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FROM THE

UNITED STATES GOVERNMENT

ANNUAL REPORT OF THE
United States Life-Saving
Service

FOR THE FISCAL YEAR ENDED JUNE 30

1909



WASHINGTON
GOVERNMENT PRINTING OFFICE
1910

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TREASURY DEPARTMENT,
Document No. 2573.
Office of the Life-Saving Service.



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ORGANIZATION OF THE UNITED STATE 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.
 SENIOR CAPT. FRANK H. NEWCOMB, U. S. Revenue-Cutter Service, Inspector of Life-Saving Stations, No. 379 Washington street, New York, N. Y.

DISTRICT SUPERINTENDENTS.

District.	Name.	Post-office address.
First.....	Silas H. Harding.....	Portsmouth, N. H.
Second.....	George W. Bowley.....	Provincetown, Mass.
Third.....	Herbert M. Knowles.....	Wakefield, R. I.
Fourth.....	Arthur Dominy.....	Bay Shore, N. Y.
Fifth.....	John G. W. Havens.....	Point Pleasant, N. J.
Sixth.....	William E. Tunnell.....	Lewes, Del.
Seventh.....	Patrick H. Morgan.....	Shawboro, N. C.
Eighth.....	Hiram B. Shaw.....	205 Main street, Jacksonville, Fla.
Ninth.....	William A. Hutchings.....	Galveston, Tex.
Tenth.....	Edwin E. Chapman.....	Buffalo, N. Y.
Eleventh.....	Jerome G. Kiah.....	Harbor Beach, Mich.
Twelfth.....	Charles Morton.....	Grand Haven, Mich.
Thirteenth.....	George H. Varney.....	Room 35 New Appraisers' Stores, San Francisco, Cal.

ASSISTANT INSPECTORS.

First.....	Lieut. Randolph Ridgely, jr., United States Revenue-Cutter Service.	Room 148 Post-Office building, or P. O. Box 1906, Boston, Mass.
Second.....		
Third.....	Lieut. Samuel P. Edmonds, United States Revenue-Cutter Service.	Patchogue, N. Y.
Fourth.....		
Fifth.....	Lieut. Harry G. Hamlet, United States Revenue-Cutter Service.	Red Bank, N. J.
Sixth.....		
Seventh.....	Capt. Horace B. West, United States Revenue-Cutter Service.	Onancock, Va.
Eighth.....		
Ninth.....	Lieut. Walker W. Joynes, United States Revenue-Cutter Service.	Elizabeth City, N. C.
Tenth.....		
Eleventh.....	Capt. James L. Sill, United States Revenue-Cutter Service.	Room 216, Post-Office building, Savannah, Ga.
Twelfth.....		
Thirteenth.....	Lieut. Bernard H. Camden, United States Revenue-Cutter Service.	Room 204, Post-Office building, Detroit, Mich.
On special duty.....		
Do.....	Lieut. Aaron L. Gamble, United States Revenue-Cutter Service.	No. 500 Federal building, Chicago, Ill.
	Capt. Howard Emery, United States Revenue-Cutter Service.	Post-Office building, Portland, Oreg.
	_____, United States Revenue-Cutter Service.	Washington, D. C.
	Lieut. Benjamin M. Chiswell, United States Revenue-Cutter Service.	Do.

SUPERINTENDENTS OF CONSTRUCTION, LIFE-SAVING STATIONS.

ATLANTIC AND LAKE COASTS.

Name.	Post-office address.
Senior Capt. Frank H. Newcomb, United States Revenue-Cutter Service.	No. 379 Washington street, New York, N. Y.
Senior Capt. A. P. R. Hanks, United States Revenue-Cutter Service.	Do.

PACIFIC COAST.

Senior Capt. Frank H. Newcomb, United States Revenue-Cutter Service.	No. 379 Washington street, New York, N. Y.
Capt. Howard Emery, United States Revenue-Cutter Service.	Post-Office building, Portland, Oreg.

REPORT UNITED STATES LIFE-SAVING SERVICE.

BOARD ON LIFE-SAVING APPLIANCES.

Name.	Post-office address.
Otto H. Tittmann, President, Superintendent United States Coast and Geodetic Survey.	Washington, D. C.
Edwin E. Chapman, Recorder, superintendent, tenth life-saving district	Buffalo, N. Y.
Col. David A. Lyle, U. S. Army (retired)	
Lieut. Benjamin M. Chiswell, United States Revenue-Cutter Service.	Washington, D. C.
Silas H. Harding, superintendent, first life-saving district	Portsmouth, N. H.
Jerome G. Klah, superintendent, eleventh life-saving district	Harbor Beach, Mich.
Herbert M. Knowles, superintendent, third life-saving district.	Wakefield, R. I.

SUPERINTENDENT OF TELEPHONE LINES.

William Bolton	124 North Sixth street, Newark, N. J.
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CLASSIFICATION OF DISTRICTS AND STATIONS.

ATLANTIC AND GULF COASTS.

	Stations.
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)	19
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
	201

COASTS OF THE GREAT LAKES.^a

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

PACIFIC COAST.^b

Thirteenth district	19
---------------------	----

SUMMARY.

Atlantic and Gulf coasts	201
Coasts of the Great Lakes	61
Pacific coast	19
Total	281

^a Including a station at the Falls of the Ohio, Louisville, Ky.^b Including a station at Nome, Alaska.

LETTER OF TRANSMITTAL.

TREASURY DEPARTMENT,
Washington, November 29, 1909.

SIR: As required by 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, 1909, and of the expenditures of moneys appropriated for the maintenance of the service for that period.

Respectfully,

SUMNER I. KIMBALL,
General Superintendent.

HON. FRANKLIN MAOVEAGH,
Secretary of the Treasury.

OPERATIONS
OF THE
UNITED STATES LIFE-SAVING SERVICE

1909

OPERATIONS OF THE UNITED STATES LIFE-SAVING SERVICE, 1909.

The record of the operations of the Life-Saving Service for the year ended June 30, 1909, is in some respects more noteworthy than that for any previous year within the history of the establishment, namely, in the large number of vessels involved; in the low percentage of lives lost in comparison both with the number of disasters and the number of persons imperiled; the large aggregate value of property endangered, and the remarkable preponderance of undocumented craft in the list of vessels suffering casualty.

During the year 1,376 vessels met with disaster more or less serious within the field of the service. Aboard these vessels were a total of 8,900 persons, only 30 of whom were lost. The vessels had an estimated value of \$13,143,610 and their cargoes a value of \$2,962,470, which combined make a total of \$16,106,080 for the value of property involved. Seventy-two of the 1,376 vessels were totally lost. The results of the year's operations with relation to casualties to vessels are shown in the following table, the figures being apportioned between documented and undocumented craft, the last-named class including rowboats, small sailboats, launches, etc.:

	Documented.	Undoc- umented.	Total.
Vessels involved.....	459	917	1,376
Vessels lost.....	50	22	72
Persons on board.....	6,377	2,523	8,900
Persons lost.....	8	22	30
Persons succored at stations.....	389	224	613
Days' succor afforded.....	779	271	1,050
Value of vessels.....	\$12,498,870	\$644,740	\$13,143,610
Value of cargoes.....	\$2,950,190	\$12,280	\$2,962,470
Total value of property involved.....	\$15,449,060	\$657,020	\$16,106,080
Value of property saved.....	\$13,187,840	\$622,860	\$13,810,700
Value of property lost.....	\$2,261,220	\$34,160	\$2,295,380

^a 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 situations 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 even though 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 under the caption "Disasters involving loss of life" and the brief statements under the caption "Services of life-saving crews" convey as adequate an idea of what the life-saving crews actually do in each instance as space will allow.

COMPARISON OF STATISTICS.

There were 73 more documented vessels and 209 more undocumented vessels involved in casualty during 1909 than the number of each of the two classes in 1908, making an increase of 19 per cent for the first-mentioned class and of 23 per cent for the class last named. The number of persons on board the vessels involved last year is also considerably greater than that for the year preceding, the increase in the number on documented craft being 2,628 and that in the number on undocumented vessels 560, the increase being 70 per cent in the first instance and 22 per cent in the second, or a total increase of 3,188 in the number of persons involved, the percentage of increase for the two classes combined being 46.

The year witnessed the loss of 8 more lives than in 1908, but owing to the fact that a much larger number of persons was carried by the endangered vessels a comparison of the fatality record for the two years makes the showing for 1909 more favorable than the figures seem to indicate, the percentage of loss for that year being actually smaller than that for 1908. Another difference is noted in the mortality record for the two years. In 1908 there were 16 lives lost from documented vessels and 6 from small craft, whereas in 1909 the preponderance is reversed—8 persons having perished from large vessels and 22 from those of the undocumented class.

A coincidence is noticed in the number and character of the vessels of the larger class from which loss of life occurred during the two years as well as in regard to the locality of disaster. In 1908 life was lost from four documented vessels wrecked within the scope of the service, two of the disasters having occurred on the coasts of the Great Lakes and two on the coast of North Carolina. The two vessels wrecked on the lakes were steamers; those meeting disaster on the southern Atlantic seaboard were sailing craft. Eight lives were lost from the two lake steamers and the same number from the two sailing vessels. The record for 1909 is identical with respect to fatal casualties to documented vessels, the character of the vessels involved, the grouping of the disasters by localities, and the apportionment of the loss of life to each coast, the only point of dissimilarity being found in the aggregate number of persons perishing from the four vessels for each year, which, as already stated, was 16 for 1908 and 8 for 1909.

In the matter of imperiled property there is a considerable difference in the figures for the two years, the value of endangered vessels and cargoes combined being \$2,575,855 greater for 1909 than that of the same classes of property for 1908. The property loss during 1909 also exceeds that for the preceding year, but the percentage of loss for the two years is practically the same, being about 14 per cent for each year. The increase shown for 1909 in the figures representing the total value of property involved is confined almost entirely to documented vessels, being \$2,537,145 for that class.

APPORTIONMENT OF WRECK STATISTICS TO THE SEVERAL LIFE-SAVING DISTRICTS.

The following tabular statement shows the apportionment of the figures in the foregoing table to the several coasts of the country:

ATLANTIC AND GULF COASTS: DISTRICTS ONE TO NINE.

FIRST DISTRICT—COASTS OF MAINE AND NEW HAMPSHIRE.

	Documented.	Undocu- mented.	Total.
Vessels involved.....	43	41	84
Vessels totally lost.....	9	2	11
Persons on board.....	228	93	321
Persons lost.....			
Persons succored at stations.....	16		16
Days' succor afforded.....	30		30
Value of vessels.....	\$169,920	\$15,260	\$185,180
Value of cargoes.....	\$62,200	\$320	\$62,520
Total value of property involved.....	\$232,120	\$15,580	\$247,700
Value of property saved.....	\$159,795	\$14,845	\$174,640
Value of property lost.....	\$72,325	\$735	\$73,060

SECOND DISTRICT—COAST OF MASSACHUSETTS.

Vessels involved.....	73	160	233
Vessels totally lost.....	7	5	12
Persons on board.....	2,239	514	2,753
Persons lost.....		5	5
Persons succored at stations.....	122	62	184
Days' succor afforded.....	154	64	218
Value of vessels.....	\$2,586,350	\$93,670	\$2,680,020
Value of cargoes.....	\$590,435	\$785	\$591,220
Total value of property involved.....	\$3,176,785	\$94,455	\$3,271,240
Value of property saved.....	\$2,925,780	\$89,635	\$3,015,415
Value of property lost.....	\$251,005	\$4,820	\$255,825

THIRD DISTRICT—COASTS OF RHODE ISLAND AND FISHERS ISLAND.

Vessels involved.....	10	9	19
Vessels totally lost.....	1	3	4
Persons on board.....	67	29	96
Persons lost.....			
Persons succored at stations.....	35	7	42
Days' succor afforded.....	108	15	123
Value of vessels.....	\$230,900	\$15,960	\$246,860
Value of cargoes.....	\$61,350	\$50	\$61,400
Total value of property involved.....	\$292,250	\$16,010	\$308,260
Value of property saved.....	\$196,445	\$4,535	\$200,980
Value of property lost.....	\$95,805	\$11,475	\$107,280

FOURTH DISTRICT—COAST OF LONG ISLAND.

Vessels involved.....	20	46	66
Vessels totally lost.....	2	1	3
Persons on board.....	771	125	896
Persons lost.....		1	1
Persons succored at stations.....	11	18	29
Days' succor afforded.....	110	32	142
Value of vessels.....	\$632,500	\$26,585	\$660,085
Value of cargoes.....	\$279,700	\$100	\$279,800
Total value of property involved.....	\$913,200	\$26,685	\$939,885
Value of property saved.....	\$767,625	\$26,060	\$793,685
Value of property lost.....	\$145,575	\$625	\$146,200

FIFTH DISTRICT—COAST OF NEW JERSEY.

Vessels involved.....	41	73	114
Vessels totally lost.....	4	3	7
Persons on board.....	294	193	487
Persons lost.....			
Persons succored at stations.....	10	50	60
Days' succor afforded.....	10	54	64
Value of vessels.....	\$185,300	\$57,320	\$242,620
Value of cargoes.....	\$15,635	\$760	\$16,395
Total value of property involved.....	\$200,935	\$58,080	\$259,015
Value of property saved.....	\$149,275	\$53,835	\$203,110
Value of property lost.....	\$51,660	\$4,245	\$55,905

ATLANTIC AND GULF COASTS: DISTRICTS ONE TO NINE—Continued.

SIXTH DISTRICT—COAST FROM CAPE HENLOPEN TO CAPE CHARLES.

	Documented.	Undocu- mented.	Total.
Vessels involved.....	23	19	42
Vessels totally lost.....	4	.....	4
Persons on board.....	172	59	231
Persons lost.....	.....	.....	.....
Persons succored at stations.....	44	20	64
Days' succor afforded.....	77	22	99
Value of vessels.....	\$719,900	\$7,025	\$726,925
Value of cargoes.....	\$443,755	\$65	\$443,820
Total value of property involved.....	\$1,163,655	\$7,090	\$1,170,745
Value of property saved.....	\$385,170	\$7,005	\$392,175
Value of property lost.....	\$778,485	\$85	\$778,570

SEVENTH DISTRICT—COAST FROM CAPE HENRY TO CAPE FEAR RIVER.

Vessels involved.....	36	22	58
Vessels totally lost.....	6	.....	6
Persons on board.....	233	56	289
Persons lost.....	4	.....	4
Persons succored at stations.....	45	3	48
Days' succor afforded.....	152	3	155
Value of vessels.....	\$388,450	\$13,785	\$402,235
Value of cargoes.....	\$109,725	\$1,380	\$111,105
Total value of property involved.....	\$498,175	\$15,165	\$513,340
Value of property saved.....	\$377,050	\$14,890	\$391,940
Value of property lost.....	\$121,125	\$275	\$121,400

EIGHTH DISTRICT—COASTS OF SOUTH CAROLINA, GEORGIA, AND EASTERN FLORIDA.

Vessels involved.....	7	25	32
Vessels totally lost.....	.....	.....	.....
Persons on board.....	49	62	111
Persons lost.....	.....	.....	.....
Persons succored at stations.....	.....	10	10
Days' succor afforded.....	.....	10	10
Value of vessels.....	\$254,000	\$20,840	\$274,840
Value of cargoes.....	.....	\$685	\$685
Total value of property involved.....	\$254,000	\$21,525	\$275,525
Value of property saved.....	\$253,900	\$21,415	\$275,315
Value of property lost.....	\$100	\$110	\$210

NINTH DISTRICT—GULF COAST.

Vessels involved.....	17	41	58
Vessels totally lost.....	.....	.....	.....
Persons on board.....	192	111	303
Persons lost.....	.....	2	2
Persons succored at stations.....	3	9	12
Days' succor afforded.....	3	9	12
Value of vessels.....	\$173,450	\$21,095	\$194,545
Value of cargoes.....	\$72,225	\$550	\$72,775
Total value of property involved.....	\$245,675	\$21,645	\$267,320
Value of property saved.....	\$244,150	\$20,775	\$264,925
Value of property lost.....	\$1,525	\$870	\$2,395

SUMMARY—ATLANTIC AND GULF COASTS.

Vessels involved.....	270	436	706
Vessels totally lost.....	33	14	47
Persons on board.....	4,245	1,242	5,487
Persons lost.....	4	8	12
Persons succored at stations.....	286	179	465
Days' succor afforded.....	644	209	853
Value of vessels.....	\$5,341,770	\$271,540	\$5,613,310
Value of cargoes.....	\$1,635,025	\$4,695	\$1,639,720
Total value of property involved.....	\$6,976,795	\$276,185	\$7,252,980
Value of property saved.....	\$5,459,190	\$252,995	\$5,712,185
Value of property lost.....	\$1,517,605	\$23,240	\$1,540,845

COASTS OF THE GREAT LAKES: DISTRICTS TEN TO TWELVE.

TENTH DISTRICT—COASTS OF LAKES ERIE AND ONTARIO.^a

	Documented.	Undoc-umented.	Total.
Vessels involved.....	22	102	124
Vessels totally lost.....	2	2	4
Persons on board.....	273	322	595
Persons lost.....	4	7	11
Persons succored at stations.....	14	2	16
Days' succor afforded.....	14	2	16
Value of vessels.....	\$633,100	\$76,930	\$710,030
Value of cargoes.....	\$127,005	\$1,395	\$128,390
Total value of property involved.....	\$760,105	\$78,315	\$838,420
Value of property saved.....	\$716,355	\$74,240	\$790,595
Value of property lost.....	\$43,750	\$4,075	\$47,825

^a Including a station at Louisville, Ky.

ELEVENTH DISTRICT—LAKES HURON AND SUPERIOR.

Vessels involved.....	43	102	145
Vessels totally lost.....	5		5
Persons on board.....	575	232	807
Persons lost.....			72
Persons succored at stations.....	58	14	72
Days' succor afforded.....	78	18	96
Value of vessels.....	\$3,371,500	\$91,190	\$3,462,690
Value of cargoes.....	\$721,135	\$870	\$722,005
Total value of property involved.....	\$4,092,635	\$92,060	\$4,184,695
Value of property saved.....	\$3,814,920	\$91,910	\$3,906,830
Value of property lost.....	\$277,715	\$150	\$277,865

TWELFTH DISTRICT—COAST OF LAKE MICHIGAN.

Vessels involved.....	65	191	256
Vessels totally lost.....	7	3	10
Persons on board.....	846	517	1,363
Persons lost.....		5	5
Persons succored at stations.....	26	9	35
Days' succor afforded.....	38	21	59
Value of vessels.....	\$2,175,000	\$142,365	\$2,317,365
Value of cargoes.....	\$321,425	\$1,230	\$322,655
Total value of property involved.....	\$2,496,425	\$143,595	\$2,640,020
Value of property saved.....	\$2,408,345	\$139,745	\$2,548,090
Value of property lost.....	\$88,080	\$3,850	\$91,930

SUMMARY—COASTS OF THE GREAT LAKES.

Vessels involved.....	130	395	525
Vessels totally lost.....	14	5	19
Persons on board.....	1,694	1,071	2,765
Persons lost.....	4	12	16
Persons succored at stations.....	98	25	123
Days' succor afforded.....	130	41	171
Value of vessels.....	\$6,179,600	\$310,485	\$6,490,085
Value of cargoes.....	\$1,169,565	\$3,485	\$1,173,050
Total value of property involved.....	\$7,349,165	\$314,970	\$7,663,135
Value of property saved.....	\$6,939,620	\$305,895	\$7,245,515
Value of property lost.....	\$409,545	\$8,075	\$417,620

PACIFIC COAST.*

THIRTEENTH DISTRICT—COASTS OF WASHINGTON, OREGON, AND CALIFORNIA.

	Documented.	Undocumented.	Total.
Vessels involved.....	59	86	145
Vessels totally lost.....	3	3	6
Persons on board.....	438	210	648
Persons lost.....		2	2
Persons succored at stations.....	5	20	25
Days' succor afforded.....	5	21	26
Value of vessels.....	\$977,500	\$62,715	\$1,040,215
Value of cargoes.....	\$145,600	\$4,100	\$149,700
Total value of property involved.....	\$1,123,100	\$66,815	\$1,189,915
Value of property saved.....	\$789,030	\$63,970	\$853,000
Value of property lost.....	\$334,070	\$2,845	\$336,915

* Including a station at Nome, Alaska.

GENERAL SUMMARY.

[Combining both classes of vessels.]

	Atlantic and Gulf coasts.	Lake coasts.	Pacific coast.	Total.
Vessels involved.....	706	525	145	1,376
Vessels totally lost.....	47	19	6	72
Persons on board.....	5,487	2,765	648	8,900
Persons lost.....	12	16	2	30
Persons succored at stations.....	465	123	25	613
Days' succor afforded.....	853	171	26	1,050
Value of vessels.....	\$5,613,310	\$6,490,085	\$1,040,215	\$13,143,610
Value of cargoes.....	\$1,639,720	\$1,173,050	\$149,700	\$2,962,470
Total value of property involved.....	\$7,253,030	\$7,663,135	\$1,189,915	\$16,106,080
Value of property saved.....	\$5,712,185	\$7,245,515	\$853,000	\$13,810,700
Value of property lost.....	\$1,540,845	\$417,620	\$336,915	\$2,295,380

SOURCES OF ASSISTANCE AFFORDED TO VESSELS.

Of the 1,376 vessels included in the foregoing tabulation, 1,062, valued with their cargoes at \$2,995,760, were assisted by the service crews alone; 257, valued with their cargoes at \$10,321,055, were aided by the life-saving crews with the cooperation of revenue cutters, tugs, and other private agencies; 16, valued with their cargoes at \$1,853,150, were assisted only by outside agencies; and 41, valued with their cargoes at \$936,115, received no assistance, having been able to take care of themselves after getting into danger.

In addition to the 1,062 and the 257 vessels mentioned above as having been assisted either wholly or in part by the service crews, minor assistance was also afforded to 171 documented and 348 undocumented vessels. These vessels were involved in no actual disaster, and are not therefore included in any tabular statement in this volume. The assistance afforded them consisted in the transmission of messages between ship and shore, the sending of dispatches from masters to owners and other interested parties, supplying fresh water and stores, indicating channels, piloting out of danger, etc.

Warnings by pyrotechnic lights, lanterns, international code signals, and by shouts were also given to 310 vessels standing into danger near the shore. In 246 of these instances the signals were made at night, and in 26 during the day. Of the vessels so warned, 149 were steamers and 161 sailing craft.

It appears from the foregoing that a total of 2,148 vessels were involved in situations of need or distress during the year in which the services of the life-saving crews were of advantage.

SUMMARY OF DISASTERS TO UNDOCUMENTED VESSELS.

Accidents to undocumented vessels within the scope of the service have reached such proportions that it has been decided to publish this year, and hereafter, in a separate classification, the statistics relating thereto. For convenience of reference, a summary of the tabulation referred to, showing the apportionment of the figures among the several descriptions of vessels involved, is given in the following table:

Description of vessels.	Vessels involved.	Value of vessels	Damage or loss.	Persons on board.	Lives lost.
Gasoline motor boats.....	470	\$360,675	\$22,695	1,511	10
Flatboats, skiffs, dories, rowboats, yawls, canoes.....	146	11,630	240	279	8
Yachts, sloops, sailboats.....	232	145,230	4,280	556	2
Fish boats.....	35	13,595	590	65	2
Steam launches and steam yachts.....	4	3,650	150	36	.....
Barges, lighters, scows.....	19	84,610	4,005	38	.....
Small ferryboats.....	1	5,000	300	25	.....
House boats, shanty boats.....	4	4,750	1,000	13	.....
Pontoons.....	4	12,000	100	.....	.....
Pile drivers.....	2	3,600	800	.....	.....
Total.....	917	644,740	34,160	2,523	22

^a Means of propulsion not stated; description given to boats used by Columbia River fishermen, of which 27 are included in this classification.

The five classes last named, while not really coming within the category of small boats, as that term has been generally used in the service reports, are included in this classification because they can not properly be grouped with the vessel composing the registered class.

CASUALTIES TO GASOLINE MOTOR BOATS.

In recent years the crews of the life-saving establishment have had to deal with a new element in navigation that has in a remarkable degree increased their duties and notably added to the annual statistical showing. This new feature is the gasoline motor boat. Accidents to this type of craft, serious enough to require the attention of the station crews during the past year, involved a total of 568 vessels (documented and undocumented), which number constitutes 40 per cent of all vessels, large and small, included in the year's casualty statistics. The mishaps in which these boats figure were accountable for the loss of 10 of the 30 persons who perished in marine casualties that occurred during the year within the scope of the service. The estimated value of the property involved in these instances was \$791,315, and of property lost, \$27,565. The 568 boats carried a total of 1,959 persons.

Four hundred and seventy of the motor boats were small, undocumented craft, most of them such as are generally described by the term "pleasure boat." Their total estimated value was \$360,675, and they carried 1,511 of the 1,959 persons above mentioned.

In view of the numerical importance which accidents to gasoline boats have attained, it is deemed proper to devote space in this report to an exposition of the causes and character of such casualties, so far as shown by reports submitted by the keepers of life-saving stations. It may be stated in this connection that requests for data of this kind have heretofore been received and that the tabular statement presented on the following page is designed to satisfy such inquiries. The classification will also prove valuable to builders of motor boats and to those who use them.

Explanation of table.

It will be observed that there are several instances in the table where the same or similar terms are used in giving both the cause and the result of casualties. In such cases the number of times a given agency figures in the year's record of accidents may be ascertained by adding the total opposite said item in the list of causes to the total under the similar item appearing under the heading "Nature of casualty."

For example: The striking of rocks, piers, etc. (see class 4), resulted in 3 instances in the disabling of the engine; in 2, damage to running gear; in 1, stranding, and in 2, swampings. The total number of casualties resulting from the cause stated (striking obstructions) is shown in the extreme right-hand column to be 8, which number, added to the total (4), appearing under the similar item under "Nature of casualty," makes a total of 12 instances in which the striking of obstructions figures in accidents.

It appears that in 257 instances (see total for first column on the left under "Nature of casualty") the disabling of the engine did not lead to consequences of more serious moment while the boats' propelling machinery was out of order. In these cases, therefore, the failure of the engine to work is regarded as an effect instead of a cause. In 5 of the 257 instances, the cause of the trouble with the engine is shown. Its omission in 252 cases is due to the fact that the cause was not given in the reports of the station keepers. Counting, in the manner above indicated, the 36 instances in which deranged engines gave rise to more serious trouble, and the 257 in which the impairment of the engine led to no worse consequences, we have a total of 293 occasions in which difficulty with engines was experienced, which is nearly 52 per cent of the total number of mishaps occurring to motor craft during the fiscal year. This striking percentage is undoubtedly chiefly due to lack of experience on the part of the users of such boats, and may be expected rapidly to diminish as they become more familiar with the working of gasoline engines, and as such engines themselves become more nearly perfected.

Cause and nature of casualties to gasoline motor boats.

