surf on shore,” or on bars.

15. *Dalton's illuminated block.*

RESULTS.—The model, tracing, and description of this invention were submitted to the board by Mr. John W. Dalton in person, who explained the principle and method of the light to be placed in the block and how it is intended to be used in connection with the shot and line. The model was not shapely, and a clear idea could not be gained as to its size, form, and strength, or the material to be used in its construction.

OPINION.—This block would apparently be of advantage to the service provided it could be shown that the device is capable of practical application. The small block submitted to illustrate the principle is not sufficient to warrant the board in expressing a definite opinion of the adaptability of the device to the uses of the service. It is respectfully suggested that the inventor furnish a block and tackle designed and fabricated as he intends it to be employed in service, and submit it to the board for a series of tests, upon the results of which the board can base its opinion and reach some definite conclusion as to its merits for service use.

16. *Dalton's steel hooks or grapples.*

RESULTS.—This matter comes before the board by letters and drawings submitted by Mr. John W. Dalton in connection with his oil distributor and illuminated block. Mr. Dalton also appeared before the board in person to explain the workings of his life-saving devices. The drawings represent the appliance as a short steel leaf spring hook with a bearded point, and an eye at each end by which other hooks or grapples may be added by means of steel wire or fireproof line.

The device is intended to be used separately to secure attachment of a line or block to a wreck by the hooks or grapple catching some part of the vessel or rigging when being hauled back by life-savers after firing it over a wreck, or in connection with any other device to which it can be attached for life-saving purposes.

OPINION.—The board is of the opinion that it is desirable (should the inventor supply a working model of these hooks, with attachments) that this device be tested.

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