Cause of casualty.	Nature of casualty.											Total number of vessels involved.		
	Disabled engine.	Damage to running gear (rudder, propeller, shaft, or other working parts of vessel).	Involved in gales, storms, tides, currents, surf, heavy seas, ice, etc.	Striking rocks, piers, trestles, breakwaters, and other obstructions.	Strandings.	Swampings.	Collisions.	Capsizes.	Fires.	Exhaustion of gasoline.	Leaks.		Parting of lines, going adrift, or dragging, fouling, or losing anchors.	Lost bearings.
<i>CLASS 1.—Causes connected with the weather.</i>														
Gales, storms, tides, currents, surf, heavy seas, ice, etc.....	1	1			12	4	8					14	1	40
Fog.....					7									8
Darkness.....				1	4									5
Haze.....					1									1
<i>CLASS 2.—Causes connected with navigation.</i>														
Poor seamanship and error of judgment.....		1		1	30									32
Intoxication of person handling vessel.....	1			1	1									3
Unacquaintance with waters navigated.....			1		17									18
Mistaking of lights.....					2									2
Error of compass.....					1									1
<i>CLASS 3.—Causes connected with engine and running gear.</i>														
Disabled engine.....					35		1							36
Damage to steering gear.....					3									3
Damage to rudder.....					1									1
Damage to propeller.....					4									4
<i>CLASS 4.—Miscellaneous causes.</i>														
Collisions.....					1	1								1
Leaks.....														1
Explosion of gasoline.....								9						9
Explosion of lamp.....								1						1
Exhaustion of gasoline.....					4									4
Striking rocks, piers, trestles, breakwaters, etc.....	3	2			1	2								8
Parting of lines, dragging, fouling, or losing anchors, or going adrift.....			1	1	30				1	29	2	9		32
Cause not given.....	252	10	8		45		2		1	29	2	9		358
Total number of vessels involved.....	257	14	10	4	199	7	2	9	11	29	2	23	1	568

SUMMARY.

Class 1.—Causes connected with the weather.....	54
Class 2.—Causes connected with seamanship and navigation.....	56
Class 3.—Causes connected with engine, running gear, etc.....	44
Class 4.—Miscellaneous causes.....	414

VESSELS TOTALLY LOST.

Of the 72 vessels reported by the station keepers as lost during the year 50 were documented and 22 undocumented. Those of the first-mentioned class comprised 13 steamers and 37 sailing craft. The undocumented vessels included 9 gasoline motor boats, 1 steam yacht, 8 sailboats, and 4 skiffs. Sixty-seven of the entire number were American vessels, 4 were British, and 1 French. The property loss resulting from these disasters was considerable in the aggregate, amounting to more than one and a half millions, approximately one-

third of which represents cargoes. The extent of the loss shared by each of the 3 countries interested is set forth in tabular form as follows:

Registry.	Vessels lost.	Estimated value of—		Total value of property involved.	Value of property lost.	Persons on board.	Lives lost.
		Vessels.	Cargoes.				
American.....	a 67	\$614,195	\$112,620	\$726,815	\$726,315	379	13
British.....	4	480,000	322,000	801,000	801,000	53	.....
French.....	1	60,000	25,000	85,000	85,000	24	.....
Total.....	72	1,154,195	459,620	1,612,815	1,612,315	456	13

a Including 22 undocumented vessels, valued with their cargoes at \$22,600 and having on board a total of 60 persons, 9 of whom were lost.

FOREIGN VESSELS IMPERILED.

The figures relating to foreign vessels imperiled within the limits of the life-saving establishment during 1909 are somewhat larger than those given for the preceding year as regards aggregate tonnage, value of vessels, value of property lost, and the number of persons involved, but slightly less with respect to the number of vessels and the value of cargoes carried. No lives were lost during either year from the vessels included in the classification. All but 6 were documented. It will be seen from the following table that the shipping of 6 foreign countries incurred loss more or less serious. Great Britain heads the tabulation with 29 vessels, a considerable number of which are of Canadian registry. The 5 other countries represented contributed but 1 vessel each to the list. France is the only nation besides the one named that sustained disaster of any considerable importance, the \$85,000 loss apportioned to her having been incurred in the wreck of the ship *Alice*, January 15, 1908, on Ilwaco Beach, coast of Washington.

Registry.	Vessels involved.	Tonnage.	Estimated value of—		Total value of property involved.	Value of property lost.	Persons on board.	Lives lost.
			Vessels.	Cargoes.				
British.....	a 29	35,034	\$2,024,300	\$403,570	\$2,427,870	\$888,550	1,748	.....
German.....	1	2,837	175,000	15,000	190,000	7,500	38	.....
French.....	1	2,509	60,000	25,000	85,000	85,000	24	.....
Spanish.....	1	5,975	300,000	250,000	550,000	2,000	661	.....
Russian.....	1	331	20,000	15,000	35,000	3,500	8	.....
Norwegian.....	1	2,369	200,000	.....	200,000	100	25	.....
Total.....	34	49,055	2,779,300	708,570	3,487,870	986,650	2,504	.....

a Including 6 undocumented vessels, valued at \$3,100 and having on board a total of 27 persons.

USE OF BOATS AND APPARATUS DURING THE YEAR.

The following table shows the extent to which the various kinds of boats and apparatus of the service were employed during the year in the performance of rescue and relief work, and the results accomplished therewith:

Description of boats and apparatus.	Times used.	Trips made.	Persons landed.
Surfboats.....	907	1,161	1,024
Power surfboats.....	200	223	337
Self-righting and self-bailing lifeboats (without power).....	41	41	11
Self-righting and self-bailing power lifeboats.....	333	371	369
Power launches.....	13	13	7
Small boats (unclassified).....	765	912	628
Power small boats.....	116	122	29
River life skiffs (used at the Louisville station).....	29	52	113
Breeches buoy apparatus.....	a 10	61	60
Heaving stick.....	79	.....	.....
Total.....	2,493	2,956	2,578

a On 6 of these occasions the buoy was operated at night, landing 37 persons. The wreck gun, operated in most instances in connection with the breeches buoy, was employed 14 times, a total of 30 shots being fired.

General summary of operations since the introduction of the present life-saving system, 1871-1909.^a

Disasters.....	19,787
Persons involved.....	b 136,295
Lives lost.....	c 1,224
Persons succored at stations.....	d 22,133
Days' succor afforded.....	e 51,169
Total value of—	
Vessels involved in disaster.....	\$202,042,430
Cargoes.....	79,110,159
Property involved.....	281,152,589
Property saved.....	224,934,732
Property lost.....	56,217,857

a 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.

b Including persons rescued not connected with vessels involved in disaster.

c 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.

d Including persons not connected with vessels involved in disaster.

e Including succor afforded to persons not connected with vessels involved in disaster.

MISCELLANEOUS SERVICES OF CREWS.

In the report of the Life-Saving Establishment for 1908 the record of miscellaneous service performed by the station crews within the year named was published under 10 separate subheadings. Therefore the performances of the keepers and surfmen in this field of effort were recorded under the above caption without classification, so that to ascertain the extent of a service of any particular character it was necessary to scan many pages of tabulated matter. Under the rearranged presentation the really extensive scope of endeavor on the part of the life-savers unrelated to marine casualties can be seen at a glance. Moreover, the revised tabular form secures for the service crews a proper measure of credit for work that had previously failed to command the recognition its importance deserves. Following is a summary of such miscellaneous service for 1909. Tables showing in detail the several classes of service mentioned may be found on pages 182-205.

Miscellaneous rescues.—During the year 110 persons were saved from various situations of danger having no connection with dis-

asters to boats or shipping. Thirty-three of these were imperiled bathers and swimmers; 20 had accidentally fallen from piers, etc.; 47 were entrapped on breakwaters, rocks, trestles, and other exposed places by rising tides, rough seas, and floods; 2 (small boys) were adrift, one on a raft, the other in a rowboat; 2 had climbed 100 feet up the face of a cliff and were unable to get down; 1 had tried to commit suicide by jumping from a wharf; 1, an intoxicated man, was about to fall off a dock; 1 had lost his way in a marsh; 1 had broken through the ice; and 1 (a woman) was about to be hurled over a bluff by a ruffian.

Aid to the sick and injured.—Medical and surgical attention in the nature of first aid was afforded to the sick and injured in 72 instances to a total of 80 persons. Of these, 48 were ill and 32 had been injured. Ten of those in the last-mentioned class had sustained crushed limbs, loss of fingers, etc., while working with machinery and mechanical tools; 3 were suffering from gunshot wounds; 3 had been burned; 1 had been thrown from a horse; 1 had been hurt in a bicycle accident; 1 had broken an arm; and 1 had fallen over a cliff. Three of those who received medical assistance (all of them women) had attempted suicide.

Shelter, subsistence, and clothing provided.—In the 55 instances in which such attention was afforded by the station crews to persons other than the victims of shipwreck the circumstances of need or distress relieved were varied. Some had become lost on the beaches; some were hungry and in wet clothing; others were wayfarers, overtaken by night or by storm. A total of 235 persons thus shared the hospitality of the life-saving crews during the year.

Cases of resuscitation.—The lives of 9 persons taken from the water unconscious were saved within the year by the service method of restoring the apparently drowned.

Recovery of bodies.—A total of 150 bodies of persons who had lost their lives by drowning and in other ways were recovered from the water, picked up on the beaches, or taken charge of and delivered to relatives, undertakers, etc. Of this number, 21 had fallen from piers, breakwaters, and other structures projecting into and over the water; 20 were bathers and swimmers; 20 had fallen overboard from vessels; 5 were found dead on the land; 2 were killed by high diving; 2 were suicides; 1 had broken through the ice; and 1 had fallen over a 100-foot precipice. The manner in which 78 of these unfortunate persons met death can not be definitely stated, although the remains of all of the number last stated were taken from the water.

Recovery of property.—The life-saving crews were called upon during the year to recover considerable miscellaneous property consisting of articles lost overboard from vessels or swept away by the sea, strayed domestic animals, vehicles, and teams involved in bogs and quicksands, etc. Among the objects of material value thus recovered or extricated from difficulty were a bag of United States mail, a gold watch, 23 fish nets, 13 lots of logs and sawed lumber, 5 automobiles, 8 buggies and wagons, 15 horses, 3 cows, and 2 hogs.

Assistance at fires.—By their own unaided efforts and in cooperation with local fire companies and private citizens, the crews were instrumental in saving a great deal of property endangered by fire. Assistance of this character was afforded upon 64 occasions, involv-

ing, all told, 146 dwellings and outbuildings; forests, brush, and grass in 25 instances; 6 business structures; 5 piers; 3 breakwaters; 2 light and water plants; 2 elevators; and 1 warehouse.

Transportation furnished.—Service of this description, performed for the most part with the station boats, was rendered in 49 instances. The persons benefited consisted largely of shipmasters and others who had occasion to land from offshore vessels to procure supplies, send and receive messages, etc. In several cases those who were furnished transportation were neighbors of the station crews living on outlying islands, where the service boats were the only means of getting to and from the mainland. Some were light keepers, to whom the aid extended included the carrying of household goods and stores to the light stations offshore. Included in the list were also government officers making inspection tours.

Assistance to other branches of the public service.—Service under this heading was performed in 60 instances—namely, for the Light-House Establishment, in 44; the Revenue-Cutter Service, in 5; the Post-Office Department, in 3; the Corps of Engineers, in 3; the United States Weather Bureau, in 2; and the Customs Service, the Coast and Geodetic Survey, and the Rhode Island state lobster commissioner, in 1 each. Such assistance embraced the reporting of missing buoys, and the recovery and replacing of same; reporting the failure of light beacons to keep burning, locating and marking sunken wrecks, delivering and receiving messages, assisting in the repair of telegraph cables, helping mail carriers on their rounds in bad weather, assisting in the survey of harbors, and helping to search vessels suspected of smuggling.

Unclassified service.—In this classification is tabulated those instances of service that can not be properly included in any of the nine preceding divisions of miscellaneous service. Among the items of material importance are noted the following: Helping to free a snow-bound train; removing the dead and injured from a railroad wreck; assisting in the apprehension of robbers; destroying derelict vessels; building, procuring, and delivering coffins; carrying corpses to burial grounds; summoning undertakers, and furnishing fuel and supplies to neighbors in cases of urgent necessity.

NEW STATIONS.

Only one new life-saving station was completed and put in commission during the fiscal year, namely, at Waaddah Island, Neah Bay, Washington.

Work on the station authorized to be constructed at Lorain, Ohio, at the mouth of the Black River, is well under way, the protection of the station site from the waters of Lake Erie and the river having been accomplished, a launchway constructed, and the foundations for the buildings completed ready for the superstructures.

Contract for the construction of a station on Appledore Island, Isles of Shoals, off Portsmouth, N. H., has been entered into, and the work is about to be undertaken.

Plans and specifications for new stations at Green Hill, R. I., and Eagle Harbor, Mich., are nearly completed.

REBUILDING AND IMPROVEMENT OF STATIONS.

After much effort a desirable site has been secured at Galveston, Tex., for a station and boathouse to replace the station at that place which was swept away in the memorable Galveston flood. Plans and specifications for the necessary buildings have been prepared, and advertisement inviting proposals for the work of construction is about to be issued. The operations of the service at Galveston have been conducted from rented quarters since the destruction of the former station took place.

Extensive repairs and improvements were made during the year to a large number of stations to adapt them to modern requirements. These changes were made, in a number of instances, to accommodate power boats that have been added to the station equipment.

LIFE-SAVING EQUIPMENT ON THE FARALLONE ISLANDS.

In accordance with the act of Congress approved May 30, 1908, a Lyle gun and the necessary apparatus used in connection with it were, during the year, placed at the Farallone Islands, off the coast of California, some 20 miles west of San Francisco, the apparatus being intended for use by the inhabitants upon occasions of shipwreck in that locality. By arrangement with the Light-House Establishment a small building for housing the apparatus was erected on the reservation of the Farallone light station, on South Farallone Island, and the keeper of said station was made custodian of the equipment.

BOOKS FOR LIFE-SAVING STATIONS.

On December 11, 1908, an act of Congress was approved authorizing the Secretary of the Treasury "in his discretion, to transfer from time to time from the Treasury Department library to the life-saving stations of the United States such books as, in his judgment, may be no longer needed for use in said library." Under this authority a total of 4,388 books have been sent out to the stations, the collection including 1,166 volumes of fiction, 737 of history, 673 of biography, 489 of description and travel, 229 of scientific character, 19 of fine art reproductions, and 1,075 of miscellaneous literature. The distribution, giving an average of 16 books to each station, affords a variety of reading matter that will suit not only the tastes of the life-saving crews, but also furnish entertainment to shipwrecked persons and others whom misfortune may compel to remain at the stations for more or less protracted periods.

POWER BOATS FOR RESCUE AND SALVAGE WORK.

The work of equipping with self-righting and self-bailing power lifeboats the stations at which that type of craft can be advantageously employed has gone forward as rapidly as practicable. Gasoline engines have so far been placed in 44 of the 34-foot lifeboats already in service, and 6 new 36-foot boats of the same description have been put in commission, making a total of 50 power lifeboats in present use.

These boats mark an epoch in life-saving endeavor on the coast. Their development has been gradual and along lines suited to the peculiar requirements of the work desired of them. One of the principal factors to be considered was the engine, it being evident that the success of the new appliance must largely depend upon the reliability of its motive machinery. While this vital feature of the enterprise engaged attention, other requisites, almost as important, such as the best of material and construction, were not overlooked.

Now that the finished product is in actual service, the results amply justify the deliberate care with which every step on the road of experiment was taken. The work performed with the boats during the past year has exceeded the highest expectations of the officers of the service. The station keepers in whose charge they were placed were instructed to subject them to the severest tests possible, as bad weather should afford opportunity, and to make full report of the tests to headquarters. The reports that have been received are without exception most favorable, and some of them truly surprising. In the performance of wreck work, as well as upon the test occasions referred to, the boats have uniformly proven their superiority, in some instances having made rescues where any other boats in the service would have failed on account of the distance to be traversed or the conditions of sea and weather. In fact, the advantages they afford as life-saving craft seem so certainly established that they may be regarded as an indispensable feature of the station equipment wherever it is possible to use them.

The installation of power in the surfboats of the service has also been found advantageous. The use of motor boats by the fishermen along our coasts had demonstrated their utility for work in certain conditions of surf even before the service was prepared to undertake to equip any of its surfboats with power. As soon, however, as circumstances permitted, this improvement was also adopted, and at present 30 of these boats are employed at the stations. They, also, have contributed notably to the success of life-saving and salvage work.

RETIREMENT FOR LIFE-SAVERS.

Notwithstanding the annual reports of the service have called attention to the necessity of providing for the retirement of incapacitated members of life-saving crews until reiteration has worn the subject threadbare, it is felt that some form of remedial action is so essential to the welfare of the establishment, and so in keeping with the deserts of those whom it is proposed to benefit, that it is regarded as a duty to continue to revert to the matter until the relief desired is secured.

That the outlook is becoming brighter for such legislation is evidenced by the fact that at the present time the question of providing pensions or retirement pay for those in the classified federal service who become physically or mentally unfitted for duty is receiving the serious attention both of the executive and legislative branches of the Government. Considerations of humanity that naturally arise in connection with any plan proposed under present conditions with the view of improving the public service by separating from office old and otherwise incapacitated employees have caused heads of departments to hesitate to resort to discharges to get rid of

those so disqualified, and in consequence they retain their places from year to year, virtually pensioners, working at lightened tasks and under relaxed discipline.

The rigorous exactions of the business of the Life-Saving Service will not, however, permit such a lenient course. Wreck duty requires vigorous men, and in order to keep the personnel of the establishment up to a normal state of efficiency its administrative officers are compelled to ignore sentiment and drop from the rolls those members of the station crews who become infirm through age or incur disability serious enough permanently to incapacitate them for duty. The very fidelity and heroism of these men in the face of the hardships and dangers to which they are subjected operate to their ultimate undoing, often resulting in injury or disease which must finally, if not immediately, end their activities and leave them incapable of making a living in any pursuit.

That the retirement idea for faithful civilian employees has found favor with many of the great business concerns of the country, as well as with nearly all of the larger municipalities both at home and abroad, seems conclusively to have proved its desirability as an economical measure. If the proposition generally has merit as applied to the large body of workers in the government offices, the claims of the life-saving crews are equally, if not more, worthy, regarded from the same standpoint—that of business economy. Moreover, the sentimental or humanitarian phase of the question appeals much more strongly to public sympathy in their case than in the case of other civilian employees of the Government, since they are engaged in a vocation in which they must stand ready at all times to face death. The recommendations heretofore made for some form of relief for these men are again most earnestly renewed.

LIFE-SAVING SERVICE EXHIBIT AT THE ALASKA-YUKON-PACIFIC EXPOSITION.

The model life-saving station exhibited at the Alaska-Yukon-Pacific Exposition held at Seattle, Wash., from June 1 to October 16, 1909, proved one of the most popular attractions of the exposition, if the comments of the press and the attendance of visitors at the reservation occupied by the service crew and equipment can be taken as evidence.

The station building—a comely structure of Spanish renaissance design—was placed upon the shore of Lake Union, in a location readily accessible to the patrons of the fair, and affording ample facilities for drills, the water being open and of sufficient depth to permit the utmost freedom of action on the part of the crew.

The station was manned by a keeper and surfmen selected from the Pacific-coast stations. Capt. Henry Cleary, keeper of the Marquette (Mich.) life-saving station, was, however, assigned to the duty of training the men in the special features of the exhibit, his experience at previous expositions having admirably fitted him for that work.

Visitors were admitted to the service reservation on the opening day of the exposition, June 1, and before closing time on that date upward of 25,000 persons had inspected the station building and apparatus and witnessed the feats of boatmanship for which the

crews of the life-saving establishment are justly distinguished. Although this attendance was not equaled during any single day thereafter, the interest in the exercises continued without abatement to the close of the fair. More than half a million sightseers visited the station during the five months the exposition was in progress. In June the attendance was 125,000; in July, 126,000; in August, 147,000; in September, 105,000; and in October (for a period of two weeks), 46,000.

On the 15th of June Captain Cleary returned to his station at Marquette, and Capt. O. S. Wicklund, keeper of the Point Adams (Wash.) station, succeeded him at the exposition, remaining on duty there until the close of the fair.

Keeper Wicklund commends the behavior of his men in the following words:

There was perfect harmony among them at all times. There was not a single instance of unauthorized absence, disobedience, or intoxication.

While the mimic performances above referred to had a touch of realism startling to the onlooker beholding them for the first time, there were two exhibitions of the crew's skill given during the progress of the fair that afforded the public opportunity to witness rescues which had not been previously rehearsed.

On the afternoon of July 3, as the men were returning from the capsize drill, a member of a band furnishing music at the fair plunged into the water from the station landing in full uniform and undertook to win a wager by swimming to the wreck pole, standing a hundred yards offshore. He made good headway at first, and the station crew, who were employed in loading their boat on its carriage, paid no special attention to him. Before he had covered half the distance, however, he became either frightened or exhausted and began to call for help. The crew instantly left their work, launched the Beebe-McLellan boat, and brought him to land, somewhat the worse for his foolhardy venture.

The other rescue took place August 18, on which occasion three men were saved from a capsized sailboat 500 yards west of the station. The service rendered in this instance was performed with a surfboat under the command of Surfman Thompson. The "get away" from the station, as reported by Captain Wicklund, who was in his room when the alarm was given, was accomplished with such dispatch that he did not have time to reach the launchway before the crew put off to the assistance of the imperiled men.

DROWNING OF TWO SURFMEN BELONGING TO THE WAADDAAH ISLAND STATION CREW, NOVEMBER 19, 1908.

Sometimes the forces of nature with which the service crews have to contend in the prosecution of rescue and salvage work overwhelm the life-savers themselves and bring death to their ranks. In some of these instances the lives of entire crews have been sacrificed. While not all the tragic occurrences of this character recorded in the service reports in the past have happened on occasions of shipwreck the unfortunate men have in every case met death in the performance of duty.

During the last fiscal year two Pacific coast surfmen were drowned in a boating accident at Waaddah Island station, coast of Washing-

ton. This station, completed only within the year, had been manned by a temporary crew pending the enlistment of a regular complement of men under civil-service rules.

It appears from the report of the officer who investigated the accident that about 9 a. m. of November 19, 1908, the power lifeboat included in the equipment of the new station was launched for a trial run with the view of making a report to the department as to its qualities. It was manned by Keeper George W. McAfee and Surfmen John Oberhauser, E. F. Dobert, John Sundstrom, John Jacobsen, Fritz Klintberg, Alfred Rimer, Ole Gaarder, and August Mullick. One surfman—George Heise—was left behind in charge of the station.

A 20-mile run was made up Puget Sound to Clallam, where the crew stopped for dinner. They arrived at the station, on the homeward trip, about 6.30 p. m., by which time night had set in. On reaching the home anchorage a whistle was blown to apprise Heise of their return, so that he would bring a lantern down to the launchway and light them ashore.

When the crew set out from the station it was raining, there was a light wind from the southeast, and the sea was moderate, but increasing. By evening the wind was blowing hard from the southwest and the water had become quite rough. The lifeboat was stopped some distance away from the launchway, and five of the surfmen—Sundstrom, Jacobsen, Rimer, Klintberg, and Mullick—got into the dory they had taken along with them and started for the shore. But for the keeper's decision that the water was too rough for all of the crew to land at one time, the disaster soon to take place might have claimed more lives than it did. After the boat pulled away, Captain McAfee and the three men who remained with him proceeded to anchor and make the lifeboat snug for the night. While they were still engaged in this work shouts were heard in the direction of the station, and soon afterwards some one called to the keeper that the dory had capsized.

The keeper explains in his testimony that the station launchway runs out between two reefs for a distance of some 300 feet, the reefs being about 50 feet apart. The one on the west side of the ways extends farther out than the other, so that heavy swells coming in from the eastward, striking it, create a strong backlash, which causes a swirl right at the landing. A boat trying to enter at such times must exercise great care to keep from being thrown upon the rocks.

When the dory came to the offing of the two reefs, a heavy squall caught it. The surfmen succeeded, however, in getting past the first reef, and were making their way with difficulty toward the light held by Heise on the launchway when Klintberg, who with Mullick was rowing, broke an oar. The boat immediately swung around broadside to the seas, and before anything could be done to head it about the wind and the waves swept it across the channel to the opposite reef, against which it was thrown and capsized. Sundstrom and Jacobsen, the men who were lost, were sitting just abaft of the middle of the dory. Under the circumstances each of the survivors had his time and attention fully taken up looking out for himself, and none observed in the darkness anything of the movements of his less fortunate comrades. As both Sundstrom and Jacobsen were excellent swimmers, the keeper was of the opinion that they were stunned

by striking the rocks and were drowned while in an unconscious condition.

Heise, standing with his lantern on the launchway, saw by its glimmering rays the light-painted boat "strike the rocks like a shot," then slue around, and turn over. The darkness prevented him from getting a glimpse of the men in it. He at once leaped across to the rocks on the east side of the ways, where he found Rimer climbing out of the water. Just before he reached Rimer he passed Klintberg, who had crawled up the rocks nearer the shore unassisted. To Klintberg he shouted an order to run to the station for more lanterns, instructing him also to get the megaphone and notify the keeper of the accident. While assisting Rimer ashore Heise saw Mullick hanging on to the dory.

According to Mullick's story, he managed to grasp the gunwale of the boat as it capsized, but his grip was soon broken by the backlash, and he was carried out of reach of it. He thereupon tried to save himself by swimming, but the struggle to keep above the swells proved too much for his strength, and he sank. Luckily his feet touched the bottom before he was entirely submerged, and he was enabled by the footing afforded to make his way to some rocks where he could pull himself up clear of the sea. While lying on the rocks exhausted he discovered the dory, bottom up, several feet above him. Mindful of those who had shared the danger he had gone through, he crawled up to it, and when the next swell came along he raised it a little and looked and felt underneath, thinking to find some of his comrades. By this time Heise and Rimer appeared with a lantern, and the three men turned the boat over and dragged it to a position from which it could be launched.

On learning of the disaster to his crew, Keeper McAfee raised his anchor and ran the power boat in as close to the scene of the capsize as he dared go, hoping to pick up the missing surfmen. In the meantime Heise and those who had gotten out of the water alive made careful search among the rocks along the shore. Finding no trace of their lost comrades, they launched the dory, and, after landing the party still in the lifeboat, pulled outside the offshore rocks, where they fruitlessly looked about for nearly an hour.

The bodies were recovered late in the afternoon of the 20th on the side of the ways opposite that on which the capsize occurred.

AWARD OF MEDALS.

Under authority of acts of Congress approved June 20, 1874, June 18, 1878, and May 4, 1882, the Secretary of the Treasury awarded medals to 28 persons during the last fiscal year for bravery displayed in effecting or attempting rescues from drowning. Five of the medals were of gold and 23 of silver.

For some years past each annual report of the service has contained a complete roster of those persons so honored by the Government, but the list has grown to such length that it has been decided to discontinue it, and to publish instead only the awards made within the fiscal year. The record for 1909 is as follows:

Peter S. Burd, seaman, U. S. S. Buffalo.—Awarded a silver medal September 14, 1908, for bravely attempting the rescue of a shipmate named Michael Houlihan, who, on May 26, 1908, accidentally fell

overboard from the *Buffalo* into the waters of the Gulf of Santa Catalina, off the coast of California.

Joseph T. Weckesser, patrolman, forty-second precinct, New York City.—Awarded a silver medal September 14, 1908, for heroism displayed while assisting in the rescue of a 9-year-old boy from the Harlem River, New York. The service was performed July 19, 1905. A fellow officer named Murphy first went to the boy's assistance, and was himself in danger of drowning when Weckesser plunged in and helped the imperiled boy and man back to land.

Hugh G. B. Wylie, New Castle, Del.—Awarded a silver medal September 17, 1908, for rescuing from the Delaware River, June 27, 1908, a companion named James Peacock. Wylie and the person rescued were in swimming. Peacock became involved in the current while trying to reach a boat. Wylie went to his assistance and supported him until a man in a skiff picked up both of them. The rescuer was 44 pounds lighter than Peacock and two years his junior.

Alfred Strom and Hans Berg, gunner and coxswain, respectively, on the revenue cutter Algonquin.—Awarded a silver medal, each, September 17, 1908, for rescuing, on July 17, 1908, Ordinary Seaman W. Albers, who had fallen overboard from the revenue cutter *Algonquin* while that vessel lay at anchor near Puerto Plata, Santo Domingo.

Mrs. Lulu J. Small, New York City.—Awarded a gold medal September 17, 1908, for bringing ashore unassisted two women who were about to drown while bathing at Sea Gate, New York Harbor, September 17, 1907. While performing the rescue Mrs. Small was kicked in the side by one of the women and sustained two fractures of the ribs and other painful injuries.

Reginald Brooks, Westbury, N. Y.—Awarded a gold medal November 17, 1908, for rescuing, on June 16, 1908, a man who had jumped overboard from the ferryboat *Babylon* while that vessel was bound from New York to Long Island City. The rescue was made in the darkness and during a storm. Before the ferryboat was able to pick up the two men, the tide had carried them half a mile from the place at which they went overboard.

Capt. John Hennessey, North Longbranch, N. J.—Awarded a silver medal November 27, 1908, for rescuing on June 26, 1893, three of a crew of six men who were capsized in the surf while attempting to land from the schooner *Thos. W. Haven*, wrecked on Monmouth Beach, coast of New Jersey.

Harry L. Lobdell, patrolman, third subprecinct, New York City.—Awarded a gold medal November 27, 1908, for rescuing on December 25, 1907, a man who had fallen into the East River, New York, while under the influence of liquor. Lobdell had to dive twice to get hold of his man, and experienced great difficulty in getting him ashore.

Clyde H. Stewart, corporal, Company F, Seventh Infantry, U. S. Army.—Awarded a silver medal December 9, 1908, for rescuing on September 7, 1908, a 9-year-old girl from the Detroit River at Fort Wayne, Mich. Stewart had to dive three times to get hold of the child, his efforts being interfered with by his clothing and a strong current. She was unconscious when taken from the water, but was resuscitated by her rescuer.

Peter Mattson, New York City.—Awarded a silver medal December 9, 1908, for performing two rescues, namely, on July 7, 1904, and June

28, 1908. The person rescued in the first instance was a deck hand who had fallen overboard from the steam lighter *Tiger* at Pier 20, East River, New York. On the second occasion, Mattson rescued a man who had fallen into the water from a plank reaching from a New York City dock to the steamer *Colorado*. The man was swept under the dock by a strong tide, where Mattson found him. The rescue was effected with great difficulty, owing to the man's frantic struggles.

Henry George, New York City.—Awarded a silver medal December 18, 1908, for rescuing several persons from the burning steamer *General Slocum*, June 15, 1904. The services performed by George took him under the starboard side of the burning vessel, where he ran great risk from the possibility of an explosion on board ship or the likelihood that the vessel would list and catch him beneath the superstructure.

Rush A. Webster, patrolman, sixty-third precinct, New York City.—Awarded a silver medal December 18, 1908, for saving several persons from the burning steamer *General Slocum*, June 15, 1904. Webster went to the vessel in a skiff from the foot of One hundred and forty-ninth street, New York City. His boat capsized shortly after he reached the steamer, but he continued his work by swimming, keeping at it until he was completely exhausted.

Irving T. Hough, Old Orchard, Me.—Awarded a silver medal December 18, 1908, for performing two rescues at Old Orchard, Me., August 21, 1899, and during the same month in 1903. In the first instance Hough fought his way out through the breakers in a dense fog and brought ashore an imperiled boy bather. On the second occasion he also braved a high surf, picking up an imperiled bather 2,000 feet from the shore.

Mary McCann, New York City.—Awarded a silver medal December 23, 1908, for saving the lives of several children on the occasion of the burning of the steamer *General Slocum*, June 15, 1904. When this service was performed, Miss McCann, a 15-year-old girl, was convalescing from scarlet fever in the contagious hospital on North Brother Island, near the spot where the vessel was beached. She rescued 9 children before her feeble strength was exhausted and she herself was carried back to the hospital. The presentation of the medal was made at the Capitol, at Washington, by Hon. Joseph G. Cannon, Speaker of the National House of Representatives.

J. J. Dolan and Charles Arnold, seaman and quartermaster, respectively, on the revenue cutter McCulloch.—Awarded a silver medal each, December 31, 1908, for services rendered May 24, 1908, in saving the life of a comrade who had been washed overboard from the revenue cutter *McCulloch* during a gale at sea while the vessel named was en route from San Francisco to Sitka. Dolan went overboard with a line tied about his waist. Failing, after much effort, to accomplish a rescue, he was hauled aboard ship and Arnold made the attempt. The latter succeeded in bringing the man back to the vessel.

William C. Geoghegan, Washington, D. C.—Awarded a silver medal January 13, 1909, for rescuing, on December 10, 1876, 17 men from the U. S. S. *Hartford*, who were drifting out to sea in a launch during a heavy gale. When this service was rendered Geoghegan was master of the steamer *Sue*. Both of the vessels named were lying in Hampton Roads at the time. The work of rescue was excep-

tionally hazardous because the decks of the *Sue* were covered with ice and the men in the launch were helpless from cold.

Stella E. Bartholomew, Occidental, Cal.—Awarded a silver medal February 6, 1909, for rescuing on June 21, 1908, a young man named Tice from the waters of the Russian River at Monte Rio, Cal. Tice sank while swimming across the river. Miss Bartholomew, who was in bathing at the time, swam to him as he was sinking for the third time and supported him until a boat from the shore took them from the water.

Alice L. and Dorothy H. Edgerly, New York City.—Awarded a silver medal, each, February 19, 1909, for assisting in the rescue of Miss Joan Dowling from the waters of Pelham Bay, New York, August 13, 1908. Miss Dowling became exhausted while swimming for a raft 100 feet from the shore. The two Edgerly sisters, whose ages are given as 15 and 13 years, went to her assistance and brought her safely to land.

Harry L. Jones, master of coast artillery tug General Alexander.—Awarded a silver medal March 24, 1909, for saving on January 6, 1909, the lives of two men who were precipitated overboard from the mine-laying steamer *General Alexander*, in the waters of San Francisco Bay, off the Presidio. One of the men who was rescued seized the other after they struck the water, and both were in imminent danger of drowning, when Captain Jones plunged in to their assistance. He got them back to the vessel with the aid of a life ring and a line thrown from aboard ship.

James Owens, New York City.—Awarded a silver medal March 24, 1909, for saving and assisting in saving upward of 30 people from the burning steamer *General Slocum*, June 15, 1904. Owens—a bricklayer working at his trade on North Brother Island—went alongside the burning vessel in a rowboat, and was soon capsized by the frantic passengers struggling in the water. Nothing daunting, he continued the rescue work by wading and swimming, taking ashore as many as three or four persons at a time.

Frank E. Mervine, seaman, U. S. Navy.—Awarded a silver medal May 7, 1909, for rescuing on February 8, 1909, J. Weiss, a shipmate, from drowning in Charleston Harbor, S. C. Weiss was knocked overboard by a swinging hoist while the U. S. S. *Salem* was coaling from lighters. Mervine leaped into the water, secured Weiss, and swam with him to a jacob's ladder, up which both were assisted by their comrades. But for the timely assistance of Mervine the tide would have swept the unfortunate seaman beneath one of the vessels.

Hon. Jacob M. Dickinson, Secretary of War.—Awarded a gold medal June 25, 1909, for rescuing Hon. James F. Joy from the Detroit River, at Detroit, Mich., August 29, 1895. Mr. Joy fell into the water while crossing a plank leading from the yacht *Truant* to a landing. Judge Dickinson, who was going ashore immediately behind him, instantly jumped in to the rescue and supported him until both were hauled out with a line. As it was dark when the accident occurred, and as there were a number of broken piles with jagged tops near the wharf, the rescuer incurred great risk of life.

Thomas G. Shanahan, seaman, U. S. Navy.—Awarded a gold medal June 26, 1909, for heroically rescuing a shipmate from the waters of Panama Bay, Panama, March 1, 1909. The man who was saved had fallen overboard from a cutter belonging to the U. S. S.

Tennessee. Shanahan, who was on the same boat, swam to his assistance and supported him until the steamer towing the cutter could swing round and pick them up. The sea was very choppy at the time, and the vessels were making 8 or 9 knots. The rescuer was in the water a matter of eight or ten minutes.

Felix C. A. Jennings, seaman, U. S. Navy.—Awarded a silver medal June 26, 1909, for rescuing on February 20, 1909, a coal passer named Moore, who had fallen into the water while stepping from a float to the U. S. tug *Dart* at Vallejo, Cal. The unfortunate sailor would have been swept under the wharf by the tide but for the timely assistance of Jennings. Moore was much heavier than his rescuer.

Harry Bonney, Fairfield, Conn.—Awarded a silver medal June 26, 1909, for rescuing a companion named Schulte from the waters of Long Island Sound, September 6, 1908. The two men were capsizeed from a 17-foot catboat. Following the accident Bonney extricated Schulte from beneath the washing mainsail and kept him upon the upturned boat nine hours, during which time the seas broke over them continually. Schulte was unconscious when a rescuing boat picked them up on the morning of the 6th.

DISASTERS

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

—
1909.

DISASTERS INVOLVING LOSS OF LIFE.

As required by law, the circumstances of all marine casualties attended by loss of life which occurred during the year within the scope of the Life-Saving Service were investigated by officers duly authorized to administer oaths. The results of their inquiries, as developed by the testimony obtained, are embodied in the following narratives:

Capsize of a fish boat, July 1, 1908.

CAPE DISAPPOINTMENT STATION.

On the Pacific coast there is a business enterprise of importance, followed by a considerable number of persons, that owes much to the Life-Saving Service. Reference is made to the fishing industry at the mouth of the Columbia River, Washington. The fishermen of the locality mentioned are an adventurous class, following their vocation in all conditions of weather, navigating the treacherous waters in the vicinity of Columbia River bar with a recklessness one might expect only of landsmen going upon the water for the first time. Their craft are in most cases manned by two persons, one called the net tender, the other the boat puller. While these men are thoroughly experienced boatmen, they are nearly always encumbered by heavy garments and boots, which puts them at a great disadvantage when quick action is required. Moreover, their craft is likely to be cluttered up with nets, lines, and other fishing paraphernalia, so that if in a moment of relaxed watchfulness they are overborne by a sea and capsized, as frequently happens, they stand a good chance of being carried down by mere weight of clothing or held fast under water in a tangle of cordage.

The work of patrolling this territory falls principally to the crew of the Cape Disappointment life-saving station, situated on the north side of the river entrance. This station is equipped with a powerful motor boat, and in rough weather, when the fleet of fishermen leave the harbor of Astoria for the scene of their work at the river's mouth, the life-saving crew joins the flotilla and remains with it until the work of the day is done, passing to and fro among the bobbing craft, a veritable first aid, in one instance warning a careless fisherman away from a shoal, in another hauling a boat out of the breakers, or, as is too frequently the case, pulling out of the water one or two half-drowned men, or maybe, a lifeless body. As only the cases of actual disaster are reported, the number of lives annually saved by the timely warnings of the patrol can not be stated. The cases of assistance rendered last year to fish boats in trouble in these waters, however, amounted to 27 and involved 51 lives. Two of these accidents were fatal, resulting in the drowning of two persons. The first oc-

curred on the first day of the fiscal year, being one of four accidents—all capsizes—that took place on that date in the fishing fleet. The circumstances of this fatality, as narrated by the officer who investigated the case, are as follows:

On the morning of July 1 the fishing fleet, composed of upward of 200 boats, went out, as usual, to the grounds in the locality of Peacock Spit. The water was very rough and the surf high, with the seas breaking in 4 or 5 fathoms. In fact, the conditions were such as to render the occurrence of accident to some of the units composing the assemblage of fishing craft extremely probable before the day's catch would be finished. As is customary when the sea and wind portend danger to the fishermen, the Cape Disappointment life-savers were also out on the water in the power lifeboat, performing the duty of patrol guard. They had been on the grounds hardly an hour when they hauled from the water two fishermen whose boat had capsized, and they had scarcely concluded this rescue when another capsizing occurred a half a mile distant. The power lifeboat was put under full speed, and on reaching the scene of the second accident they found the fishermen's boat floating bottom up with a man clinging to it on the lee side. He was in an exceptionally serious predicament owing to the fact that his feet were tangled up in his nets, which so held him that he could neither help himself to a position higher up on the boat nor swim away.

The water was so rough that the lifeboat did not dare take the risk of disabling itself or injuring the imperiled man by running in alongside. Keeper Stuart, in charge of the life-saving crew, did the only thing feasible in the circumstances—ordered one of his men overboard to cut the man loose. Surfman William K. Inman successfully executed the keeper's command. When the fisherman had been taken on board, the rescuers cruised around in the vicinity for a quarter of an hour or more searching for the other man—the boat puller—whose name is given as Matti Remas. They found no trace of him, however. For all that the men in the lifeboat knew to the contrary he may have been under the overturned craft, fast in the fishing gear. Had the sea been quieter, the first action of the life-savers after rescuing the survivor would have been to right the capsized boat, but at that time they could not have even made such an attempt because of a mishap aboard their own boat, discovered when they tried to get in close enough to pick up the man whom they succeeded in rescuing. It was found that their engine would not reverse, the pin connecting the reversing gear having worked out while they were laboring in a heavy sea. The boat could be sent ahead, but not back, so that they had to stop the engine and resort to the oars while the rescue was being effected.

The life-savers remained near the fish boat, as heretofore stated, a matter of fifteen minutes, but nothing was seen of the missing man. As their boat was drifting meanwhile toward the surf breaking on the spit, they pulled into quieter waters and repaired the engine. They had scarcely got the engine into working order when another fish boat capsized some distance away. They were fortunate enough to reach the boat in time to save both occupants. Later in the day they performed still another rescue, making a total of seven fishermen saved in four accidents—a creditable day's record, considering the hazardous character of the work.

The body of Matti Remas, the fisherman who was lost, was recovered next day from a drifting gill net a mile or two eastward from the fishing grounds. It is not known whether the net belonged to the boat aboard which the man worked or whether it had been lost from some other boat.

Capsize of a rowboat, August 2, 1908.

ST. JOSEPH STATION.

The second fatal boating accident of the year within the field of the service occurred August 2, 1908, in the waters of Lake Michigan, three-fourths of a mile west of the St. Joseph life-saving station. As in the instance described in the preceding narrative, this accident was also a capsize. Like many of the casualties involving loss of life that come under the observation of the service crews, this one was undoubtedly due either to inexperience on the part of the occupants or to inexcusable carelessness. The boat involved in the accident was a small skiff.

It is not shown by the testimony taken from what place the four occupants of the boat embarked. A man fishing from a pier saw them about 5.30 a. m. of the day mentioned come out of the channel and round the outer end of the south pier. This man, whose testimony is corroborated by that of other witnesses, states that when they were about halfway between the beach and the end of the pier, and some 40 feet from the spot where he sat watching his lines, one of the party rose to his feet and, apparently stumbling, fell on the gunwale, causing the boat to turn over; that all four men succeeded in getting hold of the boat after the capsize, but that one of their number—John McCarthy, the man who was drowned—struck out for the pier. The witness states further that he called to him to go back to the boat, but that the man only smiled in response to his admonition. He swam but a short distance, however, when he went down without a struggle. He did not again rise to the surface. According to the story of this witness, he tried to throw to the boat a small line he had with him, and, failing in that, he endeavored to get the line to the swimmer, who in the meantime had left his companions. Explaining his failure to reach either the boat or the swimmer by this means, he says that there were so many people in the way—evidently on the pier—that he could not handle the line to advantage. This witness also waved his hat when the accident occurred to attract the attention of the man known to be in the lookout of the life-saving station. As events proved, his signals accomplished their purpose.

Surfman Frederick Staal, of the St. Joseph station, keeping the lookout watch on the morning of the 2d, states that he saw the men in the rowboat pass the station going toward the lake. He observed that they were not good oarsmen, and suspected from the tones of the conversation they were having among themselves that they were under the influence of liquor. He noticed also that the boat was deeply loaded. For these reasons he kept a constant watch on the boat until it rounded the pier, which shut out further view of it from the lookout. It may be stated in this connection that the crews of the service have frequent occasion to warn boatmen about

to venture upon dangerous waters. Sometimes these warnings are heeded and sometimes they are not, in such cases the solicitude of the life-savers for the safety of the persons admonished seeming to incite in them a spirit of bravado that prompts them to take foolhardy risks. Surfman Staal explains his failure to give warning in this instance by saying that he feared if he said anything it might make them more determined to keep on. That he believed they might get into trouble is shown by the further statement that he expected to receive a signal from the people on the pier any moment after the boat had passed out of sight. He was not disappointed.

When he saw the man waving his hat he sounded the alarm. So prompt was the crew in responding that they reached the scene of the capsize in the surfboat within seven minutes from the time they left the station incline. A gasoline launch, however, that had started out ahead of them, rescued the men who remained on the boat, beating them in the race by only a few rods. Although they took no hand in the actual rescue, they lost no time in setting about to find the body, which they recovered inside of eighteen minutes from the time the drowning man sank, the fisherman referred to having noted the time by his watch. The body was carried to the pier, where vigorous resuscitative treatment was applied for an hour and a half, but to no purpose. In fact, they continued their efforts to effect resuscitation twenty minutes after a physician, summoned to the scene of the accident, had pronounced life extinct.

Capsize of the gasoline launch Radway, August 2, 1908.

MORICHES STATION.

On the day of the accident described in the preceding narrative, another fatal boating disaster occurred near the Moriches life-saving station, coast of Long Island. They were similar as to cause and effect, in that both were undoubtedly due to inexperience or carelessness, and each resulted in the loss of one life.

Miss Elsie Heidingsfelder, whose drowning is described in this narrative, was one of a party of 7 persons—6 of them women—aboard the gasoline launch *Radway*, cruising for pleasure off Speonk Point in Moriches Bay. The accident—a collision—took place 1 mile offshore and 2 miles northeast of the station above named. That but one life was sacrificed instead of several is undoubtedly due to the presence of mind of the one man in the party, Mr. Charles H. Redfield, who, following the collision, distributed life belts and other buoyant articles to his companions, and helped them to maintain their hold on their disabled boat until help arrived.

The *Radway*—a 26-foot power boat, having a speed of about 7 miles an hour—left West Hampton about noon of August 2, going westward, it being the intention of the party to enjoy a two hours' outing. They had been running along for perhaps fifty minutes, still going west, when another power boat, in charge of Dr. Albert Westlake, and carrying one other person, overtook and passed them to starboard. After getting some distance ahead, this boat circled around to the northwest and away from its course, making a loop, and bore down toward the *Radway* with the evident intention of crossing astern of her and swinging around on her port quarter. The owner of the racing boat explains in his testimony that he

executed the unfortunate maneuver described to exchange greetings with Mr. Redfield, whom he had recognized in passing, and to make some inquiries regarding the channel. The doctor's boat was a racing craft, 29 feet long, of Herreshoff build, with the rudder placed forward of the propeller. She could make more than twice the speed of the *Radway*. It would seem from the evidence in the case that the doctor, who claims to have had much experience in boating, was not thoroughly acquainted with his launch, as he admits in his testimony that he did not know the position in which the rudder was attached to his boat. In his opinion, the accident is accounted for by the position of his rudder, and by the fact that when he bore down upon the *Radway* he was headed against a fresh wind and high sea, both of which prevented his launch from responding readily to the tiller. He claims that after swinging around he blew some whistle signals to the man guiding the *Radway* to indicate the course he intended to take. The investigating officer states that the signals he claims to have given indicated the contrary to what he actually did, and that had he guided the boat in accordance with his signals no collision would have occurred. The officer adds that the doctor's statements in this respect show a lack of full understanding of the "rules of the road." However, as Redfield claims that he did not hear any signals, and as he made no signals himself, keeping straight on his course, the question of signals is of little importance.

The racing launch struck the *Radway* half a foot forward of her stern on the starboard quarter, inflicting such injury that she filled and rolled over inside of two minutes. Aboard the *Radway* were four life belts and six cork cushions, the latter each 3½ feet in length. The brief time that elapsed before the boat settled was employed by Mr. Redfield in passing the belts and cushions to the women. After filling, the boat rolled over two or three times, but all of the party, by Mr. Redfield's cool management of the situation, succeeded in securing a hold alongside, except one, who floated away to windward. This woman, the one who was drowned, remained above water for twenty minutes, during which time she divested herself of a mackintosh. She also manifested exceptional self-control up to the moment she sank by a cool exchange of remarks with the man in the party. It is quite likely that she had succeeded in getting hold of something to support her, otherwise, she could not have remained so long on the surface. No one saw her go down.

After striking the *Radway*, Doctor Westlake, according to the story told by him at the coroner's inquest, ran his boat a short distance to leeward of the foundered launch and let go his anchor. He then jumped overboard and swam to the *Radway* and assisted three of the women to regain their hold on its awning. He states that he next called to his companion to throw him the stern line of his own boat, which he secured by swimming back toward his launch. Having got hold of it, he swam again for the *Radway* with the intention of passing it to Mr. Redfield, but his purpose was defeated by the heavy pitching of his boat, which tightened the line he was carrying and repeatedly pulled him under. He therefore returned to his launch. He next tried to start his engine, doubtless with the intention of getting in closer to the *Radway*, but an air cushion caught in the set screw of the shaft and put the machinery out of business. He and his companion finally cleared the shaft, but still could not

get the engine to work satisfactorily. Meanwhile, the wind and sea swept them helplessly toward the flats, where their dragging anchor caught and held. On getting into shallow water they made an examination of the boat and found that the stern rope had become tightly wound around the propeller and its shaft.

It appears that some minutes after the collision, a catboat, sailing in the vicinity with two men and two women on board, came to the assistance of the *Radway* and succeeded in taking from the water one of the two women who had drifted away from the launch. The sea was so rough and the wind so strong, however, that the rescuers of the woman could not get alongside the *Radway* without endangering both themselves and the imperiled persons: The woman who was drowned was still afloat when the catboat came up. Mr. Redfield says that he called to the man in charge to save her first, but in the excitement of the occasion his request was evidently misunderstood. At any rate, after picking up one of the women, as stated, the catboat sailed into quieter waters and stood by to await the arrival of the power boat from the Moriches life-saving station, which could be seen approaching.

Capt. Charles T. Gordon, keeper of the Moriches station, and Surfman Tuttle, of his crew, were in the lookout when the collision occurred. The surfman had seen the boats going along closely together, and had called the keeper's attention to them, at the same time passing the marine glass to the keeper that he might also take a look. It was doubtless during the brief interval consumed in handing the binocular from one man to the other that the boats came together, for when the keeper placed the glass to his eyes the *Radway* had been struck and several persons could be seen in the water.

Instantly the keeper and four surfmen ran for the power boat, owned by the keeper and kept at the station. Their movements were so well ordered that the $2\frac{1}{2}$ miles it was necessary for them to go to reach the scene of the accident were covered in fifteen minutes from the time of launching. On coming up to the *Radway* they found one man and four women still holding to it. They circled around the launch three or four times, and at a favorable opportunity ran alongside. Surfmen Albin and Suydam went overboard and together passed the nearly exhausted people, one at a time, into the power boat. The survivors were all in a pitiable condition, the ladies being hysterical, one of them fainting as soon as she found herself safe. They were taken into quieter water and transferred to the catboat previously mentioned, after which the power boat returned to the *Radway* to look for the woman who had gone down. The life-savers cruised about for an hour in quest of the body, the search taking two of the surfmen under the boat. Finding nothing after an hour's work, Keeper Gordon returned to the station. After sending a telephone message to Keeper Gildersleeve, of the Potunk station, to come and help continue the search, he went back to the scene of the accident in the power boat, taking a sharpie in tow. In response to the telephone call, Captain Gildersleeve and three of his surfmen also came out in a power boat with two sharpies in tow. The searchers had been dragging perhaps half an hour when Captain Gildersleeve called Keeper Gordon's attention to a small floating stick that had a string attached to it and leading toward the bottom. Captain Gordon secured the stick, followed up the line, and found the drowned woman

at the other end with the line afoul of her feet. It proved to be a fishing line and had evidently been aboard the *Radway*. The woman's limbs had probably become entangled in it before she drifted away from the launch, and it doubtless prevented her from keeping afloat longer.

Capsize of a skiff, August 15, 1908.

RACINE STATION.

On page 17 of this report is a tabular classification of the 917 undocumented vessels that sustained casualty during the last year within the scope of the service. The table includes 146 skiffs and other small boats, such as are usually propelled by oars. Six of the accidents involving craft of this character were tragedies, resulting in the loss of 8 lives—more than one-third of the entire number of fatalities that occurred from aboard all classes of vessels embraced in the table.

The drowning accident, the particulars of which are here given, happened at Racine, Wis., in the waters of Lake Michigan. It was undoubtedly chargeable to inexperience on the part of those most intimately concerned, as is the case with the majority of such casualties that come within the purview of the service. The official record shows that a fresh wind was blowing at the time of the accident and that the water was altogether too rough for boating on the open lake, if one may believe the statement of a witness of the capsizing who, when the boat upset, was standing on a pier with a camera, watching for a chance to get a snap shot of it "as it stood on end on a sea." Moreover, one of the two occupants of the skiff—the man who was drowned—was unable to swim.

It appears from the testimony at hand that on the afternoon of August 15, 1908, two young men—Henry Dunhauser and Joseph Gabel—both residents of Racine, put out in the lake from the boat landing of the Standard Pleasure Club, three-fourths mile north of Racine Harbor and the same distance from the life-saving station. After passing over the bar, a hundred yards offshore, they turned down the beach toward Racine and rowed into the harbor, circled about, then went out again into the lake and retraced their course back to the clubhouse. In attempting to land they ran before a heavy sea. They were just crossing over the bar when a breaking wave caught them, threw the skiff around broadside, and upturned it. Gabel, who could not swim, was soon drowned. Dunhauser, who was more at home in the water, swam toward his companion to afford him assistance, but as Gabel was drifting rapidly away he was unable to reach him. Seeing that he could do nothing for his comrade, Dunhauser turned back and swam for the capsized skiff in his efforts to save his own life, but the breaking seas proved too much for his strength and he was unable to get near it. At this critical moment two of his club associates reached him in a boat, one of them having seen the men in the water while looking from a window of the clubhouse.

Surfman Herman Burkett, on duty in the lookout of the Racine life-saving station, saw the skiff leave shore, get safely through the surf, and come up around the end of the north pier. In circling the

harbor it passed near the station, and Dunhauser waved his hand to Burkett. Gabel was rowing. The surfman saw them pass out into the lake again, and kept an eye on the boat until his attention was diverted by some children on the pier. When he looked again for the skiff, he saw it bobbing up and down abreast of the clubhouse. There was no one in it, and, to use his own words, he felt certain that something had happened. He at once rang the alarm and left the lookout on the run. Two members of the crew set out to the scene of the accident in the station skiff, which was already launched. Three other surfmen followed after the skiff in the surfboat, and the keeper and one surfman ran down the beach.

As Dunhauser had been taken from the water within five minutes after the capsize, the life-saving crew, notwithstanding their haste, arrived too late to take a hand in the rescue. They lost no time, however, in beginning a search for the body of Gabel, which work they continued until dark without success. It was washed ashore the following morning near the spot where the drowning took place.

Swamping of a rowboat, August 22, 1908.

NAHANT STATION.

On the morning of August 22, 1908, three boys—Fred Coakley, Walter Rowe, and Leo F. Bigelow, aged 17, 13, and 12 years, respectively—while playing on the beach at a place locally known as John's Point, at Nahant, Mass., found a small round-bottomed boat. The natural sequence of such a discovery was a ride on the water, and the idea was acted upon without loss of time. The boat, described by one of the survivors as a punt, was shoved off, and all three got into it and paddled away from the shore, apparently unmindful of any hazard to themselves. The skiff was a leaky, rotten affair, and the reckless lads had not gone more than a few yards from the beach when it began to fill. Rowe, it appears, was a good swimmer; Bigelow also could swim a little; but Coakley was unable to swim at all.

When the boat had nearly filled, the two smaller boys jumped overboard and struck out for shore, Rowe assisting his comrade. The statements of these boys as to the movements of young Coakley after they left him are not perfectly clear, but it would seem that he remained in the boat until it settled, when he either jumped out or was dumped out as it turned over. Apparently he did not make any outcry or try to save himself by holding on to the boat, which continued to float practically submerged. Rowe, who showed exceptional resourcefulness, assumed command of the situation at once. When he and Bigelow reached land, he directed the latter to go for help. He himself quickly threw off his wet garments and went back to the assistance of the boy in the water, who by this time had sunk. He dived for Coakley three times, catching him by the hair at the third attempt. He then started for the shore with the inert body, but the task proved too much for his strength, so that he had to let go and swim back empty handed.

In the meantime Bigelow had spread the news, and two men (a Mr. O'Connell and a Mr. Blackburn) and a woman physician (Dr. M. J. Beebe) presently appeared on the scene. The men stripped and went into the water, their movements being guided by young Rowe,

and by Doctor Beebe, who, from an elevated position, could see the boy below the surface. On getting the body ashore, an attempt was immediately made at resuscitation under Doctor Beebe's direction. The crew of the Nahant life-saving station arrived shortly and took a hand in the resuscitative endeavor, which was continued faithfully but fruitlessly for an hour and a half.

The father of the unfortunate lad stated at the investigation of this case that the victim of the accident had a weak heart, to which fact he attributed his death, rather than to drowning. This opinion is strengthened by the failure of the boy to make any effort to save himself.

The spot where the accident occurred is not visible from the lookout of the Nahant station. The life-saving crew, therefore, could not have witnessed it from the station lookout. As soon as they heard of it they set out in their dory with grappling irons and covered the half mile to John's Point in ten minutes; but, as already shown, the body had been taken from the water before they put in their appearance.

Although the efforts made to revive the boy were foredoomed to failure, much credit is nevertheless due Doctor Beebe for her intelligent management of the work, as well as to Messrs. O'Connell and Blackburn for recovering the body. The investigating officer warmly praises the splendid courage and self-sacrificing spirit of Master Rowe in assisting his surviving companion to safety and in trying to rescue the other boy.

Accidents similar to the one here described are of frequent occurrence, the circumstances of one case differing from those of another only in minor details. Given a party of reckless lads and a boat and nothing is wanting of the potential elements of a tragedy. The craft that usually figures in such drownings is old and unseaworthy, probably having been left to rot in some sheltered nook along the shore. The boys find it while bent on enjoying a swim, or while roaming about their neighborhood strong in the spirit of discovery. Lacking the judgment of years, they see in the hulk only a means of augmenting their sport if in bathing, or a vehicle for continuing their explorations under more adventurous circumstances. In either case they are not likely to be aware of their peril until the boat tips over and they find themselves struggling helplessly in the water.

Sinking of a gasoline launch, October 20, 1908.

STRAITSMOUTH STATION.

Nothing is known of the circumstances of this case, as no one saw the launch in the locality in which she foundered, and neither of the two occupants survived the disaster. Such information as is at hand relating to the affair was obtained from acquaintances of the lost men, who identified the boat and various articles belonging to it. The names of the victims, it was learned, were Charles Johnson, owner of the launch, and Hervey Leo, both residents of Beachmont, Mass. They left Cape Porpoise, Maine, on the afternoon of October 20 in a 3-ton gasoline launch bound for Boston with a heavy cargo of lobsters. The next morning some fishermen found the boat sunk outside and to the northwest of the breakwater which forms the

harbor of Rockport, Mass., with her stern just above water. Her presence in the locality can be explained only on the assumption that the two fishermen were trying to make harbor at Rockport on account of rough weather, a fresh wind having sprung up during the night and kicked up a heavy sea. The build of the launch strengthens this surmise. She was without decks or coverings, except for a small house aft which sheltered her engine. She was not suited for traffic on the open sea under any conditions of weather, and her heavy load made such voyaging extremely hazardous. In the opinion of the keeper of the Straitsmouth life-saving station, within whose official jurisdiction the casualty happened, the boat struck either the break-water or a submerged rock, injuring herself so badly that those on board were unable to beach her before she settled. That they made such an attempt is evidenced by the fact that her engine, when examined on the morning of the 21st, indicated full speed ahead. Neither of the bodies of the fishermen has been recovered, so far as reported.

The official who investigated the casualty took pains to ascertain whether the patrol from the life-saving station had been faithfully kept on the night of the 20th. His report contains no criticism of any member of the crew. In his opinion, they did their full duty. The beach was covered as usual by the station patrol, but no outcries were heard or signals seen that would indicate that a vessel was in distress. It was brought out at the official inquiry that many of the fish boats doing business off this coast do not carry lights. This may have been true of the launch involved in this accident. The boat went down a mile from the station—too far away for any one in the lookout to have seen her unless she had displayed signals.

Wreck of the schooner Charles S. Hirsch, October 29, 1908.

PAUL GAMIELS HILL STATION.

The *Charles S. Hirsch* was a 4-masted schooner of 530 tons burden, owned by the Hirsch Lumber Company, of New York. She left Brunswick, Ga., on the morning of October 18, bound for Baltimore, Md., with a cargo of 318 Georgia pine piling, consigned to the Hodgkins Lumber Company. On this trip she carried a crew of 8 men, including the captain, as follows: Frank Wall Hunter, master; Charles O. Olson, mate; Fred L. Hoffses, engineer; Edward J. Christiansen, Albin Julgen, Torres Gundersen, Ludvik Helgesen, seamen; and the cook. Helgesen and the cook lost their lives in the disaster here described. None of the crew interrogated by the officer who investigated the disaster could give the name of the cook. All that could be learned about him was that he was an Englishman, and that he had shipped at Brunswick, the port from which the schooner last sailed. The captain stated that his name was on the ship's papers, which were lost with the vessel.

The piling the schooner carried consisted of sticks from 80 to 90 feet long and measuring from 18 to 20 inches through their larger ends. They were stowed heads and butts. The deck load of 116 timbers filled up all the space amidships, being stacked well up under the main and mizzen masts, leaving free only the space forward occupied by the forecabin, and that aft taken up by the cabin and quarter-deck. The piling was securely lashed by wire and chains.

According to the testimony of Captain Hunter, the schooner had fair weather until October 20, when she encountered a northeast gale, which lasted until the 22d. After that she had variable winds and calms, there being days when she would not log more than 8 knots in the whole twenty-four hours. There was a nasty sea all this time, says the master, and the conditions seemed to indicate that a storm was brewing. About 2.30 a. m. of October 29, when the vessel was doubtless somewhere off the Kill Devil Hills life-saving station, she lay becalmed. The captain had not been able to take an observation for thirty-eight hours, and did not know more than approximately where he was. The crew had been taking soundings since 8 o'clock of the preceding morning, and at the time stated, 2.30 a. m., the lead showed 16 fathoms. About 3.15 a light wind sprang up from the northward, which, within an hour, freshened to 3 or 4 knots. At this time the schooner was heading north-northwest in 15 fathoms. The captain was on deck all the while assisting in taking soundings. Asked if he saw any lights at any time, he replied that somewhere between 12 and 2.30 a. m. of the 29th he picked up two on the starboard bow, which he at first took to be shore lights, but on looking at them through his glasses he found they were steamers.

At 4 o'clock the port watch came on deck to relieve the captain, who was keeping the starboard watch, but the latter still remained on deck to look after the soundings. For some time after 4 o'clock the vessel ran along in 15 and 13 fathoms. When she made 13 fathoms, the captain told the mate that they would soon wear ship, meaning that they would swing the schooner clear around to port, making a loop, as it were, and head out seaward on the port tack almost at right angles to the direction in which they were then going. This maneuver was necessary in order to get out far enough to go again on the starboard tack for Cape Henry, inside of which the captain says he wanted to make refuge. Just before the necessary orders were given for bringing the vessel around, a sounding was taken, which showed 11 fathoms. The captain states that he had then no idea that he would go on the beach. He simply thought they were getting as close in shore as was prudent and that the time had arrived to get off in order to come up again on the starboard tack. The necessity for wearing ship, he explains, was the direction of the wind, which was blowing from the northeast. In the opinion of some of the life-savers, if the wind had been a point farther eastward, it would not have been necessary to wear the schooner around, and she would undoubtedly have reached without accident the haven she had in view. It was while executing the maneuver mentioned that she got into difficulty.

When Captain Hunter found his vessel in 11 fathoms, he took the wheel and told the mate to slack away the spanker topsail and stand by. The slacking of this sail, he stated, was to throw the wind pressure more on the forward sails, thereby helping to swing the schooner around more quickly. While the mate was slacking the sail, the captain rolled the wheel hard up and fastened it with the becket. Telling of what next occurred, he says:

The schooner paid off northwest, but seemed to hang, and as I did not want to lose too much ground or strain my steering gear, I next called to the mate to slack the spanker peak. As she still did not pay off, I then told him to lower his spanker away.

I, at the same time, ran to leeward and let go the mizzen sheet. As the vessel still did not answer her helm, I began to suspect that something was wrong with her steering gear, and was doing everything possible to bring her around.

By this time the wind had freshened up to 20 knots, and it had begun to drizzle, making a mist over the water. Day was breaking, however, and through the occasional rifts in the scurrying fog the sailors could see to windward long lines of foam-crested seas, which warned them of their proximity to the shore. Up to this moment, it seems, the captain had not been apprehensive that he was dangerously near the beach, and he had scarcely time to realize what was in store for his vessel before she fetched up in the breakers. She struck about 150 yards offshore, nose first, then swung around port side to the beach, headed northward. The seas were running high when she took bottom, and they now broke over her decks and the houses fore and aft, the spray flying high up in the rigging. The captain—a young man just turned 30, and who appears to have acted with great courage and presence of mind through the terrible scenes that ensued, and to have manifested the greatest concern for the safety of his crew—ordered all hands on deck. Two or three of the men were forward in the forecabin, and the rest aft. After calling the men up, the captain, the mate, and two seamen undertook to lower all sails, “so that there would not be so much gear swinging about.” The water was coming aboard in such volume, however, that they were unable to finish their work, having to take refuge on the quarterdeck, where they were shortly joined by the men from forward.

The captain next thought to go down into the cabin to secure the ship's papers and some personal belongings. On descending he found the cabin awash and the furnishings thrashing about so violently as to threaten the safety of any one entering. He succeeded, however, in getting hold of his watch and pocketbook, lying on his desk, but did not dare remain long enough to get the papers, which were in a drawer of the desk. While he was below the cook appeared at an inner door of the cabin, and when he went back on deck, followed him out. All the ship's crew with whom the investigating officer talked agreed that the cook was so badly frightened as to be incapable of intelligent action. In fact, both of the men who were lost were practically helpless through fear. Their shipmates were of the opinion that had they been more courageous they might have been saved. The captain stated that the rest of the crew never showed the “white feather,” but that they even joked with each other when it seemed certain that they would all perish.

When the cook came up on the quarterdeck, the captain, appreciating his condition, assisted him into the yawl, which hung from her davits over the stern. There he remained until the crew some time later attempted to launch this boat, when he got out of it and tried to take a hand in the launching, but a sea came along and swept both him and the boat overboard.

Some twenty minutes after the schooner fetched up, the deck load began to work loose, and soon the piles stacked under the starboard side were chafing the rigging as they rose and fell with the seas, tearing it asunder. Freed from their fastenings to windward, the masts could not withstand the terrible pounding and the pressure of the piles on the leeward rigging, and three of them—the mainmast, mizzenmast, and spankermast—snapped off simultaneously, the two last named

going overboard and the mainmast swinging around against the foremast, where it hung suspended by the rigging.

The first man to sight the schooner from the shore was Surfman Andrew Scarborough, No. 1 man at the Paul Gamiels Hill life-saving station. He was at the time standing the 2.30 to 6 a. m. beach watch near the station. About 5.30 o'clock, as it was coming day-break, he saw her off to the east-southeast. He watched her for a few moments, and then set a stake in the sand near the watchhouse and took a range to determine in which direction she was moving. He saw that she was falling off toward the beach. Scarborough says that he wasn't sure that she would come ashore, but that he knew she was where she should not be in weather such as prevailed at that time. While he was watching the vessel Surfman Paul D. Beals, the No. 3 man at the same station, came in from the south patrol, and at Scarborough's request kept an eye on the ship while he (Scarborough) went to the station some 200 yards away to inform the keeper of his discovery.

Keeper Thomas Harris and crew, of Paul Gamiels Hill station were soon on their way to the vessel with the beach apparatus, hauled by the station team, arriving abreast of her even before she struck. Before setting out he had telephoned to Captain Tillett, of the Kitty Hawk station, 6 miles south, to come with his men, and to Captain Snow, of the Caffey's Inlet station, 6 miles north, to hold himself and his crew in readiness for a call. Both keepers came with their crews before the work of rescue was concluded and rendered valuable service.

When Keeper Harris and his crew arrived abreast of the schooner the wind was blowing strong from the northeast and it was raining. The vessel lay broadside to the beach and pounding heavily, with the seas almost hiding her from view. Within fifteen minutes the Lyle gun was fired with 5 ounces of powder, laying a No. 9 line across the vessel just forward of her spankermast. After the sailors had taken refuge on the quarterdeck, 6 of them, it appears, climbed into the spanker rigging. When the line fell they all came down and, together with the master, who had remained on top of the cabin, got hold of it and began to haul in. They hauled the tail block on board and secured it to the spanker mast, but in spite of the efforts of the life-savers to keep the two parts of the whip separate the tremendous current that swept down the beach twisted the line so that it would not run through the block when they tried to haul off the hawser. The twist extended the entire distance from the ship to shore, and nothing could be done from either end toward getting it straightened out.

Seeing that it would be impossible to untangle the whip, Captain Harris signaled to the sailors to cut the tackle loose, but they failed to understand what he wanted them to do, and did nothing.

The keeper now sent two of his men back to the station for another whip line, and while waiting for it the life-savers carried the shore end of the twisted line down the beach so that it would be clear of wreckage and staked it fast that it might later be recovered.

When the sailors found that the line would not work all hands, except the cook, who was still in the yawl boat, went aloft, the captain taking refuge on the spanker gaff and the others in their former position. By this time the deck load had torn away the rigging to windward, so that the piles on that side, aided by the rolling of the

schooner, were pushing over to windward the three masts previously mentioned. This meant that these masts would soon go by the board. Perceiving the danger that threatened, Captain Hunter, from his position on the spanker gaff, called to his men to come down, himself suiting the action to the word by descending to the starboard quarterdeck to windward of all wreckage that would fall. The sailors did not hear him at first, owing to the confusion. Had they done so what followed might not have resulted fatally to one of their number. Shortly the mainmast cracked and the six sailors then started down. They were not quick enough, however, for the three masts went over while two of the men—Julgen and Helgesen—were still aloft, and these two went along overboard. Neither man was apparently injured by the fall. Helgesen succeeded in crawling up on some wreckage hanging over the side of the schooner and getting hold of the flyrail. Here he held for a while only to be swept back and to disappear in the threshing débris alongside. The other sailor, Julgen, was more fortunate. He managed to get astride a spar in the water, where he remained for fifteen or twenty minutes, and then climbed back on board with the help of a shot line that had fallen near him.

After the masts went over the captain and his crew tried to launch the yawl boat, first making the cook get out of it. It filled, however, as soon as it struck the water and turned over, and a sea bore it away, as previously stated. It was afterward found down the beach badly damaged, as was also the schooner's dinghy, which had been washed from the top of the cabin soon after the vessel fetched up. The sea that took the yawl boat away was the same one that carried off the cook and broke Helgesen's hold on the flyrail. The engineer says in his testimony that he saw the cook after he went overboard crawl up on the end of a pile, hold on for a moment, and then go under as the timber rolled. The bodies were not afterward recovered, and it was the general opinion of those who witnessed the rescue operations that they were ground to pieces among the piles alongside the vessel.

When the masts came down, Keeper Harris sent Surfman Scarborough to the station with 5 men for the surfboat, that he might have it at hand ready for an attempt to get to the schooner in case the breeches buoy should fail him. Meantime, the extra whip line had come, and he fired another shot with 4 ounces of powder, laying a No. 9 line where the first one fell—just forward of the stump of the spanker mast, around which the sailors were huddled. The ship's crew tried to haul off the whip, in which effort they failed, owing to the fact that the shot line had fouled the wreckage. Although this line could not be used as intended, it at least served the good purpose—as already shown—of helping Julgen to get back on the ship. Keeper Harris stated that he tried to send this second shot line within reach of Julgen, so that in case the men on the schooner did not succeed in getting it he (Julgen) would be able to lay hold of it, and the life-savers could then haul him ashore. The line doubtless saved the sailor's life, although not in the manner the keeper had considered possible.

Failing the second time in their efforts to get the apparatus in operation, the sailors returned to the stump of the spanker mast, around which they clung, some of them lashing themselves fast.

Several of the life-savers who were present on the beach testified that while the sailors were in this position the seas repeatedly buried them out of sight. That they managed to hold on was a matter of astounding surprise to the veteran surf fighters.

A third line—also a No. 9, projected by 4 ounces of powder, and sent across the schooner in the same place that the two others fell—changed the fortunes of the shipwrecked men. They had some trouble in getting the whip on board, due to the wreckage and current, but they at last succeeded in fastening both whip and hawser to the spanker stump, securing the hawser some 2 feet above the tail block. After that the rescue was only a matter of minutes. Six men in all were brought ashore, the captain being the last to leave the ship.

The rescued men, barring slight bruises, were in good shape. They were wrapped in blankets as they landed, and when the work of rescue was completed were hurried to the Paul Gamiels Hill station, where they were given restoratives and dry clothing.

Wreck of the schooner Florence Shay, November 12, 1908.

LITTLE ISLAND STATION.

The *Florence Shay* was an old craft, built, according to the "List of Merchant Vessels," in the year 1867. She had therefore seen forty-one years' service when she laid her bones on the beach near the boundary line between Virginia and North Carolina.

The records show that she was a 3-master of 350 tons burden, owned by Henry P. Havens, commission merchant and ship broker of New York. She was valued at \$3,500, and the cargo of creosoted paving blocks she was carrying on what was destined to be her last voyage, at \$6,300. Her crew consisted of 6 men, all told, 2 of whom—Charles ———, seaman, and Charles Mollimank, cook—were lost in the wreck, the story of which is here given.

It appears that the schooner left Norfolk November 11 on her way to New York in tow. Soon after she had passed outside the Capes she was overtaken by a north-northwest gale that, before it had spent itself, attained a velocity of 44 miles an hour.

The heavy laboring of the two vessels under the stress of the weather soon caused the towing hawser to part. It seems that the tug was unable in the heavy seas to pass another line on board the schooner, and that the latter was left to her own resources following the accident mentioned. To make matters worse, the schooner's steering gear broke. Separated from the tug, her machinery crippled, and leaking besides, she was in no condition to wage a successful contest with the elements, and was swept helplessly down the Virginia coast. She finally brought up in the breakers about 7 o'clock on the morning of the 12th, 3 or 4 miles below the Little Island life-saving station.

She was sighted by the lookout of the station named while still a mile from the shore, and two life-saving crews were making their way along the beach even before she struck, ready for the wreck work that they knew was before them.

The story of the wreck, as related by the keeper of the Little Island station (Capt. John W. Partridge) at the official investigation, is so well told that it is printed here substantially as related on the witness stand. Captain Partridge, it may be remarked, was first to

arrive abreast of the stranded vessel, and on him fell the responsibility of directing the operations of the life savers present. His account follows:

I went up into the lookout and saw the vessel about a mile offshore with all sails furled, except the jib. Her flag was in the starboard mizzen rigging, union down, and she appeared to be unmanageable and full of water. The wind was blowing strong from the north-northwest and the surf was very high. I judged from the course in which she was headed that she would strand at or near the "halfway" house. I called Keeper O'Neal of the False Cape station, and asked him to meet me on the beach with his apparatus, as I thought at the time that she would go on his beach. I then took my crew, with two extra shot lines (a No. 7 and a No. 4) and the medicine chest, and hastened to the wreck, arriving abreast of her at 8.20 a. m. I found her stranded 3½ miles from my station on the outer bar, about 300 yards from the shore, with the sea breaking over her. Her crew of 6 men were huddled up on the forward house in the lee of the foremast.

Keeper O'Neal and his crew came up with their apparatus in a few minutes after our arrival. I immediately placed the Lyle gun in position at an elevation of 15° and charged it with 6 ounces of powder to carry a No. 7 Whitton line. The first shot landed the line between the foremast and the mainmast within easy reach of the sailors, and was quickly secured by them. On this line I bent a No. 9 shot line, and on that I bent the whip line. Then I signaled to the men on the schooner to haul away. Owing to the very strong current (the strongest I ever saw) and the physical condition of the sailors it was a difficult task to get the whip on board. The only way in which we could make any progress at all was to haul in all the slack we could get and carry the line well to windward of the wreck, then turn it loose and let the sailors haul in what they could get. This operation was repeated over and over again.

After a number of efforts of this kind the tail block was gotten on board and made fast down near the top of the deckhouse and forward of the fore rigging. We then bent on the hawser and hauled it off to the wreck. This work was also accomplished with great difficulty, as the current bowed the whip at a sharp angle across the rigging. When all was done we found that the hawser and whip were twisted together for 25 or 30 yards. Do what we could, it was impossible to clear it so that the lines would render through the block and allow the breeches buoy to be sent off.

At this time I conceived the idea of firing another line on board and sending off a bottle containing a note instructing the sailors to cut the whip line at the block and bend the free end to the shot line, so that we could haul in the whip. I accordingly placed the gun in position at a 12° elevation and charged it with 6 ounces of powder. This shot landed a No. 7 line squarely across the wreck between the mainmast and the foremast, but the men were too nearly overcome to get it, as it had lodged against the main rigging some 30 feet above the rail. I had this line hauled in at once, and made ready to fire another shot. The gun was again placed in position at an 11° elevation and charged with 5 ounces of powder. The line (a No. 9) carried by this shot fell almost within the hands of the sailors.

In the meantime I had sent some of the surfmen to my station for the life car, a spare whip line, and a supply of cork belts. I now sent out the note in the bottle as I had planned. (I was afterwards informed that this note was received and read by the captain of the *Shay*.) All this time we were doing our best to clear the hawser and whip which, as I have stated, had become tangled. During the progress of our efforts to get the lines clear the whip parted near the wreck. Keeper O'Neal and I then decided to send to the False Cape station for the surfboat, in the hope that at low tide we might be able to launch it. It was of course out of the question at that time to attempt to reach the schooner by boat, owing to the high surf, high wind, and strong current.

By this time the life preservers had been brought to the beach. These were bent on to the shot line and upon signal were hauled off by the men on the vessel. Only 5 men could now be seen on the wreck; the cook, it was afterwards learned, having died of exposure soon after the stranding occurred.

A spare whip line was also brought to the beach about this time. I now signaled for the sailors to cut everything loose—hawser and all—except a single part of the whip. When they had complied with the signal, I bent on the new whip and motioned to them to haul away.

Before I left the station, on discovery of the vessel, I had telephoned to Cape Henry asking that a revenue cutter or a wrecking vessel be notified of the impending disaster. Just at this moment, when the new whip was ready to be sent out, a Merritt & Chapman wrecking tug arrived on the scene, lowered a big lifeboat and endeavored to get to the schooner from the outside. When the imperiled sailors saw the boat coming to

them they stopped all efforts to cooperate with us and devoted their attention to the other side of the schooner. The seas, however, prevented the boat from getting alongside, and the shipwrecked men returned to the work of hauling on our lines. They finally succeeded in getting another tail block aboard, and we sent the hawser off again; but, as before, it fouled the whip near the vessel. As the sailors were too far gone to clear it, we abandoned all further hope of saving them with the breeches buoy.

Keeper O'Neal's boat had by this time arrived. The tide having gone down, it was made ready under his command, and volunteers were called for from the two crews. The surfmen of both stations responded promptly, and 8 men, 4 from each crew, were selected for the undertaking. The boat was pushed into the water 100 yards to windward of the wreck to allow for the tide and the current, and after a strenuous battle in the surf, pulled in on the schooner's lee side. Four sailors were taken off. The rescuers were informed that 2 men were dead on the vessel, but the situation near the wreck was so dangerous that the surfboat came away without making a personal investigation on board. The survivors were taken to the "halfway" house near by, stripped of their clothing, wrapped in dry blankets, and given stimulants. As soon as possible they were carried to the Little Island station, where they were fed and made comfortable.

Keeper Knight, of the Wash Woods station, the next station below False Cape, and 2 of his surfmen joined us on the beach during the afternoon and rendered valuable assistance. We were also ably assisted by a number of fishermen and hunters. The vessel was a total wreck.

As shown in Captain Partridge's narrative, the fouling of lines prevented the operation of the breeches buoy. But for this unfortunate circumstance, there is strong likelihood that the entire ship's crew might have been saved. The same difficulty was experienced at the wreck of the schooner *Charles S. Hirsch*, the story of which precedes this account. On each of the two occasions the tremendous current sweeping between the ship and the shore defeated the plans of the rescuers, though fortunately only for a time in the case of the *Hirsch*. The rules prescribed for the operation of the breeches buoy apparatus direct that when the tail block is sent off with the whip line rove through it, and also while the apparatus is performing the actual work of bringing the men ashore, the two parts of the line be kept widely separated to prevent fouling each other, as well as the hawser, along which the buoy runs. It appears from the evidence that the customary precautions against tangling of the lines were taken in this instance, but to no purpose. Some idea of what the rescuers had to contend with in their attempts to establish communication with the wreck by means of the breeches buoy may be had by the statement of one of the rescuers that "it was all 30 men on the beach could do to carry one part of the whip line to the windward when hauling off the hawser," the difficulty of this performance being increased by the fact that the whip chafed against the ship's rigging. In connection with this work it was afterwards found that the tail block was smashed, although the men on the shore succeeded in getting the hawser aboard the vessel. It would seem from an examination of the evidence that the tangling of the lines was really due to three causes: The tremendous current running between the ship and the beach, which made it impossible for the life-saving crews to keep separate the two parts of the whip; the fact that some fish net on the vessel became clogged in the tail block; and to the evident inability of the ship's crew, owing to their physical condition, to fasten the hawser a sufficient distance above the tail block.

The life-saving crews appear to have done all that men could do under the circumstances. The sailors had suffered hours of exposure in a chilling gale before the stranding, and had been under severe physical strain in their efforts to control and keep afloat a helpless

vessel. Consequently, when they came on the beach, they were benumbed and exhausted and in poor condition to make a fight for their lives. Captain Partridge, in his narrative, refers to 6 men as having been seen aboard the vessel at the time of the stranding, and afterwards mentions the rescue of 4 persons. Two sailors, according to the story of the survivors, perished while the life-saving crews were trying to get the breeches buoy in operation. In a letter signed by the master of the schooner and the three other rescued men, it is stated that one of the men who perished, the cook, died at 9 a. m. and the other an hour or more before the rescuing boat came alongside. The man last referred to was found on the vessel the following day "all tangled up" in the débris of shot lines and whip lines.

Captain O'Neal, who commanded the boat's crew that went out to the wreck, says:

We got to the schooner's weather fore rigging, which was the inshore side, and the men climbed down, one at a time, into the boat. We had to drop astern two or three times before we succeeded in taking them all off.

Criticism may possibly be made of the failure of the life-saving crew to board the schooner and personally assure themselves as to the fate of the men reported by the surviving sailors to have perished. Their position when alongside the vessel, however, was critical in the extreme, and to have done so might have jeopardized the chance of saving the men known to be alive. Speaking further in this connection, Captain O'Neal, who is a man of proven courage, says:

There was a great deal of wreckage in the water and the masts were tottering so that it was no place for a boat after the live men were saved.

The opinion of the survivors with regard to the manner in which the life-saving crews performed their part on this occasion is shown by a letter signed by the four survivors, printed under the caption "Letters acknowledging the services of life-saving crews."

On the evening of the 13th, the life-savers boarded the wreck and brought ashore the body of Charles _____, seaman. Later, by direction of the master, it was buried on the beach. The body of the cook was not recovered.

Wreck of the gasoline launch Gerald D., November 12, 1908.

BUFFALO STATION.

The wreck of the launch *Gerald D.*, while of little importance in respect to the amount of property involved, was the most serious disaster of the year as regards loss of life, 6 persons having perished out of a total of 13 imperiled. It was also made the occasion of an exhibition of inhumanity on the part of those whom chance placed within reach of the survivors such as has never before been chronicled in a report of the Life-Saving Service. It is true, the entire party on the launch were engaged in the violation of the laws of the country when disaster overtook them, but neither the character of their enterprise nor the nationality of the victims can afford justification for the failure of those who first learned of the disaster to extend a succoring hand to fellow-beings cast up by the sea in the darkness on an ice-coated breakwater.

Some time in the early night of November 11, 1908, a 26-foot, open gasoline launch, equipped with a sail, put out from the Canadian

shore with the harbor of Buffalo as her destination. She carried 13 persons, 10 of whom were Chinese bent upon evading the immigration laws of the United States. Three white men were engineering the enterprise. That all 3 escaped with their lives in the catastrophe that awaited the party on the American shore seems to have been a miscarriage of retributive justice, in view of their conduct, after the destruction of their boat, in stealing away from the scene of their misadventure and leaving the hapless Chinamen to their fate. The identity of these men was not established. The meager information secured regarding the movements of the launch before the disaster, and the details of the accident itself, were obtained from the survivors through an interpreter.

It appears that the party left shore on the Canadian side with the weather propitious for the hazardous work they had undertaken to carry out. The night was very dark and the sky overcast, with signs of approaching rain or snow; but this condition admirably suited the purpose of those in charge of the party, as it lessened their chances of running afoul of the harbor police or being observed by other persons who might manifest an interest in their movements.

While they were yet out in the open lake their engine broke down, according to the story of one of the surviving Chinese, and they had to continue their trip under sail. To make matters worse a fresh breeze sprang up from the northwest after their engine became disabled, starting a rough sea. The wind finally blew so strong that the boat became unmanageable and was swept helplessly toward the old breakwater at the north entrance of Buffalo harbor, striking the riprap of the structure near the middle gap. The waves carried it back after the first impact and turned it broadside to the wall, in which position it was caught by the next sea and again flung upon the riprap, rolling over as it went, and dumping the occupants out. The 3 white men and 4 of the Chinese, all soaked to the skin, and the latter injured, managed to climb to the top of the wall, some 10 or 12 feet above the normal level of the lake. Six of the Chinese, however, were either drowned outright or had their lives beaten out against the rocks, where their mangled bodies were found the next day.

Those in charge of the launch apparently had no concern for the Chinese once they themselves were safe on the breakwater. They had escaped the perils of shipwreck, but their fears of discovery and arrest were, if one may judge from their actions, too great to be overcome by any feeling of solicitude for the safety of their companions in trouble. They went at once in quest of a boat with which to get away from the wall. They first made their way to the derrick scow *Atlas*, moored 200 or 300 feet distant under the sheltered side of the breakwater and in charge of a watchman named Joe Sholtis. To him they stated that they had come out of the lake. He invited them into the boiler room aboard his vessel, gave them some coffee, and did what else he could to make them comfortable. In the course of half an hour they told him that they had some Chinamen out on the wall, and asked him if he could go out and get them. This he declined to do. When they had warmed and dried themselves, they began to think about getting ashore, and Sholtis suggested that they might be able to procure a boat of a watchman named Ralph White, employed on the derrick scow *Little Mixer*, which also lay alongside the breakwater. He accompanied the men to see White, after suggesting that

they wait until morning for a tug. White says in his testimony that he objected to letting the men have a boat, although they offered to pay him liberally for its use. Following White's refusal, Sholtis and the strangers went back to the *Atlas*. According to Sholtis's story it was while they were returning to his scow that the Chinese were heard calling for help.

The movements of the three white survivors and the two watchmen can not be clearly followed by a perusal of the more or less contradictory testimony of the latter. It appears, however, that Sholtis and White went in search of the Chinamen out on the wall, and took them aboard the *Atlas*. The smugglers, it would seem, finally secured White's boat and left the breakwater in it, but, if his story be true, not until they had threatened him with a revolver. They left about 4 a. m.

The most remarkable feature of this unusual case is the astonishing unconcern shown by the white men for the safety of the Chinese. The smugglers did not refer to them for half an hour after entering the boiler room of the *Atlas*, when they themselves had become warm and comfortable. Watchman Sholtis, as previously mentioned, refused to go to their aid, presumably not having even inquired as to the circumstances of the casualty, the seriousness of which he must have suspected when told by his visitors that they had come out of the lake. And so an hour or more went by with four able-bodied men sitting quietly in warm quarters, knowing that a tragedy had taken place on the breakwater, and that there were still on that desolate concrete structure human beings exposed to the icy, overlapping seas, chilled to the point of death, and, some of them at least, almost certainly injured.

Two watches taken from the bodies of the dead Chinamen doubtless indicated pretty closely the time at which the disaster happened, one having stopped at 1.28 a. m., and the other at 1.30 a. m. White claims that he blew a whistle about 4 a. m., when he returned to his boat after helping to get the Chinamen aboard the *Atlas*. The investigating officer found no one of the several witnesses examined who heard any whistle at the time stated, and is of the opinion that no signals were made by either of the watchmen at that time. It is shown that Sholtis blew his whistle somewhere near 5 o'clock, and at the direction of Captain Drullard, master of the barge *Marks*, which also lay alongside the breakwater. Sholtis explains his failure to signal within a reasonable time after he learned of the accident by saying that he did not think the life-savers could do any good because the dead Chinamen were beyond help.

About 4.30 a. m., White went aboard the *Marks* and called up Captain Drullard, commented on the weather, and asked what o'clock it was, but went away saying nothing about the wreck of the launch. At 5 a. m., he returned to the *Marks* and informed the master that he had four Chinamen on the *Atlas*. He left again and shortly afterwards came back with the information that there were six Chinamen on the riprap outside the wall. About this time White appears to have conceived the idea of blowing his whistle. He asked Captain Drullard what signals to make, and was told the number of whistles required to summon a tug. Both Sholtis and White thereupon carried out Captain Drullard's instructions, but no one answered the call.

Although the *Marks* was lying within 200 or 300 feet of the *Atlas* (which had the larger whistle) and to leeward of her, Captain Drullard states that he could scarcely hear the *Atlas*' whistle, and he positively asserts that the whistling from either boat could not have been heard at the life-saving station—more than a mile away. Aboard his own vessel, he hoisted three white lights well up in his derrick and burned a torch of oakum soaked in kerosene. When asked if he made these signals to attract the attention of the life-saving crew, he replied: "I wasn't thinking about the life-saving station, I thought a tug would come out." It was brought out at the investigation that three lights hung one above another are considered a distress signal by a Lake association, but that the colors should be red, green, and white. The white lights displayed aboard the *Marks* were not especially distinguishable from a distance on account of numerous other lights glimmering from vessels in the immediate locality.

Day was now breaking and the laborers employed in repairing the breakwater were on their way to work. The surviving Chinese were still huddled together in the boiler room of the *Atlas*. About 7 o'clock a Mr. Donnelly, who was in charge of the work on the wall, brought to the station word of the disaster. Capt. W. W. Griesser, in charge of the life-saving crew, immediately telephoned the news to the police tug on duty in the harbor, and without delay started with his crew in the power lifeboat to the scene of the night's tragic occurrence. The tug and the lifeboat arrived there at nearly the same time, and the police at once took the Chinese into custody. The crews of both boats, working together, recovered with great difficulty four bodies from the interstices of the riprap. These the service crew carried ashore at the foot of Erie street and turned over to the medical examiner, to whom they had telephoned before leaving the station. The two other bodies, which lay so low on the riprap that the men could not reach them on their first trip without great risk of life, were secured on the afternoon of the same day when the sea had gone down.

The investigating officer subjected the members of the life-saving crew to a rigid examination with a view of ascertaining whether they had efficiently kept the patrol and maintained a vigilant station watch on the night of the 11th. The finding clears them of any suspicion of delinquency. It was established that no one connected with the station heard any signals or saw any lights that would lead them to suppose that anything had gone wrong on the breakwater. Up to midnight the darkness was intense. About this time the sky cleared somewhat and the moon came out, but the atmosphere was obscured by snow flurries. A fresh wind was also blowing directly across a line between the station and the locality of the disaster, which would naturally tend to prevent any sound signals from reaching the station, which came from the direction in which the accident took place.

Captain Griesser himself was up as late as 2 a. m. on the night of the 11th, having called his men out about that hour because of a fire on the beach southeast of the station. The fire was extinguished by one surfman with the assistance of private parties, so that the services of the rest of the crew were not needed. This incident is mentioned to show that the life-savers were awake and ready for duty at the moment, doubtless, when the launch struck the breakwater, and long enough afterwards to see or hear any signals such as would have been

made by men who knew of the accident and were really anxious to call assistance or spread the news of the casualty.

Sinking of the steam tug Yale, December 13, 1908.

BUFFALO STATION.

About 10.30 a. m. of December 13, 1908, the tug *Yale* passed the Buffalo life-saving station from the outer harbor with the steamer *Yale* in tow. After the tug had gone by the station and while the tow was nearly abreast of the station launchway, the latter vessel, for some unexplained reason, took a sheer suddenly toward the steamer *A. E. Nettleton*, moored to a coal trestle on the opposite side of Buffalo Creek. The steamer *Yale* was a large vessel—something over 3,000 tons—and at the speed she was going there was imminent danger of a collision with the vessel for which she was headed. The men aboard the tug were quick to perceive the possibility of danger and prompt in their efforts to avert the threatened catastrophe by hauling its tow back in her course.

The work required of a tug in such a situation is always attended by danger, for the towing hawser necessarily pulling across her quarter as she swings causes her to list heavily. It sometimes becomes necessary in such circumstances to cut the towline to keep the towing vessel from rolling over, but in this case the crew of the tug failed to take such action, and when the line became taut she filled and sank. The master and engineer jumped as she went down, the former from the pilot house and the latter from the engine room, both fortunately getting hold of a life raft as it floated off the top of the cabin.

The tug carried four men; the other two men, Fred Stiller, fireman, and Frank O'Neill, deck hand, were both in the fireroom when the vessel sank. O'Neill succeeded in forcing his way through the fireroom door as the tug filled, but was nevertheless carried under water. He came to the surface just as a boat manned by Keeper Griesser of the Buffalo life-saving station and the surfman who had been keeping the pier watch reached the scene of the accident. Stiller, less fortunate than O'Neill, was overwhelmed by the inrush of water into the fireroom and was drowned, going down with the vessel.

Captain Herbert, master of the steamer *Yale*, was acquainted with Keeper Griesser and practically all of the crew; hence, nearly all of the life-savers were watching the steamer pass the station, the keeper from a position beside the surfman doing pier watch and the rest of the crew from other points on the station grounds. The weather was moderately fair, and there was no reason for anticipating danger from any cause. When Keeper Griesser saw the tug list, he realized that it would undoubtedly founder, and in company with the surfman keeping the pier lookout he jumped into a ferry scow, kept ready for action on the incline in front of the station, and started for the tug, Griesser using the sculling oar and the surfman the under oars. As the other men of the life-saving crew ran to the launchway, the keeper ordered some of them to follow him in the station dinghy, which was also lying on the incline. The rest of the crew ran up the pier abreast of the tug.

It appears from the evidence submitted that the keeper and the surfman in the scow acted so promptly that they were on the spot

when Fireman O'Neill came to the surface. The current from the propeller of the tug, which was still working when she settled to the bottom, and the wave created as she went down threw her life raft, upon which the master and the engineer had climbed, against the side of the pier. Fortunately, the life-savers were at hand and assisted them out of the water. The body of Stiller was taken from the tug by a diver several hours later. This man also would undoubtedly have been saved had he been able to force his way out of the fireroom before the tug settled.

It may be stated incidentally in connection with this narrative that collision between the steamer *Yale* and the vessel lying at the wharf was avoided through skillful handling of the first-named vessel, aided by the pull given her by the tug before the latter rolled over.

Capsize of a gasoline launch, April 18, 1909.

CLEVELAND STATION.

On the evening of April 18, 1909, a gasoline launch, while cruising about for pleasure in the Cuyahoga River, Cleveland, Ohio, ran in too close to the stern of the tug *Frank W.* as that vessel was backing out into the channel off the foot of St. Clair avenue with a tow. The launch was caught in a strong whirlpool, precipitating its four occupants—2 girls and 2 men—into the water. The girls and one of the men were promptly rescued by the crew of the tug, assisted by a man from a dredge lying in the immediate vicinity, and carried aboard a Detroit-Buffalo steamer, where they were taken care of pending the arrival of an ambulance that had been summoned from a hospital. One of the party, August Gyke, who, it appears, was looking after the engine of the launch when the accident occurred, was drowned. No one saw him after the boat turned over, and as none of the rescuers knew beforehand how many the launch carried (the rescued persons being too nearly overcome to volunteer any information or to be questioned), nobody knew at the time how serious the consequences of the casualty actually were.

The scene of the accident was three-fourths mile above the Cleveland life-saving station. Twenty minutes or more after the capsizing a man in a launch brought the news to Captain Hansen, keeper of the station named. The keeper inquired whether anybody had been drowned. The man replied that he thought not. Deciding, however, to reassure himself by a personal investigation, Captain Hansen launched a small power boat and started up the river. On reaching the place, he asked several of the men employed on the *Frank W.* whether any lives had been lost, and was positively assured that no fatality had occurred. But to remove all doubt in the matter, he boarded the steamer to which the survivors had been carried, and from them learned that the party had originally numbered 4 persons. Without loss of time he went ashore and telephoned to the life-saving station, instructing 2 members of his crew to fetch grappling irons in the station dinghy. As soon as the surfmen arrived he got into the boat and directed the search for the body of the presumably drowned man. They secured it in a few minutes within 20 feet of the spot from which they began dragging. Although the body had been in the water more than an hour, they carried it to a small scow and tried to effect resuscitation.

At the time of the capsizing 1 member of the life-saving crew was on duty in the lookout and another keeping the pier watch, but a view of the immediate vicinity of the accident could not be had from either position because of a bend in the river.

Sinking of the steam tug Princeton, May 24, 1909.

BUFFALO STATION.

Ten, or nearly one-third of the entire number of persons who lost their lives during the year within the limits of the service, were drowned in 3 disasters occurring in Buffalo Harbor and contiguous waters. The third and last of these casualties happened May 24, 1909, within 200 feet of the Buffalo life-saving station. It involved 2 vessels, the steamer *Western States* and the harbor tug *Princeton*, but as no lives were lost from aboard the first-named vessel the name of the tug only appears as a heading to this narrative. The following is a report of the casualty made by the superintendent of the tenth life-saving district:

The *Western States* is a side-wheel steamer of 3,077 gross tons, plying between Detroit and Buffalo. She arrives at Buffalo every other morning, alternating with her sister ship, the *Eastern States*. It is understood that she can maintain a speed of 22 miles an hour. The *Princeton* is a harbor tug of 43 gross tons, owned by the Great Lakes Towing Company and engaged in general towing service in and about the harbor. As the waters of the inner harbor of Buffalo are narrow and crowded, large steamers usually have the assistance of 2 tugs in making and leaving port. The *Princeton* was one of the vessels assigned to the duty of assisting the *Western States* to her dock on the morning of the collision.

The *Western States*, bound in, reached Buffalo about 7.30 or 7.45 a. m. of the day the disaster took place. When nearly opposite the outer end of the government pier (locally termed the "south pier"), the *Princeton*, which had been lying alongside of said pier in the immediate vicinity of the lookout tower of the Buffalo life-saving station, cast off her lines and, without giving any passing signals, crossed the bow of the incoming steamer from starboard to port to take the towing hawser from her port bow. The movements of the tug were witnessed by Surfman Albert Allen from the station lookout until she became hidden from view by the larger vessel. When the *Princeton* crossed in front of the *Western States*, that vessel was in mid-channel, heading east, with the station lookout tower slightly abaft her starboard quarter. The next the surfman saw of the tug, after she disappeared on the opposite side of the steamer, was when, a few moments later, she again crossed the bow of the steamer, passing from port to starboard. The maneuvering of the tug, as explained above, indicated to the watching surfman, who was an experienced seaman, that a collision was inevitable, and without waiting for it actually to occur he threw in the electric switch near at hand to start the alarm gong, then ran down the lookout stairs, and sped to the station building, a short distance away.

The Buffalo station maintains not only a lookout watch from the station tower but a pier watch as well. On the morning of the collision the last-named watch was being kept by Surfman Anson F.

Lane, who, at the moment the collision occurred, was on the government pier at a point about 150 feet eastward of the station. It appears from Surfman Lane's testimony that he also ran to the station to turn in an alarm, but that the gong began ringing just before he reached the switch in the boat room. He at once retraced his steps to the end of the pier, arriving there in time to assist from the water 1 of the 2 survivors of the accident, Fireman Thomas McMahon.

When the gong sounded, Captain Griesser, keeper of the station, in company with a member of his crew, was on the side of the station away from the pier. He ran with the surfman to the station incline, and the two jumped into the ferry scow lying in the station slip and put out into the channel, the keeper at the sculling oar and the surfman rowing.

The crew of the *Princeton* consisted of James Sullivan, master; Frank Trauffer, engineer; and William McClure and Thomas McMahon, who alternated as fireman and deck hand. Raymond Norbury, a tug man off duty, was also on board. Three of the men—Trauffer, McClure, and Norbury—lost their lives. When the keeper and the surfman in his company reached the ferry scow on their way to the rescue, they discovered Captain Sullivan trying to climb aboard the scow's stern. As they shoved out of the slip, Captain Griesser grabbed him and assisted him on board, but without waiting to land him continued on to the place where the tug went under, that they might be ready to rescue any others of the tug's crew who might come to the surface. After remaining on the spot a short time, and none of the crew being discovered, the boat put back to the pier. When they landed, the surfman, by the keeper's direction, ran to get out the station dinghy, which is kept on the incline equipped for emergencies with oars, bailing bucket, life belt, and grappling hooks. On reaching the dinghy, he found that other members of the crew had already removed its canvas and were in the act of launching. Without delay, two surfmen pushed off in this boat and began to drag the bottom of the channel. After four minutes' work, they recovered the body of the engineer, which they carried to the pier. Keeper Griesser and other members of the crew at once took charge of the body and set vigorously to work to effect resuscitation. Their efforts were continued for two hours and twenty minutes, notwithstanding the fact that a physician who arrived on the scene shortly after the accident had pronounced the man dead even before they began to work on the body. It was the opinion of the keeper that this man had sustained serious injury in the collision, to which his death may be attributable rather than to drowning. The bodies of the two other men who perished were recovered two or three hours after the accident by the city police and a diver employed by the owners of the tug.

It would seem from the evidence secured in this case that when the two vessels came together the larger one overrode the smaller, forcing it to the bottom of the shallow channel and coming to a stop with its forefoot resting upon it. As soon as possible, following the collision, the engines of the big steamer were reversed in an effort to back off the sunken tug. Although her wheels had a dip of 15 feet or more, her efforts were unsuccessful, tending rather to make matters worse instead of better, as the churning of the paddles caused a tremendous current in the narrow waters of the channel, confined on

one side by the government pier and on the other by piers and the channel bank. Apparently, after the tug went down, no one saw any of the three men who lost their lives. It is thought that the current created by the wheels helped to keep the unfortunate men under. Had they been able to rise to the surface, they would undoubtedly have been saved along with the other survivors.

The master of the tug says that when the crash came he ran from the pilot house to the bow, which pointed toward the station, and sprang as far as possible from the side of the tug, presumably to get beyond the suction caused by the sinking of the vessel and by the revolving wheels of the *Western States*. He also states that after he had taken a couple of strokes in the water he looked around and saw the others following him, but that, looking again after he had swam a short distance farther, he could see nothing of them. As no one else saw the three victims after the collision, the captain's statement lends force to the assumption that they were carried down with the vessel and held there in the manner described until they were beyond human aid.

The body of the engineer was recovered some distance up the channel away from the tug. The two other bodies were found, one under the tug as she lay on the bottom, and the other doubled around the smokestack on top of the boiler house. All of those who lost their lives were good swimmers, it was learned, yet none succeeded in reaching the life raft that floated away off the cabin of the tug. The rescued fireman was saved simply because he was so fortunate as to be caught in the surface current, which swept him to the government pier.

No criticism of the life-saving crew appears to have been made by anybody. All who witnessed the tragedy and saw the subsequent work of rescue agree that the life-savers responded to the alarm with exceptional promptness, and did all that could have been done under the circumstances. The district superintendent attributes the accident to the dangerous practice indulged in by tugs doing business in Buffalo harbor of attempting, in such shallow and crowded waters, to take lines from large vessels; and, in this instance in particular, to the reckless maneuver of crossing the bow of the *Western States* and then swinging back in front of her at such an oblique angle and at such close quarters.

Capsize of rowboat No. 35, May 30, 1909.

POINT ALLERTON STATION.

Some time during the forenoon of May 30, 1909, Alvin Kendrickson and Charles Mattson put out in Boston Bay from Quincy, Mass., in a small rowboat, bound on a pleasure excursion. There was a choppy sea at the time and a fresh breeze. While meandering about in the bay they undertook to pass through the waters of Hull Gut, where the current was running very strong, and their boat capsized. Some soldiers, who it appears had watched the movements of the two men from the shore, reported that both sank without trying to get hold of their craft or make any effort to reach land, 50 yards distant.

The Pemberton Hotel, situated on Point Allerton, stands in a direct line between the life-saving station and the locality in which the capsize occurred, so that an unobstructed view of Hull Gut can not be

obtained from the station. The life-saving crew knew nothing of the drowning until half an hour after it happened, when the station keeper received a telephone message from the pier of the hotel mentioned asking him to come and try to recover the bodies. The keeper responded at once in the power boat, taking with him part of his crew and the necessary apparatus. They continued to drag for several hours, but nothing came of their efforts.

Capsize of a skiff, June 2, 1909.

RACINE STATION.

The accident described here differs in one particular at least from others recorded in this chapter in that one of the two persons involved was a member of a life-saving crew. While this man was also indirectly responsible for the casualty, no blame can be attached to the service itself, for the reason that the enterprise which he attempted to accomplish was undertaken upon his own initiative and without the knowledge or consent of his superior officer. It may be said on behalf of the employee, however, that the tragic occurrence in which he figured was the outcome of a well-intentioned effort on his part to oblige a private citizen. The circumstances of the case are as follows:

It appears to be the custom of certain tradesmen at Racine, Wis., to require their employees to go aboard vessels arriving at that port to take orders for provisions. Some dealers, in their desire to get ahead of competitors, send the solicitors out in small boats to overhaul their prospective customers even before they anchor or make dock, in which case, they (the solicitors) must take the risk of trying to get aboard while the vessel whose patronage they seek is in motion.

About 7 p. m. on June 2, 1909, a young man named George Hanson, representing the Haumerson Grocery Company, of Racine, came to the life-saving station at that place to get some one to put him on the barge *Buffalo*, which lay off the harbor entrance outside the pier-heads, a third of a mile or more from the station. Surfman Peter Larson was on the boat incline at the time, and Hanson put his request to him. Larson consented to row him out, and the two put off in a skiff, the surfman at the oars and his passenger in the stern. Before they reached the barge the tug *S. O. Dixon* came along and took it in tow, so that the vessel was underway when they drew near it. Larson asked Hanson whether he thought he could get aboard while the barge was moving, and receiving an affirmative answer, cautioned Hanson to sit quietly in the boat until they could get alongside. When the barge was about 100 feet southeast of the outer breakwater Larson hailed some of the crew on the fore-castle head, asked them to take a line, and threw the painter on board. The line was secured by a man amidships and made fast by a turn around a dead-eye of the main rigging. As the skiff swung in near the *Buffalo*, which was then moving at a speed of 3 or 4 miles an hour, Larson boated his oars and stood up in the bow ready to use his hands to fend off. This brought the boat down by the head so that it shipped water as it was towed along. Both men quickly rose to their feet on perceiving their danger, Larson in the bow, facing forward, and Hanson in the stern. Seeing that the skiff was filling, the mate of the barge called to the man amidships to let go the painter, which direction was promptly

obeyed. Larson, so he claims, whipped out his knife at the same time and cut the painter. All efforts to avert disaster, however, were of no avail, for the sudden checking of the boat's headway and its erratic movements caused the men to lose their balance and pitch headlong into the water. Both went under. They came up 30 or 40 feet from the skiff, which had still continued ahead a short distance under the impetus given it by the barge. On rising to the surface, Larson found his feet afoul of the buoy rope of a small net that had been in the skiff, and which prevented him from going at once to the assistance of Hanson, who, it appears, was unable to swim. While trying to disengage his legs, Larson shoved an oar toward Hanson, but the struggling man failed to grasp it. The surfman then pushed the other oar in his direction, but with no better result. Larson finally freed himself from the net and struck out to the assistance of Hanson, but before he could cover half of the intervening distance the man went down. The surfman kept on, nevertheless, in the hope of getting hold of him in case he should reappear. On reaching the spot where Hanson was last seen, he circled about for a few minutes, but as the man failed to rise, he made his way back to the skiff.

When the men on the barge saw the two boatmen go overboard, they lowered a yawl, but Hanson sunk before they could take their oars, so that they were unable to be of any service to him. Larson in the meantime reached his half submerged boat. Seeing nothing of Hanson, the men in the yawl pulled up to him and offered to take him out of the water, but he declined their proffer of aid, saying that he would wait for the life-saving crew, who could by that time be seen speeding toward the scene of the accident in the surfboat.

The testimony does not show whether any members of the life-saving crew, previous to the rescue of Larson, knew of his absence from the station. There was a man constantly on duty in the lookout, however, who, it would seem, could hardly have failed to observe the departure of the two men in the skiff, or lose sight of them while they were on their way to the barge. They may have escaped his notice earlier, but he was undoubtedly on the alert when they reached their destination, for he raised the alarm the moment they were precipitated into the water. Directly the gong sounded, the keeper and part of his crew were away to the rescue. Larson, of course, was not one of the oarsmen in the surfboat. Although he had left the station without permission, in the excitement of getting off the keeper evidently did not note his absence or think to inquire as to his whereabouts. He (the keeper) says in his testimony that on reaching the scene of the casualty he was surprised to find one of his surfmen in trouble.

When Larson's comrades had taken him into their boat he told the keeper of the drowning of Hanson. Larson was taken ashore by a launch that had come out from the harbor. The keeper also sent word by this launch for a member of his crew to bring out a skiff with another dragging outfit. The life-savers in the two boats searched for Hanson's body until midnight, when they were driven by a strong wind squall to seek shelter. The search was resumed on the following morning and kept up continuously throughout the day. The body was not recovered until the morning of the 4th.

Capsize of a fish boat, June 23, 1909.

CAPE DISAPPOINTMENT STATION.

The second disaster to take toll of life from the Columbia River fishing fleet within the year occurred June 23, 1909, when a boat carrying two men—Ed. Norgard and William Bostrom—capsized in the surf near Peacock Spit about $1\frac{1}{2}$ miles offshore from Cape Disappointment.

Little or nothing is known of the circumstances of this casualty, as the testimony of Norgard, the survivor, was not given at the investigation. It is reasonably certain, however, that they differ in no essential detail from those attending accidents heretofore chronicled in these pages as having occurred at the mouth of Columbia River.

On the occasion under notice the wind was fresh from the southwest and therefore blowing toward the river entrance, and the tide was at strong flood. A member of the Cape Disappointment life-saving crew on duty in the station lookout, $1\frac{1}{2}$ miles away, saw the boat just before it capsized. One instant it appeared on the top of a breaker and the next moment it had turned over. The watchman, looking through his glass, could see nothing of the two men after the accident, although he was able to make out near the boat the cork floats attached to their nets.

The life-saving crew was even then getting ready to start out in their power lifeboat to perform their customary patrol of the fishing grounds, and the telephone message sent by the surfman in the lookout a half mile distant from the station served only to hasten their departure. When they arrived on the scene, they found the fish boat in the breakers, bottom up, but neither of the late occupants was in sight. They righted the boat by throwing a grapnel over it. When they began to haul on the line, shouts were heard coming from beneath the boat, and on pulling it over they found Norgard. After taking him into the lifeboat they prosecuted an unsuccessful search for the other man, in the course of which they recovered from the surf the net the men had been using.

Norgard's condition when rescued was such that he could not give an intelligent account of the casualty. He stated, however, that he was outside of the boat directly after it turned over, but he did not remember how he came to be underneath it. He recalled having seen his partner swimming, but could tell nothing further concerning him. So far as reported, the body of Bostrom was not recovered.

Wreck of the schooner Molly, June 30, 1909.

BRAZOS STATION.

Sometime during the middle afternoon of the last day of the fiscal year the undocumented fishing schooner *Molly*, of Isabel, Tex., parted her moorings in a southwest hurricane and was blown out into the bay at the place named. When the weather cleared on the morning of July 1, she was found bottom up a quarter of a mile from the end of the Isabel wharf.

It appears that owing to the thick weather that accompanied the storm the vessel was not missed from the fishing fleet until the day thereafter. There is no positive evidence that the two men—Nicholas Ramirez and Pancho Arrendondo—reported lost in this case perished from the *Molly*, although both are known to have been employed aboard her. Moreover, neither of them was seen alive after the storm, and as their bodies were recovered in the locality in which the schooner was found, it is practically certain that they were on her when the hurricane broke upon the flotilla of fish boats moored in the bay at Isabel.

The scene of the disaster, as nearly as can be ascertained, was about 2 miles distant from the Brazos station. The keeper was the only person on duty at the time, the active season having ended a month previously. As was the case with the fellow fishermen of the unfortunate men, he knew nothing of what had befallen the *Molly* until the day after the hurricane. In any event, the state of the weather was such that he could have done nothing in the way of attempting a rescue, even with a full crew of surfmen at his command. It is therefore evident that the service can not be held blameworthy for the loss of life in this instance.

Swamping of a rowboat, June 30, 1909.

JACKSON PARK STATION.

About 9 o'clock on the night of June 30, 1909, a young man, named Justine C. Olson, and a young woman, named Nellie J. Haakmann, aged 22 and 20 years, respectively, both residents of Chicago, launched a rowboat about one-fourth mile southeast of the Jackson Park life-saving station and put off to a yacht lying in the harbor. It was shown that the boat was a badly constructed, home-made affair, the ownership of which nobody claimed. It was so absolutely unseaworthy that it is a matter of wonder how anybody with ordinary judgment would have been so foolhardy as to leave shore in it. Whether the two victims had landed in it and were overtaken by disaster while returning to the yacht, or whether they came upon it accidentally and the discovery suggested a trip to the yacht, is not known. If they had previously employed the boat, they were undoubtedly acquainted with its condition, and were therefore cognizant of the risk they ran in trusting themselves in it. If they happened upon it accidentally, their conduct is little less surprising in venturing from shore in so fragile a craft on a dark night. In any event, the accident is undoubtedly chargeable to a woeful lack of discretion on the part of one or both of the victims.

When they were about 200 feet away from the shore the boat capsized, the accident having been caused, in the opinion of several of the witnesses, by running afoul of a mooring line of a yacht.

It is not known whether either person could swim or how long they managed to stay above water. It is certain, however, that one or both remained afloat long enough to call for assistance, for cries coming from the locality of the accident were heard by the watchman on duty in the lookout of the life-saving station.

The station crew, in their surfboat, were upon the scene in two minutes after the alarm was sounded; and within the same time, fol-

lowing their arrival, they had recovered the body of the girl. The body of the man was also secured after a few minutes' search. Under the direction of the station keeper, part of the crew began trying to resuscitate the girl as soon as the body had been taken into the surf-boat. In the meantime she was carried ashore, where the work could be performed more effectively. Half of the crew remained behind in another boat and continued the search for the body of Olson, which, when recovered, was also subjected to resuscitative treatment on the way to the station. The operation of artificial respiration was kept up for fully an hour and a half after landing the bodies, several physicians being present and assisting. The work was discontinued only after they (the physicians) had expressed the conviction that there was no longer any hope of restoring the patients.

While the services of the station crew were unsuccessful, so far as the saving of life was concerned, the exceptional promptness of their response to the calls of the drowning persons deserves special mention. Their work over the bodies was equally commendable, having elicited the praise of the physicians in attendance, one of whom, a professor in the Northwestern University Medical College, expressed surprise that they were so well acquainted with the "proper method of resuscitation."

SERVICES OF LIFE-SAVING CREWS.

—
1909.

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SERVICES OF LIFE-SAVING CREWS.

The services noted under this caption relate to all disasters to vessels that have occurred during the year within the field of life-saving operations. A more complete description of the circumstances of each casualty and of the work performed by the life-saving force in connection therewith would much better illustrate the efficiency of the service and afford more information of value not only to the station crews generally, but also to mariners finding themselves in situations of danger in proximity to the coast. It is therefore much to be regretted that the scope of this volume will not permit a more extended recital of the events in each instance presented.

Services of crews.

[Abbreviations used in this statement: aux. (auxiliary), bg. (brig), bge. (barge), bk. (bark), bkn. (barkentine), elec. (electric), gas. (gasolene), 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.
1908.			
July 1	City Point, Mass.....	Slp. Hera.....	Towed from her moorings to the yacht club float.
1	Fort Lauderdale, Fla.	Gas. lch. no name....	Supply of gasoline exhausted. Keeper went to Fort Lauderdale in station launch and secured gasoline for the disabled boat.
1	Charlevoix, Mich., Lake Michigan.	Gas. lch. Gaspadore .	Supply of gasoline exhausted when $\frac{1}{2}$ mile N. of the station. Life-savers, in surfboat, towed it into the harbor where gasoline was obtained.
1	Nome, Alaska.....	Br. str. Beechley	Keeper notified by telephone from Sinrock that the Beechley had stranded 33 miles W. of station. Life-savers proceeded to the scene in gasoline launch, went aboard, and assisted the crew in trying to work the steamer off, but vessel was so hard ashore that it was decided to await the arrival of the revenue cutter Thetis. A small tug with lighters arrived and the steamer's cargo was jettisoned. On July 4, the Thetis floated the Beechley and she proceeded to Nome under her own steam.
1	Nome, Alaska.....	Small boat, no name.	Keeper discovered a drunken man in a boat drifting out to sea. He secured the boat and towed it ashore.
1	Cape Disappointment, Wash.	Fish boat, no name..	Capsized in breakers 3 miles SW. of station. Discovered by surfmen who were patrolling in powerboat. The 2 fishermen were rescued and supplied with dry clothing from the supplies of the Blue Anchor Society.
1	.....do.....	.....do.....	Capsized in breakers on Peacock Spit 3 miles SW. of the station, drowning 1 of the 2 occupants. (For detailed account, see "Disasters involving loss of life.")

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. July 1	Cape Disappointment, Wash.	Fish boat, no name..	Capsized in breakers on Peacock Spit. Discovered by the surfmen who were patrolling in powerboat $\frac{1}{2}$ mile away. The powerboat was damaged in getting alongside, but 1 fisherman was gotten aboard, who informed the keeper that his partner was under the fish boat. After 15 minutes' work the boat was righted and the man was rescued. The fishermen were supplied with dry clothing from the supplies of the Blue Anchor Society.
1	do.....	do.....	Capsized in breakers on Peacock Spit. Discovered by surfmen patrolling in power lifeboat $\frac{1}{2}$ mile away. The fishermen were rescued and provided with dry clothing from the supplies of the Blue Anchor Society.
1	Point Adams, Oreg.....	do.....	Life-savers were notified that a fish boat drifted into the breakers and stranded 4 miles W. of the station the night before. They proceeded to the scene in surfboat and towed the fish boat to a safe berth.
2	Point Allerton, Mass.....	Gas. lch. Marlon.....	Discovered by keeper aground $\frac{1}{2}$ mile N.W. of station. He employed 2 boatmen (inactive season) and proceeded to the scene. An anchor was used in floating the boat, which suffered no damage.
2	Nome, Alaska.....	Dory, no name.....	Discovered drifting out to sea $1\frac{1}{2}$ miles from shore. Returned to owner.
2	Cape Disappointment, Wash.	Gas. lch., no name...	Disabled 2 miles S. of station. Discovered by lookout at 6.15 p. m. Towed to the station by surfmen in power lifeboat.
2	Point Adams, Oreg.....	Fish boats (3), no names.	Drifted into the breakers on Clatsop Spit, 7 miles W. of station, while fishermen were handling their nets. The surfmen, while patrolling in the power lifeboat, observed their danger and hastened to their assistance. Lines were hove to the fishermen and the boats were towed clear of the breakers. One net which was abandoned was afterwards recovered and returned to its owner by the surfmen.
3	Louisville, Ky.....	Skiff, no name.....	Lookout discovered skiff containing small boy in dangerous proximity to the falls. Life-savers hastened to his assistance and towed him to the station.
3	Muskegon, Mich., Lake Michigan.	Slp. Glantzle An....	Word was brought to the station that the Glantzle An had dragged her anchor and stranded 1 mile E. of station that evening. The life-savers, in surfboat, floated and towed the sloop into Muskegon harbor. The stranding was at an exposed point and, but for the timely assistance rendered, it would have pounded to pieces before morning.
3	Nome, Alaska.....	Gas. lch., no name...	Upon being launched began to sink at its anchorage, 700 yards W. of the station. Towed into Snake River.
4	City Point, Mass.....	Slp. Result.....	Keeper was notified by a passing boat that the Result had lost its rudder and anchored 1 mile S. of station. Crew went to disabled boat in launch and towed it to its moorings.
4	do.....	Gas. lch. Clare.....	Engine disabled when launch was 5 miles SE. of station. Keeper was notified of accident by telephone. Life-savers, in steam launch, towed the Clare into Dorchester Bay.
4	Long Beach, N. Y.....	Catboat, no name...	Catboat containing 2 men capsized $\frac{1}{2}$ mile W. of station. Keeper observed the accident and started immediately for the scene. Men were rescued by a launch near by; the keeper assisted in righting the boat.
4	Buffalo, Lake Erie.....	Skiff, no name.....	A small rowboat containing 2 men capsized near the station. Accident observed by lookout. Life-savers hastened to their aid in the dinghy, rescued one man, and bailed out the skiff; the other man having been picked up by a boat that was near by.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. July 4	Harbor Beach, Mich., Lake Huron.	Sailboat, no name...	Capsized $\frac{1}{2}$ mile N. of station. Accident discovered by lookout. Three men, who were found clinging to the sailboat's gunwale, were taken ashore in surfboat. The sailboat was righted and towed to the dock.
4	Duluth, Minn., Lake Superior.	Gas. lch., no name..	Broke down $\frac{1}{2}$ mile NW. of station as it was starting out with a pleasure party. Towed to the dock.
4	.....do.....	.....do.....	Broke shaft $\frac{1}{2}$ miles SE. of station. The lookout discovered the launch adrift with a pleasure party of 7 aboard. Life-savers proceeded to the scene and towed the launch ashore.
4	White River, Mich., Lake Michigan.	Str. Pere Marquette, No. 5.	This steamer, which carried a large excursion party, required a pilot to enter White Lake. A surfman went aboard and rendered the desired service.
4	Holland, Mich., Lake Michigan.	Canoe, no name.....	Capsized $\frac{1}{2}$ mile E. of the station while sailing. Life-savers went to aid of the 2 occupants of the craft. One man was picked up by a launch near at hand, the other was rescued by the crew, which also towed the canoe ashore and turned it over to its owner.
4	St. Joseph, Mich., Lake Michigan.	.....do.....	Capsized in St. Joseph River opposite station while party of 2 were sailing. Brought ashore with its 2 occupants.
4	Michigan City, Ind., Lake Michigan.	Gas. lch., no name..	Machinery disabled when 2 miles NNE. of station, and boat was adrift when discovered by lookout. Life-savers towed the launch to station.
4	South Chicago, Ill., Lake Michigan.	Gas. lch. Reliance...	Machinery disabled, and the launch was driven by strong wind and sea into the breakwater, $\frac{1}{2}$ miles NW. of station. The 4 occupants made distress signals, which were observed by the lookout, and the surfmen proceeded to the scene in powerboat, hove a line to launch, and towed it to station.
4	Kenosha, Wis., Lake Michigan.	Small boat, no name.	Discovered by surfman drifting off the beach, who went out in a skiff and brought it to the station.
4	Racine, Wis., Lake Michigan.	Sailboat, no name...	Sailboat containing 5 boys became unmanageable in a fresh wind and threatening weather. The boys' predicament was observed at the station, and the life-savers went to their assistance in surfboat and towed them into the harbor.
4	Sheboygan, Wis., Lake Michigan.	Str. Nyack.....	Life-savers assisted excursion steamer to moor and unmoor at dock.
4	Two Rivers, Wis., Lake Michigan.	Str. E. A. Shores....	Steamer E. A. Shores towing the barge Allegheny unable to make the harbor on account of thick fog. The keeper, who heard the vessel whistling 3 miles E. of the station, telephoned for a tug, but as it was slow in going to her assistance, the life-savers piloted the steamer to the harbor entrance.
4	Coos Bay, Oreg.....	Gas. sc. Fish.....	Discovered by lookout stranded 2 miles S. of the station. Life-savers proceeded to the scene in lifeboat, ran a line to the launch, and at high water hove the Fish into deep water.
5	White River, Mich., Lake Michigan.	Sailboat, no name...	Capsized 1 mile SE. of the station. Accident was discovered by lookout. Crew righted and balled out the boat, and towed it ashore, the man having been picked up by a rowboat.
5	South Chicago, Ill., Lake Michigan.	Gas. lch. Harvey....	Lookout discovered a boat disabled $\frac{1}{2}$ miles NE. of station. The strong wind and sea were driving it onto the pier. Crew hastened to scene in powerboat and towed the launch into the river.
5	Old Chicago, Ill., Lake Michigan.	Sloop, no name.....	Three men were out sailing in a sloop when the mast was carried away by strong winds. Life-savers went to their aid in surfboat and towed the sloop ashore.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. July 5	Milwaukee, Wis., Lake Michigan.	Slp. Badger.....	Sloop with 4 occupants capsized in squall in Milwaukee River. Accident was observed by lookout. Life-savers in surfboat righted and hauled out sloop and towed it to station dock.
6	Rocky Point, N. Y.....	Rowboat, no name..	Swamped in the breakers near the station. Keeper assisted the 2 men to get ashore and to haul their boat up on the beach.
6	Forked River, N. J.....	Slp. yt. Nautilus.....	Stranded $\frac{1}{2}$ mile from station. Assisted by keeper in getting off.
6	South Brigantine, N. J.....	Slp. Butterfly.....	Stranded 1 mile S. of station. Keeper employed a crew for the surfboat (inactive season) and boarded the sloop. After taking soundings, he carried out an anchor and hauled the sloop afloat.
6	Ocracoke, N. C.....	Gas. lch. Hero.....	Engine became disabled, and the launch anchored 3 miles SSW. of the station. The 4 occupants set a distress signal, which was discovered by the keeper, who went out in a gasoline launch and towed the Hero to a safe harbor.
6	Manistee, Mich., Lake Michigan.	Slp. Lavita.....	Stranded $\frac{1}{2}$ mile S. of station. Foggy weather. Life-savers carried out an anchor and hauled the sloop afloat.
6	Coquille River, Oreg.....	Str. Geo. W. Vosburg.	Arrived off the bar and made signals for a pilot. Life-savers, in surfboat, went out and piloted the steamer into the river.
7	Erie, Pa., Lake Erie.....	Gas. lch. Alta D.....	At 7.30 p. m., the lookout discovered launch in flames 4 miles S. of station. Crew proceeded to scene in lifeboat. They succeeded in extinguishing the fire and landing the occupants—7 fishermen—at the Erie dock.
7	Pointe aux Barques, Mich., Lake Huron.	Gas. lch. Kathryn...	Life-savers hauled the launch out on the ways and repaired bent propeller blades.
7	Vermilion, Mich., Lake Superior.	Str. Chas. S. Hebard	Stranded 10 $\frac{1}{2}$ miles E. of the station. Discovered by lookout. Life-savers proceeded to scene in surfboat, and upon request of the master, the keeper went ashore and telephoned for a tug. The steamer succeeded in getting off, however, before assistance arrived.
7	Michigan City, Ind., Lake Michigan.	Gas. lch., no name..	Machinery became disabled, and the launch drifted onto the beach $\frac{1}{2}$ mile WNW. of station. The accident was discovered by the lookout. Crew proceeded to scene in surfboat and towed the launch to station.
7	Jackson Park, Ill., Lake Michigan.	Rowboat, no name..	Drifted out in the lake 2 miles NE. of station without occupant. Discovered by lookout. Life-savers went out in surfboat and towed it to station.
8	City Point, Mass.....	Sailboat, no name..	Capsized in Dorchester Bay near the station. The 2 occupants, a man and a woman, were rescued by the crew in a launch, taken to station, and supplied with dry clothing.
8	.....do.....	Gas. lch. Georgie....	Parted its moorings and went adrift in Dorchester Bay. Discovered by lookout. Towed to a mooring by life-savers in launch.
8	Oswego, N. Y., Lake Ontario.	Sc. James G. Blaine.	While the schooner was being towed by the tug William G. Proctor, the towline parted and the schooner stranded 600 feet NE. of the station. The wind was blowing strong and there was a heavy sea. Life-savers went to their assistance in surfboat, and the crew of 7 men were taken from the schooner and placed aboard the tug. In less than an hour the schooner was a complete wreck.
8	.....do.....	Gas. lch. and skiff, no names.	The launch was pounding badly, its moorings being in shallow water, and the skiff was being smashed against the dock. Life-savers hauled them out on the dock.
8	Ludington, Mich., Lake Michigan.	Gas. lch., no name..	Engine became disabled and launch went adrift 1 mile N. of the station. Reported by lookout, and the life-savers went out in surfboat and towed it into the harbor.
8	Milwaukee, Wis., Lake Michigan.	Slp. Badger.....	Sloop with 4 occupants capsized in river near the station. Life-savers hastened to the scene in surfboat, righted the sloop, hauled it out, and towed it to the club dock.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. July 10	White River, Mich., Lake Michigan.	Gas. lch. Elizabeth R.	Engine became disabled $1\frac{1}{2}$ miles S. of the station. Life-savers, who were notified by telephone of the accident, hauled the launch up on the beach clear of danger.
10	Muskegon, Mich., Lake Michigan.	Sand sucker, no name.	At 10 p. m., the life-savers were called to run a line from a tug to a sand sucker. They proceeded to the place, 4 miles S. of the station, and rendered the desired service.
10	Milwaukee, Wis., Lake Michigan.	Skiff, no name.....	A woman, rowing across the river, lost one of her oars, and boat started to drift out into the lake. Towed ashore by surfman.
11	City Point, Mass.....	Small sailboat, no name.	Capsized $\frac{1}{2}$ mile NE. of the station. Discovered by lookout. Life-savers hurried to the assistance of the 2 boys, who were taken into the station launch, and the sailboat was righted and towed to the public landing.
11	Duluth, Minn., Lake Superior.	Gas. lch., no name..	Launch, which caught fire $\frac{1}{2}$ mile NW. of station, was sunk to save the boathouse and other boats. Life-savers hauled it into shallow water and bailed it out.
11	.....do.....	Gas. lch. Ruth B....	Engine disabled $\frac{1}{2}$ mile NW. of the station. Towed to the boat club.
12	Biscayne Bay, Fla.....	Gas. lch., no name..	Engine disabled 2 miles W. of the station. Keeper towed the launch to Little River, 3 miles distant, where repairs could be made.
12	Louisville, Ky.....	Skiff, no name.....	Skiff, with one occupant, discovered by lookout at 7.30 p. m., in danger of going over the falls. Life-savers towed the skiff to the station, and the keeper directed the occupant how to proceed through the canal.
12	Duluth, Minn., Lake Superior.	Gas. lch. North Butte.	Engine became disabled, and launch drifted ashore 4 miles SW. of the station. Keeper was notified by telephone. Life-savers towed the launch to a landing.
12	Ludington, Mich., Lake Michigan.	Gas. lch. Marie.....	Disabled $1\frac{1}{2}$ miles N. of station. Discovered by the lookout at 7 p. m. Life-savers went out in power lifeboat and towed the launch into port.
12	Grand Haven, Mich., Lake Michigan.	Gas. yt., no name...	Engine disabled, and the occupants signaled for help. Life-savers went out in surfboat and towed the launch to the station, where the engine was repaired.
12	Sheboygan, Wis., Lake Michigan.	Str. Nyack.....	Life-savers rendered assistance to steamer in landing and getting clear of the dock.
12	Kewaunee, Wis., Lake Michigan.	Slp. Niagara.....	The surfmen assisted in patching a torn mainsail.
13	Atlantic City, N. J.....	Slp. Harry Lyons...	Stranded $1\frac{1}{2}$ miles E. of the station. Keeper employed a crew (inactive season) and went out in the surfboat to the sloop. Life-savers carried out an anchor and, with the assistance of 2 gasoline launches, hauled the sloop afloat.
13	Ashtabula, Ohio, Lake Erie.	Str. Wonder.....	Drifted ashore while dredging near the beach. Life-savers, in surfboat, carried out 2 anchors and assisted in heaving the steamer afloat.
13	Cleveland, Ohio, Lake Erie.	Gas. lch. Lambert...	Lookout discovered launch blown ashore 3 miles SW. of the station. Surfmen proceeded to the scene in power lifeboat, cast a line to the launch, and towed it inside of the breakwater.
13	Duluth, Minn., Lake Superior.	Gas. lch., no name..	Engine disabled, and launch went adrift 1 mile SW. of the station. Accident reported by lookout. Towed to the boat club dock by keeper.
13	.....do.....	Canoe, no name.....	Canoe, with two occupants, capsized near the station. Two surfmen hastened to their aid in the station dinghy, arriving just as they were sinking. They were taken to the station, placed in bed, and given hot stimulants. Both recovered in the course of several hours.
13	Point Adams, Oreg.....	Fish boats (3), no names.	Drifted into the breakers 7 miles W. of the station in foggy weather. Discovered by surfmen who were patrolling near at hand in the power lifeboat and towed into deep water.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. July 13	Point Adams, Oreg.....	Canoe, no name.....	Canoe, which ventured too far from the shore, capsized $\frac{1}{2}$ mile N. of the station. A surfman jumped into a skiff and went to the assistance of the 2 men, who were found clinging to the canoe's bottom. Towed ashore.
14	Damiscove Island, Me.....	Gas. lch., no name..	Towed into harbor by another launch, its fuel having been exhausted. Gasoline furnished.
14	Erie, Pa., Lake Erie.....	Br. Slip. Aggie.....	Ran aground at 1.55 a. m. $\frac{1}{2}$ mile SSW. of the station. Surfmen tried to haul the sloop afloat with power lifeboat, but were unsuccessful. Keeper telephoned for a tug, which succeeded in floating the sloop.
14	Michigan City, Ind., Lake Michigan.	Gas. lch. Wander Lust.	Lookout discovered this launch, with machinery disabled, drifting onto the beach $2\frac{1}{2}$ miles W. of the station. Towed into the harbor by surfboat.
14	Jackson Park, Ill., Lake Michigan.	Str. Mentor, scow and pile driver.	At 2 a. m. the lookout discovered the steamer in flames 1 mile SE. of the station. Life-savers proceeded to the scene in surfboat and found that a scow and pile driver had also caught fire. Assistance was rendered the city firemen in extinguishing the flames on the scow and pile driver. The tug was burned to the water.
15	City Point, Mass.....	Gas. lch., no name..	Lookout discovered this launch dragging her anchor and drifting out of the bay $\frac{1}{2}$ mile NE. of the station during a fresh N W. wind. Surfmen hove up her anchor and towed her to a safe mooring.
15	Saluria, Tex.....	Gas. sc. M. L. Weaver.	Keeper set the ranges to enable the schooner to cross out over the bar.
15	Oswego, N. Y., Lake Ontario.	Str. Ringleader.....	Lookout discovered a small boat with 3 occupants $2\frac{1}{2}$ miles N. of the station. Life-savers on going out in surfboat to meet it learned that the steamer had broken down and that assistance was needed. The small boat was towed into the harbor, where a telephone message was sent for a tug. At 7.30 p. m. the keeper received word by telephone that the Ringleader had been picked up.
15	Duluth, Minn., Lake Superior.	Gas. lch., no name..	Engine disabled and launch went adrift $2\frac{1}{2}$ miles SE. of the station. Towed to the yacht club dock by a surfman in a launch.
15	Jackson Park, Ill., Lake Michigan.	.....do.....	Lookout discovered launch adrift 1 mile SE. of the station. Life-savers proceeded to the scene in surfboat and towed the launch to its moorings, its engine having been disabled.
15	Racine, Wis., Lake Michigan.	Rowboat, no name..	Keeper was notified by telephone that a rowboat was drifting down the river about 2 miles S. of the station. Towed to station by surfmen.
16	Thunder Bay Island, Mich., Lake Huron.	Yt. Tarpon.....	Anchored near the station, its jib stay having been carried away. Lifesavers repaired it.
16	Ludington, Mich., Lake Michigan.	Str. Ralph W. Cooper.	Keeper was notified by telephone that this ferry steamer, loaded with passengers and freight, had broken down in Pere Marquette Lake 1 mile SE. of the station. Life-savers proceeded to the scene in power lifeboat, towed the steamer to a dock, where passengers and cargo were discharged and then towed her to her own dock where repairs could be made.
16	Muskegon, Mich., Lake Michigan.	Gas. lch. Louise.....	Disabled launch discovered by the lookout 3 miles SW. of the station. Towed into harbor by crew in surfboat.
16	Old Chicago, Ill., Lake Michigan.	Gas. lch., no name..	Launch with 10 occupants discovered by lookout $1\frac{1}{2}$ miles N. of station in distress during a strong wind and a high sea. Crew went to her aid in power lifeboat and found their engine disabled and launch leaking. Towed to the dock.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. July 16	Jackson Park, Ill., Lake Michigan (service by Farragut Yacht Club).	Sailboat Badger.....	While 3 men were out sailing in this boat, it capsized $\frac{1}{2}$ mile N.E. of the yacht club. The volunteer crew, in their surfboat, hastened to the aid of the imperiled boatmen, who were found clinging to the bottom of the Badger. Men were taken aboard, and boat righted and towed to the dock.
17	Rocky Point, N. Y.....	Gas. lch. Ochepee...	Machinery disabled and the launch stranded $\frac{1}{2}$ mile S.W. of the station during a fresh wind and heavy surf. Distress signals made by the 3 occupants were seen by the keeper, who mustered a volunteer crew (inactive season) and went to their rescue in a lifeboat. The launch was a complete wreck.
17	Niagara, N. Y., Lake Ontario.	Catboat Hie Away..	Discovered by lookout at 5 a. m. drifting down the river in a water-logged condition. He towed it ashore and pumped it out.
17	Buffalo, N. Y., Lake Erie..	Lighter and rowboat	Broke away from their moorings at the outer breakwater. Towed back and turned over to their owners by surfmen in power lifeboat.
17	Cleveland, Ohio, Lake Erie.	Br. slip. yt. Denoah..	At 2.40 a. m. the keeper was notified that this yacht had dragged her anchor and stranded 3 miles N.E. of the station. Wind was blowing fresh and there was a moderate sea. Life-savers, after proceeding to the scene in power lifeboat, discovered that the Denoah had anchored to windward of a stone pier and had dragged down upon it, losing one of her anchors. A line was thrown to her and she was taken in to a safe berth. Crew returned and secured the missing anchor. Four other yachts, which were also dragging their anchors and drifting down on the breakwater, were towed clear of danger.
17	Manistee, Mich., Lake Michigan.	Sc. Mary Ludwig...	Parted its lines in a gale and drifted up the river. Discovered by lookout. Life-savers went aboard and hauled the schooner up to the dock.
17	Jackson Park, Ill., Lake Michigan.	Yawl, no name.....	While the crew were out in the power lifeboat they observed the occupant of yawl making signals for assistance. The wind was blowing strong and he was unable to reach his dredge. He was towed to his destination.
17	Cape Disappointment, Wash.	Fish boats (2), no names.	While patrolling near Peacock Spit in the power lifeboat, these boats were discovered in danger. One had swamped, and the other, with its net, had drifted into the breakers. Crew towed them into deep water, and also recovered the lost gill net.
18	City Point, Mass.....	Yawl Oneonta.....	In a strong S.W. wind and a rough sea, the yawl dragged its anchor and collided with the iron pier $\frac{1}{2}$ mile N. of the station. Discovered by the patrol at 12.10 a. m., who gave the alarm by burning a Coston signal. Life-savers proceeded to the scene in a launch and found that the yawl had lost its jigger mast and was in danger of being smashed up. They hove up its anchor and towed it to a safe berth near the station.
18	.....do.....	Gas. lch. Ubdam....	Engine disabled at a point $\frac{1}{2}$ miles N.E. of the station. A distress signal was observed at the station, and the surfmen towed it to the public landing.
18	.....do.....	Str. Princess.....	Engine became disabled when the steamer was 3 $\frac{1}{2}$ miles S.E. of the station. Wind was blowing strong S.W. and the sea was choppy. There were 36 passengers aboard, 3 of whom rowed ashore to Thompsons Island and burned a Coston signal for aid from the station. Life-savers responded by going to their aid with 2 gasoline launches. Passengers were landed at the public landing, repairs were made to the machinery, and the Princess proceeded to her dock under her own steam.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. July 18	Point Allerton, Mass.....	Gas. lch. Rosebud...	Drifted ashore $\frac{1}{2}$ mile ESE. of the station at 3 a. m. The crew and passengers, numbering 26, were sheltered at the station until morning. The keeper loaned an anchor to the owner and assisted in heaving the launch into deep water.
18	Ditch Plain, N. Y.....	Str. Chippewa.....	The lives of 25 men, who were engaged in salvaging this steamer, were endangered by a gale. A signal for assistance was observed by the keeper, who employed a crew (inactive season), set up the beach apparatus abreast of the wreck, and with no mishaps hauled the workmen ashore. The Chippewa was floated July 30, 1908.
18	White River, Mich., Lake Michigan.	Slp. Lady of the Lake.	Keeper was notified by telephone that the sloop Lady of the Lake capsized in White Lake $\frac{1}{2}$ mile SSE. of the station in a strong wind. Life-savers hastened to her aid in surfboat, righted and balled her out, and towed her to the dock.
19	Stratmsmouth, Mass.....	Str. Richmond.....	Discovered by the keeper stranded in a thick fog $\frac{1}{4}$ miles NE. of the station. Tugs were sent for, and the keeper assisted in running lines between the steamer and them. She was floated at high tide the next day and proceeded to Boston under her own steam.
19	Fort Lauderdale, Fla.....	Gas. lch., no name..	Fuel exhausted upon arriving at the bar 150 yards SW. of the station. Picked up by keeper, towed to station, and furnished a supply of gasoline.
19	.....do.....	.....do.....	Propeller broke and launch stranded 150 yards SW. of the station. Keeper carried out an anchor to the launch in his dory and landed the 6 passengers.
19	Sabine Pass, Tex.....	.....do.....	Discovered by keeper drifting out of the Pass, its engine being disabled. Towed to station, where engine was repaired.
19	Cleveland, Ohio, Lake Erie.	Gas. lch. Mattie.....	Engine became disabled $2\frac{1}{2}$ miles NW. of the station, and the NW. wind was driving the launch, with its 8 occupants, upon the breakwater, when it was discovered by the lookout. Life-savers proceeded to the scene in power lifeboat and towed it to the dock.
19	Frankfort, Mich., Lake Michigan.	Fish boat, no name.	Dismasted 2 miles W. of the station. Discovered by lookout. Towed to dock by surfboat.
19	Ludington, Mich., Lake Michigan.	Gas. lch. Boreas.....	Discovered by lookout adrift $\frac{1}{2}$ mile SW. of the station, its engine being disabled. Towed into harbor by surfboat.
19	Kenosha, Wis., Lake Michigan.	Slp. yt. Gringo.....	Keeper received word by telephone at 3.10 a. m. that 2 intoxicated men had started out sailing in a yacht. Life-savers overtook the yacht in surfboat and towed the party back to the harbor.
19	Sheboygan, Wis., Lake Michigan.	Scow and yawl, no names.	At 4 a. m., the master of a tug reported that he had lost his scow during the night. Discovered by lookout $2\frac{1}{2}$ miles ESE. of station. Life-savers went out in surfboat and found it floating with only its bow out of water. On returning to the station, the scow's yawl, which had gone adrift, was recovered. The master of the tug was notified of the position of the scow, and the next day it was towed into the harbor and pumped clear of water.
19	Nome, Alaska.....	Rowboat, no name..	Adrift with 3 drunken occupants 1 mile S. of the station. Towed ashore by launch, and the men delivered to the police.
19	Cape Disappointment, Wash.	Fish boat, no name.	Two fishermen towed by power lifeboat to their gill net, which was drifting down on Peacock Spit.
19	Point Adams, Oreg.....	.....do.....	Drifted into the breakers 6 miles W. of the station. Towed out of danger by surfmen who were patrolling in the power lifeboat.
19	.....do.....	.....do.....	Halliards parted; drifted close to the breakers 7 miles W. of the station. Towed into deep water by power lifeboat.
20	Bethel Creek, Fla.....	Gas. lch. Porpotse...	Crank broke and the launch stranded $\frac{3}{4}$ mile W. of station. Towed into harbor.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. July 20	Ludington, Mich., Lake Mich.	Gas. lch. Paulina....	Machinery disabled by cylinder head blowing out 2½ miles S. of the station. The launch and her tow, a gravel scow, were about to drag ashore when the power lifeboat towed them to their dock in the harbor.
20	Plum Island, Wis., Lake Michigan.	Gas. lch. Georgia....	Came to station in a leaky condition. Life-savers hauled it out on the incline, calked the seams, and she proceeded on her way.
20	Nome, Alaska.....	Small boat, no name.	Swamped while being launched off the beach in a strong wind and rough sea. The 2 occupants were assisted in getting the boat up on the beach, balling it out, and rearranging their load. Life-savers then launched the boat without further mishap.
20	.....do.....	Gas. lch. President..	Launch was trying to tow a scow into Snake River when its propeller became fouled and both craft stranded. Surfmen hauled them afloat and made them secure at the breakwater inside the river.
20	Point Adams, Oreg.....	Fish boat, no name..	Capsized in the breakers 4 miles W. of the station. The 2 occupants floated ashore and came to the station, where they were given hot drinks and dry clothing. Surfmen recovered their net and boat equipment, restowed the boat, and towed it to Hammond, where it was turned over to the fisherman.
21	Amagansett, N. Y.....	Sharpie, no name...	Found in the surf and hauled to station, where it was held to await claimant.
21	Willapa Bay, Wash.....	Skiff, no name.....	Broke adrift from a launch and drifted ashore in a fog. Picked up by a surfman, towed to station, and delivered to its owner.
22	Rockaway, N. Y.....	Catamaran, no name	Capsized ¼ mile S. of station. Surfmen rescued the occupant, a boy, and towed the catamaran to the beach.
22	Atlantic City, N. J.....	Catboat Czar.....	Keeper was notified at 8.45 p. m. that the catboat Czar had stranded on the bar ¼ mile N. of the station. He mustered a volunteer crew (inactive season), floated the boat, set sail, and worked her into the harbor.
22	Ashtabula, Ohio, Lake Erie.	Str. Wonder.....	Stranded 200 yards W. of the station while dredging. Life-savers carried out an anchor in surfboat and hauled the steamer afloat.
22	Manistee, Mich., Lake Michigan.	Gas. lch. Genevieve.	Engine disabled near the end of the N. pier. Hauled to station where repairs could be made.
22	Old Chicago, Ill., Lake Michigan.	Gas. lch. Merry Widow.	Engine became disabled when launch was 3 miles S. of the station. Word was telephoned to the station at 1 a. m. Launch with its 7 occupants was towed to the dock by power lifeboat.
22	.....do.....	Gas. lch. Jupiter....	Engine disabled ¾ miles S. of station. Towed into harbor by power lifeboat.
23	Baileys Harbor, Wis., Lake Michigan.	Sc. Petrel.....	Life-savers launched the surfboat and assisted the schooner to get alongside the dock, the vessel being helpless on account of prevailing calms.
24	Cranberry Islands, Me.....	Sc. Willie L. Swift..	Stranded 5 miles WSW. of station. Keeper hired a volunteer crew (inactive season), carried out an anchor, and at high water the schooner was hove off the rocks.
24	Charlotte, N. Y., Lake Ontario.	Yawl Mabel.....	Missed stays and drifted against the pier. ¼ mile N. of the station. Towed out into the lake by power lifeboat.
24	Buffalo, N. Y., Lake Erie..	Gas. lch. Laola.....	Word was brought to the station by a launch that the Laola had broken a cylinder while cruising in the lake. Towed into Erie Basin by power lifeboat.
24	Ashtabula, Ohio, Lake Erie.	Str. Wonder.....	Drifted ashore 250 yards W. of the station while dredging. Surfmen carried out an anchor and line in surfboat and hauled the steamer into deep water.
24	Duluth, Minn., Lake Superior.	Scow No. 10.....	Drifted into shallow water 1 mile SW. of the station. A surfman passed a line from the scow to a tug, and the stranded craft was hauled afloat.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. July 25	Kenosha, Wis., Lake Michigan.	Gas. lch. Gabberwach.	Machinery broke down and the launch with a party of 19 drifted ashore 3 miles N. of the station. Their signal for help was discovered by the patrol, who burned a Coston signal to call the station crew. The surfboat landed the passengers and towed the launch into port.
26	Hereford Inlet, N. J.....	Gas. lch. Leslie.....	Engine disabled and the launch stranded $\frac{1}{2}$ mile SE. of the station. Keeper employed a volunteer crew (inactive season), carried out an anchor and line in surfboat, and hove the launch into deep water.
26	Fort Lauderdale, Fla.....	Nor. str. Deramore..	Ran ashore 7 miles NNE. of the station. Keeper telegraphed the information to the underwriters, whose agent came immediately to the station and was taken on board the steamer. Messages were carried ashore for the master and agent on the 27th and 28th. She floated on the latter date and proceeded to Havana. Keeper brought the agent ashore in the launch.
26	Niagara, N. Y., Lake Ontario.	Gas. lch. Jean.....	Lookout reported a small launch adrift 1 mile W. of the station, its engine having been disabled. Towed into harbor by surfboat.
26	Duluth, Minn., Lake Superior.	Gas. lch. Lennox....	Engine disabled; adrift $\frac{1}{2}$ mile SW. of the station. Towed to boathouse where repairs were made.
26	.....do.....	Gas. lch. Ella.....	Engine disabled; adrift $\frac{1}{2}$ mile SW. of the station. Towed to the dock with its 7 occupants by station keeper in launch.
26	Marquette, Minn., Lake Superior.	Gas. lch., no name..	Broke propeller and went adrift $\frac{1}{2}$ mile E. of the station. Towed to the station, where the launch was hoisted out of water and the damaged propeller replaced by a new one.
26	Holland, Mich., Lake Michigan.	Str. Mamie S.....	Stranded on sunken crib at 9.30 p. m. $\frac{1}{2}$ mile W. of the station. Distress signals were heard by the lookout, and the life-savers proceeded to the scene in surfboat. The steamer was lightened of her passengers, and she then backed off the obstruction.
26	Racine, Wis., Lake Michigan.	Str. William Randolph.	Keeper was notified by telephone that a steamer 6 miles NNE. of the station was blowing distress signals. The surfboat was towed to the scene by a tug, and it was found that the steamer was disabled by a broken crank shaft. She was towed to Milwaukee by the tug.
27	Squan Beach, N. J.....	Str. Lina.....	Fresh water exhausted and a boat was sent to the station for a supply. Keeper borrowed a team and hauled 10 barrels of water to the beach, where it was boated off to the steamer.
27	Sullivans Island, S. C.....	Sc. Jose Olivarri.....	Stranded 2 miles offshore, 30 miles from the station. Keeper telegraphed the news to the revenue-cutter Seminole.
27	Charlotte, N. Y., Lake Ontario.	Gas. lch. Haskin....	Stranded $\frac{1}{2}$ mile NE. of the station. Hauled afloat by power lifeboat.
27	Cape Disappointment, Wash.	Bge., no name.....	Broke adrift from its moorings and stranded $3\frac{1}{2}$ miles S. of the station. Surfmen, in power lifeboat, went out and brought the barge's watchman ashore, and then towed it to a safe anchorage.
28	Newburyport, Mass.....	Gas. lch., no name..	Discovered in the surf $1\frac{1}{2}$ miles S. of the station at 5 a. m. Keeper and his son towed the launch off the beach and turned it over to its owner.
28	City Point, Mass.....	Slp. Kalltan.....	Parted its moorings and went adrift $\frac{1}{2}$ mile W. of the station. Towed to a spare mooring.
28	Louisville, Ky.....	Shanty boats (2), no names.	Discovered by lookout in danger at the head of the falls, $\frac{1}{2}$ mile NW. of the station. Life-savers towed them clear of danger, and the station keeper instructed their occupants how to proceed through the canal.
28	Cape Disappointment, Wash.	Fish boat, no name..	Swamped in the breakers $4\frac{1}{2}$ miles W. of the station. Keeper rescued the 2 occupants, took them to the station, and supplied them with dry clothing.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. July 29	Nauset, Mass.....	Gas. lch., no name..	Engine disabled; launch dragged anchor and drifted ashore 3 miles N. of the station. Keeper assisted the owner in saving fittings and boat equipment. The owner was given dry clothing from the supplies of the Blue Anchor Society.
29	Nome, Alaska.....	Gas. lch. Wilhelmina.	Stranded $\frac{1}{2}$ mile S. of station while trying to enter Snake River. Station crew, in launch, towed the Wilhelmina into Snake River, where she was safely moored.
29	.....do.....	Small boat, no name.	Discovered $\frac{1}{2}$ mile E. of the station with its occupant intoxicated. Keeper made him come ashore, and the surfmen hauled the boat up on the beach.
29	.....do.....	.....do.....	Parted moorings and came ashore. Life-savers balled it out and hauled it up clear of the surf.
29	Cape Disappointment, Wash.	Fish boat, no name.	Drifted into the breakers while its occupants (2 fishermen) were endeavoring to secure their net, and was in danger of capsizing. The power lifeboat patrolling outside of Peacock Spit towed it into deep water.
30	City Point, Mass.....	Gas. lch. Gray Pup.	Engine disabled when launch was $\frac{3}{4}$ miles E. of the station. Towed abreast of the station by a yacht, where the surfmen took charge of the disabled launch and towed it to the dock.
30	Nome, Alaska.....	Slp. Apaka.....	Capsized at its anchorage, 1 mile S. of the station, in a fresh wind and a high sea. The 3 occupants' call for assistance was quickly answered by the life-savers in surfboat, and they were taken ashore. The sloop was righted, balled out, and towed to the beach the following day.
30	Point Adams, Oreg.....	Fish boat, no name.	Drifted into the breakers $\frac{6}{8}$ miles W. of the station. The boat's danger was observed by the surfmen who were patrolling along Clatsop Spit, and they towed it into deep water.
31	City Point, Mass.....	Gas. lch., no name..	Engine became disabled, and the 2 occupants of the launch called out to the station for assistance. Towed to the yacht club dock.
31	Barneget and Loveladies Island, N. J.	Gas. lch. Raena.....	Capsized on the bar $\frac{1}{4}$ miles E. of the station. Keeper of Barneget station employed a volunteer crew (inactive season) and brought the 2 occupants, who had been picked up by a fishing steamer, to the station, where they were supplied with clothing from the supplies of the Blue Anchor Society. The next day the surfmen of the 2 stations proceeded to the wreck, saved the engine, and rolled the hulk up on the beach.
31	Cape Lookout, N. C.....	Bkn. John Swan....	Anchored 4 miles NW. of the station with her ensign at half mast. Surfmen went to the scene in lifeboat and found the foremast cut away, rigging and sails foul of the chains, and vessel leaking. They assisted in clearing away the wreck, got vessel underway, and worked her to a safe berth in Lookout Bight by handling her under jibs and staysails and dropping a kedge to swing her.
31	.....do.....	Russ. bkn. Mats....	Anchored 5 miles SE. of the station and burned a distress signal. Life-savers went off in surfboat and learned that the ship was leaking badly and that the crew wished to go ashore. Four of the crew were taken off, the master and cook remaining by the ship, as they were expecting a tug, which arrived next morning and towed the Mats to Wilmington. The others were furnished transportation to that point.
31	Creeds Hill, N. C.....	Slp. Myrtle.....	Parted its cable in strong wind and high sea and stranded 3 miles NW. of the station. Owner called upon life-savers to assist in floating the sloop, which they succeeded in doing on August 8.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. July 31	Port Austin, Mich., Lake Huron.	Rowboat, no name.	Capsized in the breakers $\frac{1}{2}$ mile NW. of the station. Life-savers went to the aid of the 2 occupants in surfboat. One was nearly exhausted and the other was going down for the last time when they were hauled into the boat. There was a strong wind and a high sea, and but for the quick work of the surfmen the boys would have been lost.
31	Holland, Mich., Lake Michigan.	Slp. yt. Invader.....	Capsized in Black Lake $\frac{1}{2}$ mile E. of the station. Surfmen hastened to the scene and rescued the 4 men who were clinging to the bottom of the sloop. Their boat was righted and bailed out.
31	do.....	Slp. yt. Omega.....	Capsized in Black Lake $\frac{1}{2}$ mile E. of the station. Surfmen hastened to the aid of the 4 men clinging to the sloop's bottom. Boat righted and bailed out.
31	Michigan City, Ind., Lake Michigan.	Gas. lch. Linda.....	Lost her tender. Picked up by surfboat and brought to the station.
31	do.....	Rowboat, no name..	Discovered lying at the breakwater, its 2 occupants waving for assistance. They were unable to get ashore in the high sea. Life-savers went to their aid in surfboat and took them to the station.
31	Jackson Park, Ill., Lake Michigan.	Gas. lch. Ethel.....	Engine disabled in heavy sea 2 miles NE. of the station, and the launch was in danger of swamping in the heavy seas, when it was discovered by the lookout. Towed into harbor by power lifeboat.
31	Nome, Alaska.....	Gas. lch. Defender..	Stranded on bar at the mouth of Snake River, $\frac{1}{2}$ mile W. of station. Surfmen hauled the launch off the bar and into the river.
31	do.....	Small boat, no name.	Keeper discovered 3 men in this boat, which appeared to be unmanageable in the fresh wind and high sea, $1\frac{1}{2}$ miles S. of the station. Station launch towed the men close to shore, when the keeper boarded their boat and landed the party through the surf.
31	Cape Disappointment, Wash.	Fish boat, no name..	Capsized in breakers 4 miles W. of the station. The 2 fishermen were rescued by another fish boat; the upturned craft was righted and towed to the station by the surfmen in the power lifeboat.
31	do.....	do.....	Capsized in the breakers $1\frac{1}{2}$ miles SE. of the station. Surfmen, who were patrolling close at hand in the power lifeboat, rescued the men, while other fishermen righted the boat.
Aug. 1	Newburyport, Mass.....	Gas. lch. Madelon...	Discovered by lookout stranded $\frac{1}{2}$ mile N. of the station. Life-savers, in surfboat, proceeded to the assistance of the launch, and, with the aid of an anchor, worked it into deep water.
1	Island Beach, N. J.....	Sailboat, no name...	Parted moorings in a strong wind and drifted down the bay. Towed ashore by power lifeboat.
1	Forked River, N. J.....	Catboat Katy R. G...	Stranded 1 mile N. of station and hoisted signal for assistance, which was seen by lookout. Life-savers proceeded to the scene, but as the tide had fallen and the wind was blowing a gale, they were unable to float the boat. The 3 occupants were taken to the station and given food and lodging until the next day, when the surfmen succeeded in floating their craft.
1	Cedar Creek, N. J.....	Catboat Mary J.....	While beating up the bay against a strong NE. wind, the catboat was dismasted. Life-savers proceeded to the scene, $1\frac{1}{2}$ miles N. of the station, cleared up the wreckage, and towed the craft to a safe harbor.
1	Niagara, N. Y., Lake Ontario.	Gas. lch. Louisa.....	Discovered by lookout on fire $\frac{1}{2}$ mile NNW. of the station. Life-savers immediately proceeded to the scene in surfboat, but the fire was extinguished before their arrival. The boat was towed to the station, as the engine had been disabled.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Aug. 1	Cleveland, Ohio, Lake Erie	Gas. yt. Wistaria...	Gasoline exhausted when 5 miles N. of station. Ensign was hoisted, union down, by the 2 occupants, which was discovered by the lookout. Towed to station by power lifeboat and furnished supply of gasoline.
1	Nome, Alaska.....	Small boat, no name.	Swamped in the breakers, close to the beach, 500 yards W. of the station. The 2 occupants got ashore unassisted. Surfmen hauled the boat up on the beach and cleared it of water.
1	do.....	do.....	Capsized in the breakers $\frac{1}{2}$ mile W. of the station. A surfman waded into the surf and assisted the 4 boatmen to the beach. Boat's oars and equipment were recovered by station dory.
1	do.....	Gas. sc. Trader.....	Master of the schooner requested keeper to take him and his crew out to their vessel—the surf running high and the wind blowing strong from the SW. Life-savers took the crew on board and found the schooner in danger of going on the beach. With the assistance of the launches Wilhelmina and Defiance the Trader was towed to a safe anchorage. The launches were then piloted into Nome River, 3 miles E. of the station.
2	Gloucester, Mass.....	Gas. lch. Mihache...	Rope afoul of propeller, and launch stranded 14 miles W. of the station. Assistance was requested by the owner, and the power lifeboat towed the launch to Gloucester.
2	do.....	Gas. lch. Celia A....	Engine disabled—discovered by keeper $\frac{1}{2}$ mile from station. Towed into Gloucester by power lifeboat.
2	Manomet Point, Mass.....	Small boat, no name.	Pounding badly in the surf $\frac{1}{2}$ mile N. of the station. Hauled up on the beach.
2	Moriches, N. Y.....	Gas. lch. Radway...	Sunk in collision with another launch, 2 miles NE. of the station, and one of the 7 occupants drowned. (For detailed account, see "Disasters involving loss of life.")
2	Tathams, N. J.....	Gas. lch. Willie and John.	Discovered by lookout adrift 1 mile SE. of the station. Life-savers went to their aid, repaired launch, and piloted it over Hereford Bar. The 4 occupants were given food and lodging.
2	do.....	Gas. lch. Nereides...	Engine disabled when 1 mile E. of station. Station crew went to its aid in surfboat, and made the necessary repairs.
2	Tathams and Hereford Inlet, N. J.	Gas. lch. Dorothy...	Engine was not working satisfactorily, so the keeper of Tathams station put a surfman on board to assist in bringing it into port. He then telephoned the keeper at Hereford Inlet to watch for the launch. The latter discovered it 1 mile ESE. of his station. His crew then proceeded to the scene in surfboat, repaired the launch's engine, and brought the boat into the inlet.
2	Louisville, Ky.....	Gas. yt. Rosalle.....	In danger at the head of the falls at 9 p. m., when discovered by the lookout. Surfmen hastened to the assistance of the launch, which was out of fuel, and towed it to the station, where it was kept overnight, awaiting a supply of gasoline.
2	Marquette, Mich., Lake Superior.	Gas. lch., no name...	Sunk $\frac{1}{2}$ mile S. of the station at 8.30 p. m. The 3 occupants, who were intoxicated and allowed the launch to drift against the breakwater, saved themselves by climbing ashore. The life-savers proceeded to the scene in power surfboat, but were not able to locate the wreck on account of darkness. The next morning they found the launch, which was in 35 feet of water, and raised it with grappels for its owner.
2	St. Joseph, Mich., Lake Michigan.	Rowboat, no name...	Capsized $\frac{1}{2}$ mile W. of station, drowning 1 of its 4 occupants. (For detailed account see "Disasters involving loss of life.")

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Aug. 2	Jackson Park, Ill., Lake Michigan.	Gas. lch. Cora.....	Engine disabled $\frac{1}{2}$ miles NE. of the station, and launch was drifting ashore when discovered by lookout. Towed to station by power lifeboat.
2	Sheboygan, Wis., Lake Michigan.	Small boat, no name.	At 12.30 a. m., the patrol discovered a party of intoxicated men trying to haul their boat up on the beach. He assisted them in their efforts.
2	.....do.....	Str. Pere Marquette No. 5.	Surfmen assisted the steamer in getting alongside and leaving the wharf.
2	Nome, Alaska.....	Gas. lch. Arctic.....	Parted her moorings, $\frac{1}{2}$ mile E. of station, in a SW. gale. Her crew had come ashore. Surfmen proceeded to the point where she was drifting toward the shore, ran lines to her, and hauled her high up on the beach.
2	.....do.....	Sc. X. L.....	While lying at anchor $\frac{1}{2}$ mile SW. of the station, the schooner capsized in a SW. gale. Discovered by a surfman at 9.45 p. m. As it was known there were no persons on board, the station crew waited until she had dragged close in to the beach, and then hauled her up clear of the surf, and secured her sails and masts.
2	Cape Disappointment, Wash.	Fishboat, no name..	Capsized under sail $\frac{1}{2}$ miles NE. of the station. The power lifeboat hastened to the aid of the 2 fishermen, who were clinging to the boat's bottom, took them aboard, righted their boat, and towed it to the station. They were given complete outfit from the supplies of the Blue Anchor Society.
3	Newburyport, Mass.....	Slp. Gertrude.....	Stranded at 7 p. m. $\frac{1}{2}$ mile N. of the station. The 3 occupants' predicament was discovered by the patrol. The life-savers, who went to their aid in the surfboat, laid out an anchor, but as the tide was ebbing, the sloop could not be floated. The occupants were then taken to the station to await high water. At midnight the station crew succeeded in floating the sloop.
3	City Point, Mass.....	Gas. yt. Brunhilda..	Engine disabled, and the launch anchored $\frac{1}{2}$ miles ESE. of the station. News of the accident was brought to the station by another yacht. Life-savers proceeded to the scene in steam launch and towed the Brunhilda to the yacht club dock.
3	Marblehead, Mass.....	Gas. lch. Faustina...	Engine disabled $\frac{1}{2}$ mile from the station. At the owner's request the power surfboat took the launch in tow to Port Clinton, where the necessary repairs could be made.
3	Frankfort, Mich., Lake Michigan.	Sc. X. 10 U. 8.....	Displayed distress signal at 3.35 a. m. $\frac{1}{2}$ mile W. of the station, which was discovered by the lookout. Station crew pulled to the scene in surfboat, and learned that the schooner had collided with the end of the pier, and, on account of the choppy sea, was in danger of pounding to pieces. Surfmen warped her into a safe berth and recovered her anchor, which had been lost overboard.
3	Pentwater, Mich., Lake Michigan.	Gas. lch. Olivia.....	Discovered by lookout adrift and signaling for help 4 miles NW. of the station. Towed to Pentwater for repairs.
3	Holland, Mich., Lake Michigan.	Canoe, no name.....	Capsized with 2 occupants in Black Lake, $\frac{1}{2}$ mile E. of the station. Lookout sounded the alarm, and the life-savers immediately went to the rescue of the men, who were found clinging to the bottom of the canoe. Their craft was righted and bailed out.
3	Point Adams, Oreg.....	Fish boat, no name.	Stranded at midnight 4 miles W. of the station. One of the 2 occupants brought word to the station. The surfmen launched the boat and took it to Hammond.
4	Fletchers Neck, Me.....	Slp., no name.....	Discovered by lookout stranded 1 mile N. of the station. The life-savers, who found the sloop leaking badly, pumped and bailed it out, and then with the aid of an anchor hove it off. It was then towed to a safe anchorage.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Aug. 4	Gloucester, Mass.....	Gas. lch. Mihache...	Engine disabled, and launch stranded $\frac{1}{2}$ miles NE. of station. The life-savers, after taking the party of 4 women and 1 boy ashore, laid out an anchor and cable. The launch was hauled afloat next day at high water and anchored in Fresh Water Cove near the station.
4	Louisville, Ky.....	Bge., no name.....	The lookout gave the alarm that this barge was adrift 1 mile NW. of the station with 11 men on board, and was in danger at the head of the falls. Life-savers hastened to the scene, and, with the assistance of another boat, towed the barge to the wharf.
4	Niagara, N. Y., Lake Ontario.	Gas. lch., no name..	Engine disabled $\frac{1}{2}$ mile NW. of the station. Towed to station by surfboat.
4	Holland, Mich., Lake Michigan.	Rowboats (2), no names.	A surfman picked up these 2 boats, which were drifting out of the harbor, and turned them over to the owner.
4	Old Chicago, Ill., Lake Michigan.	Gas. lch. Merry Widow.	Disabled 4 miles E. of the station. The owner made a distress signal, and the power lifeboat towed the launch to the dock.
4	do.....	Rowboat, no name..	Adrift; delivered to its owner by a surfman.
4	Racine, Wis., Lake Michigan.	Small boat, no name.	Blown offshore by a fresh SW. wind with 2 occupants (boys), who had no oars and were unable to return to the shore. Surfmen took them into the harbor.
5	Bethel Creek, Fla.....	Gas. yt. Southland..	Stranded $\frac{1}{2}$ mile NW. of the station. Hove into deep water by station crew, and piloted clear of all shoals.
5	South Haven, Mich., Lake Michigan.	Gas. lch. Cold Springs.	Engine disabled when launch was $\frac{1}{2}$ mile NW. of station. Surfmen towed it to the station, and it was later taken by another launch to its dock.
5	Jackson Park, Ill., Lake Michigan.	Sailboat, no name..	Lookout reported a sailboat in trouble 1 mile E. of the station. Surfmen proceeded to the scene in power lifeboat and learned that the 2 occupants had lost control of it, the rigging having been carried away. Towed into harbor.
6	City Point, Mass.....	Gas. lch., no name..	Disabled 3 miles ESE. of the station. The 3 occupants anchored the launch, and came to the station in their dory for assistance. Surfmen towed the launch to the station, where repairs were made.
6	Townsend Inlet, N. J.....	Gas. lch. Bubble....	Disabled $\frac{1}{2}$ miles S. of the station. Towed up the inlet to a good anchorage by surfboat.
6	Niagara, N. Y., Lake Ontario.	Raft.....	Adrift; towed ashore by surfboat.
6	Duluth, Minn., Lake Superior.	Slp. yt. Nemadji....	Discovered by lookout in an unmanageable condition. Towed to the yacht club dock.
6	White River, Mich., Lake Michigan.	Slp. yt. Illinois.....	Stranded $\frac{1}{2}$ mile ESE. of the station. Life-savers proceeded to the scene in surfboat and hove the sloop into deep water.
6	Old Chicago, Ill., Lake Michigan.	Slp. yt. Adventure..	Parted its moorings, $\frac{1}{2}$ mile from station, and went adrift. A surfman secured the sloop and moored it at the station.
6	Evanston, Ill., Lake Michigan (service by the Rogers Park Boat Club).	Gas. lch. Lilly.....	The launch Lilly, under the charge of an intoxicated boatman, broke down $\frac{1}{2}$ mile N. of the boat club. A strong wind was blowing offshore, and the launch, with its party of 11, was being rapidly driven out into the lake. Their distress signal was observed by the club's volunteer crew, which hastened to their aid. The pleasure party, comprised of women and children, was brought ashore in the surfboat, after which the launch was towed to the station.
6	Nome, Alaska.....	Gas. lch. Wilhelmina	Went adrift while its crew were aboard a lighter, $\frac{1}{2}$ mile S. of the station. The surfmen towed it back to the lighter.
7	Race Point, Mass.....	Sc. Metamora.....	Anchored 550 yards NW. of the station. At 10.55 p. m., the lookout heard a horn blowing in that direction. Life-savers proceeded to the schooner in surfboat, and found that she had dragged on the bar. An anchor and cable was carried out, and at high tide the vessel was floated. The surfmen returned to the station at 5.10 a. m. the next day.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Aug. 7	Potunk and Moriches, N. Y.	Catboat Coquette...	Capsized in a squall 2½ miles W. of Potunk station. The 4 occupants were taken aboard a motor boat which was cruising in that vicinity. The surfmen from the 2 stations righted the catboat, bailed it out, and towed it to an anchorage.
7	Little Beach, N. J.	Gas. lch., no name..	Discovered by lookout stranded 1 mile E. of station during very squally weather. The station crew floated the launch and piloted it into the inlet. The 2 boatmen were given lodging for the night and breakfast the next morning.
7	Cape May, N. J.	Str. Lina.....	Anchored 2 miles W. of station with disabled machinery. Towed to her landing.
7	Holland, Mich., Lake Michigan.	Slp. yt. Invader.....	Capsized ½ mile E. of station. The 3 occupants were taken from the water, and the sloop was righted and bailed out.
7	Jackson Park, Ill., Lake Michigan.	Slp. yt. Papoose.....	Collided with pier and then stranded 2 miles SE. of station. Reported by lookout. Towed into harbor by power lifeboat. There was a strong NE. wind and a high sea, and the sloop would have been badly damaged but for the timely assistance of the surfmen.
7	Jackson Park, Ill., Lake Michigan (service by the Farragut Yacht Club).	Gas. lch., no name..	Discovered adrift 1½ miles E. of station. Yacht club crew, in surfboat, towed the launch, which was nearly swamped, into the harbor.
7	Nome, Alaska.....	Gas. sc. New York..	In trying to get out of Snake River the schooner stranded ¼ mile W. of station. Surfmen carried out a kedge anchor and a cable, but, owing to the low tide, they were unable to haul the vessel into deep water. At high water on the 9th the life-savers floated the vessel and hauled it back into the river, there not being sufficient water on the bar for her to pass out of the river.
7	.....do.....	Gas. lch. Arctic.....	At 10.30 p. m. the lookout discovered a distress light about 3½ miles SE. of the station. A surfman went to the scene in station launch and found the Arctic with her machinery disabled. It was towed to the station and secured. The Arctic had no anchor and, but for the assistance rendered, would have been driven out to sea.
8	City Point, Mass.....	Gas. lch. Rogers....	At 8.30 p. m. the lookout discovered a lantern being waved ¼ mile S. of the station. Surfmen who answered the distress signal learned that the launch had lost her propeller. Towed to the yacht club dock.
8	Forked River and Barnegat, N. J.	Gas. lch. Restless....	Stranded in Barnegat Inlet, 1 mile N. of Barnegat station. The keeper telephoned to Forked River station for assistance, and the life-savers of both stations went to the Restless in surfboats. Their efforts to float the launch were unsuccessful, so the crew was taken ashore. The following day it was floated.
8	Santa Rosa, Fla.....	Yawl, no name.....	Capsized 5½ miles NE. of station. The accident was discovered by the life-savers, who, fortunately, were in that vicinity in the station launch. Three of the 5 occupants (a pleasure party of soldiers) were rescued by 2 boats near at hand. The other 2 were taken from the water by the surfmen, who also righted and bailed out the yawl.
8	Holland, Mich., Lake Michigan.	Sailboat Prince.....	Capsized and stranded 1 mile E. of the station. Life-savers righted, bailed out, and delivered the boat to its owner, the 3 occupants having succeeded in getting ashore unassisted.
8	.....do.....	Canoe Mermaid.....	Capsized in Black Lake, ¼ mile E. of the station. The 2 occupants swam ashore before the life-savers arrived on the scene. However, they towed the canoe ashore, cleared it of water, and turned it over to its owner.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Aug. 8	Jackson Park, Ill., Lake Michigan.	Slp. Seabird.....	Capsized 2 miles SE. of the station in a strong NE. wind and high sea. The power lifeboat hastened to the assistance of the 2 occupants, but they were picked up before their arrival by a sloop sailing close at hand. The surfmen righted the Seabird, cleared and secured her sails and rigging, and towed her into the harbor.
9	City Point, Mass.....	Gas. lch. Gray Pup..	Engine disabled when launch was $\frac{1}{2}$ mile SW. of the station, and the 2 occupants signaled for assistance. Towed to the Dorchester Yacht Club dock.
9	Rockaway Point, N. Y....	Gas. lch. Ruth.....	At 11.45 p. m. the patrol reported a launch in distress $\frac{1}{2}$ mile SW. of the station. The launch was towed to the station by the surfboat and its engine repaired. The 2 boatmen were given lodging for the night and breakfast the next morning.
9	Ashtabula, Ohio, Lake Erie.	Gas. lch. Mary Ann.	Engine disabled when launch was 1 mile WSW. of the station. The 4 occupants beached the launch and telephoned to the keeper. The station crew in surfboat floated the launch and towed it into the harbor.
9	Duluth, Minn., Lake Superior.	Gas. lch., no name...	Adrift 1 mile N. of the station, with disabled machinery. Towed to the slip.
9	Manistee, Mich., Lake Michigan.	Gas. lch. Dolphin....	Broke one of its cylinders when 3 miles SW. of station. The 3 occupants signaled for help, and the life-savers went to them in the surfboat. They were towed into the harbor.
9	Evanston, Ill., Lake Michigan.	Slp. yt. Inbad.....	Collided with a buoy, and 1 of the crew was thrown to the deck, dislocating his shoulder. Life-savers brought the injured man ashore in surfboat.
9	Sheboygan, Wis., Lake Michigan.	Str. Nyaok.....	Life-savers assisted the steamer to moor and unmoor.
9	Plum Island, Wis., Lake Michigan.	Sc. yt. Merlin.....	Discovered by lookout stranded 2 miles N. of the station. Life-savers carried out an anchor and cable, and after heaving on it for 3 hours floated the schooner without her suffering any damage.
9	Nome, Alaska.....	Scow, no name.....	Stranded on Snake River Bar, $\frac{1}{2}$ mile W. of the station. Life-savers floated the scow and towed it into Snake River.
10	Plum Island, Mass.....	Dory, no name.....	Discovered by lookout on the bank of the river, $\frac{1}{2}$ mile W. of the station, it having come ashore during the night. The owner was notified.
10	Point of Woods, N. Y....	Gas. lch. Blue Rock.	Broke down 2 miles NE. of station. Discovered by keeper, who went to the assistance of its occupants—11 boys—and towed the launch to the beach.
10	Cedar Creek, N. J.....	Slp., no name.....	Mast broken. The 3 occupants came to the station and were given shelter overnight and breakfast the next morning. Surfmen repaired the broken spar.
10	Niagara, N. Y., Lake Ontario.	Gas. lch., no name..	Adrift in the lake with disabled engine 1 mile NW. of the station at 10.30 p. m., when discovered by the lookout. Towed out of danger by surfboat.
10	.....do.....	Gas. lch. Frank A..	Engine disabled when $\frac{1}{2}$ mile SW. of the station. Towed to dock by surfboat.
10	Cleveland, Ohio, Lake Erie.	Gas. lch. Zenda....	At 7.40 p. m. the lookout reported a gasoline launch afire at the breakwater, 2 miles SW. of the station. Surfmen went alongside in power lifeboat and assisted the fire department in extinguishing the flames. To save the launch from sinking, it was towed into shallow water.
10	Duluth, Minn., Lake Superior.	(Gas. lch. Arbutus..)	Engines disabled when $\frac{1}{2}$ mile NW. of the station. Towed to the dock.
10	Nome, Alaska.....	(Gas. lch., no name.) (Gas. lch. Wilhelmina.)	At 2.35 a. m. a surfman observed that the launch was anchored too near the shore—the weather appearing very threatening. Surfmen took the master and engineer out in a dory to the launch, and the keeper directed them by signals how to enter Snake River.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Aug. 10	Nome, Alaska.....	Gas. lchs. (2), Defiance and Seddon.	Anchored too close to the beach, as the weather appeared very threatening. Surfmen put the engineers of the launches aboard, and they ran them into Snake River.
10	do.....	Gas. lch. Wilhelmina.	Grounded while assisting 2 launches into Snake River. Hauled safely into the river by surfmen.
11	Gurnet, Mass.....	Gas. lch. Florence III.	Discovered adrift 2 miles N. of the station. The launch, carrying a party of 5, was towed to a safe mooring by the surfmen. A large power boat was afterwards secured to tow the launch to Plymouth.
11	Point of Woods, N. Y.....	Catboat, no name....	Capsized in a squall $\frac{1}{2}$ mile NW. of the station. Life-savers, in surfboat, picked up the boatman and his dog, righted the catboat, secured its equipment, and towed it to the dock.
11	Santa Rosa, Fla.....	Gas. lch. Consuelo....	Engine disabled when $\frac{1}{2}$ mile NW. of station. Towed to the dock by surfboat.
11	Saluria, Tex.....	Gas. lch., no name....	Discovered heading in for Pass Cavallo Bar. Surfmen set channel ranges and the launch entered and stood up Matagorda Bay.
12	Sea Isle City, N. J.....	Gas. lch. Adaline....	Parted its moorings and drifted onto the beach. Keeper towed the boat off the beach and safely anchored it. He then notified the owner by telephone, and took him out to the launch.
12	Hereford Inlet, N. J.....	Slp. Goldy Budd....	Discovered by the lookout stranded 1 mile SSE. of the station. Life-savers proceeded in surfboat to the assistance of the 15 occupants. The sloop was floated with the aid of an anchor.
12	Duluth, Minn., Lake Superior.	Gas. lch., no name....	Engine disabled when $\frac{1}{2}$ miles S. of the station. Towed to the dock.
12	Holland, Mich., Lake Michigan.	Rowboats (5), no names.	Adrift; discovered and hauled ashore by patrol.
12	Yaquina Bay, Oreg.....	Gas. lch. Alsea.....	Discovered by lookout adrift 4 miles S. of the station. Station crew proceeded in surfboat to the launch, which was just outside the breakers, and towed it well clear of the surf, bailed it out, repaired the machinery, and started the engine. They then took the surfboat in tow of the launch.
13	City Point, Mass.....	Sc. yt. Marie.....	Sprung its rudder post and started a bad leak. The owner came to the station at 10 p. m. and asked for assistance. The patrol kept the yacht afloat during the night by pumping it out at frequent intervals, and the next morning the life-savers took the Marie in tow to the shipyard, where it was hauled out on the marine railway.
13	Fishers Island, N. Y.....	Gas. lch. Lottie A...	Engine disabled when 1 mile NW. of the station. Towed to station by power lifeboat, where repairs were made.
13	Cape May, N. J.....	Gas. lch. Verona B..	Beached by its crew $\frac{1}{2}$ miles NW. of the station to save the launch from sinking. The next high tide, the life-savers launched the boat, and it started for Cape May. Its machinery became disabled, however, when about $\frac{3}{4}$ miles E. of the station, and the life-savers were obliged to tow it into Cold Spring Inlet.
13	Ludington, Mich., Lake Michigan.	Rowboat, no name....	Started leaking $\frac{1}{2}$ mile WNW. of station and, being heavily loaded (5 persons), would have sunk but for the timely arrival of the life-savers, who hauled the boat ashore.
13	do.....	Gas. lch. and scow, no names.	Machinery of launch became disabled when 1 mile S. of station. Towed to their dock by power lifeboat.
13	do.....	Str. Sea Gull.....	Anchored $\frac{3}{4}$ miles S. of the station on account of disabled machinery. A passing launch reported that the steamer needed assistance. Surfmen went to the steamer in power lifeboat, hove up its anchor, and towed the vessel to the station. She was towed to her own dock by the station power boat the next morning.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Aug. 13	Holland, Mich., Lake Michigan.	Canoe, no name.....	Capsized near station. The lookout, who observed the accident, hauled the 2 occupants up on a scow, and the life-savers righted, bailed out, and turned over the canoe to its owner.
13	Humboldt Bay, Cal.....	Fish boat, no name..	Capsized in the breakers. The lookout, who saw the occupant swim ashore, notified the keeper, and the life-savers hastened to the aid of the man with dry clothing, blankets, and hot coffee. The boat, oars, and crabs were secured and hauled up on the beach.
14	Cuttyhunk, Mass.....	Gas. lch. Quissett...	Keeper was notified by a passing fisherman that the Quissett had stranded on a rock about $\frac{1}{2}$ miles NNE. of the station. Life-savers, in surfboat, carried out an anchor and cable, and at high tide the launch was floated. It was then towed into the harbor.
14	Fort Macon, N. C.....	Sharple, no name...	Stranded near the station. Keeper assisted in heaving it into deep water.
14	Saluria, Tex.....	Slp. Kimberdown...	Master of sloop came to the station and reported that he had lost his water tank overboard. Keeper filled a barrel with fresh water and hauled it off to the sloop.
14	South Manitou Island, Mich., Lake Michigan.	Gas. lch. Beatrice...	Engine disabled, and the launch went adrift $\frac{1}{2}$ mile E. of the station. Surfboat towed the launch to the station and fitted it with new batteries.
14	Holland, Mich., Lake Michigan.	Slp. Margaret.....	Capsized in Black Lake, $\frac{1}{2}$ mile E. of the station. Life-savers hastened to the scene, but the 3 occupants had been picked up by a gasoline launch. However, they righted and bailed out the sloop, and delivered it to its owner.
14	Jackson Park, Ill., Lake Michigan.	Slp. Pelican.....	Discovered at 5 a. m. 3 miles SE. of the station, it having gone adrift during the night with all sail set. Towed in by power lifeboat and delivered to the harbor master.
14	Nome, Alaska.....	Gas. sc. Diamond L.	Stranded on bar of Snake River, $\frac{1}{2}$ mile W. of the station. Life-savers carried out an anchor and line, and succeeded in heaving the schooner over the bar into the river.
14	Cape Disappointment, Wash.	Fish boats (3), no names.	Two of these boats drifted dangerously near the surf while picking up their nets. Towed clear of danger by power lifeboat. A net, which had been lost by the other boat, was located and recovered by the surfmen.
15	Gloucester, Mass.....	Gas. lch. Alice.....	Engine disabled when the launch was $\frac{1}{2}$ mile ESE. of the station. Towed to its mooring, $\frac{1}{2}$ miles up Gloucester Harbor.
15	City Point, Mass.....	Gas. lch. Georgie....	Parted mooring and went adrift, $\frac{1}{2}$ mile W. of the station. Towed to a safe anchorage.
15	Atlantic City, N. J.....	Gas. yt. Lesbia.....	Discovered by lookout at 8.30 p. m. stranded in Absecon Inlet, $\frac{1}{2}$ mile N. of the station. The life-savers, who proceeded to the yacht in surfboat, took soundings, and carried out her anchor and cable in order to prevent her being driven higher up on the shoal. As the tide was falling (1.30 a. m.), the surfmen returned to the station. At 7.30 the next morning they returned to the scene and ran a line from the Lesbia to the steamer Mermaid, which hove her into deep water at 10.45 a. m. The station crew weighed the Lesbia's anchor and returned it to her on August 18.
15	Marblehead, Ohio, Lake Erie.	Sc. Uranus.....	Sprang a leak while bound up the lake in tow of the steamer Maine, and set a distress signal off Put-in Bay. The station was notified by telephone, and the crew responded immediately in the power lifeboat. The surfmen set to work at the pumps, while the keeper took the master ashore in the power boat to secure a tug. The tug proved incapable of hauling the schooner, however, so the keeper persuaded the master of the steamer Maine to tow her into Put-in Bay, he offering to pilot the Maine into that harbor. After entering the bay,

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Aug. 15	Marblehead, Ohio, Lake Erie.	Sc. Uranus	the Uranus was beached in order to prevent her sinking in deep water. However, the life-savers, who manned the pumps for 7 hours, succeeded in keeping her afloat.
15	Old Chicago, Ill., Lake Michigan.	Gas. lch. Rainbow...	Engine disabled when launch was $\frac{1}{2}$ miles N. of the station. The 6 occupants were in a dangerous position, as the sea was rough and a heavy squall was approaching. Towed by power lifeboat into harbor.
15	Racine, Wis., Lake Michigan.	Skiff, no name.....	Capsized $\frac{1}{2}$ mile N. of station, drowning 1 of the 2 occupants. (For detailed account see "Disasters Involving loss of life.")
15	Nome, Alaska.....	Sc. Sophie.....	Stranded at the mouth of Snake River, $\frac{1}{2}$ mile W. of the station. Surfmen carried out an anchor and line and hove the schooner into the river.
15	.....do.....	Gas. sc. Edna.....	Stranded while trying to enter Snake River, $\frac{1}{2}$ mile W. of the station. After working for 2 hours the station crew succeeded in pulling it into Snake River.
15	Umpqua River, Oreg.....	Sc. Mayflower.....	Stranded 21 miles N. by W. of the station. News of the stranding was sent by telephone to the keeper at 8.15 p. m. A team with which to haul the surfboat was secured at 1 a. m., and the life-savers started for the schooner. They found the vessel 200 yards offshore. After assisting in boating the cargo ashore the surfmen returned to the station, as the schooner and her crew were in no danger.
16	Newburyport, Mass.....	Gas. lch. Aline and Agnes.	Stranded on reef, $\frac{1}{2}$ mile N. of the station. In trying to back off the propeller fouled the tender's painter. Life-savers in surfboat endeavored to float the launch, but were unable to do so until high tide. It was then taken into the harbor, beached, and at low tide the propeller was cleared of the painter.
16	Chatham, Mass.....	Gas. lch. Scarlet Runner.	Stranded $\frac{1}{2}$ miles NNE. of the station. Discovered by patrol at 8 p. m., who telephoned the news to the keeper. Life-savers hauled the launch afloat with the surfboat, anchored it in a safe berth, and took the master ashore.
16	Potunk, N. Y.....	Gas. lch. Ellen II....	Hard aground $\frac{1}{2}$ miles ENE. of the station, and the tide falling. Hove afloat by station crew on the next day and anchored in a safe berth.
16	Forked River, N. J.....	Br. str., name unknown.	Requested by signal to be reported to New York Herald. Her code letters were forwarded as desired.
16	Cape May, N. J.....	Str. Lina.....	Engine disabled when the steamer was $\frac{1}{2}$ miles WSW. of the station. She hoisted her ensign, union down, which was discovered by the lookout. Life-savers proceeded to the scene in surfboat and assisted in landing the 13 passengers and their baggage. At flood tide the station crew towed the steamer into Delaware Bay to a safe anchorage. Repairs were made and the steamer departed on August 18.
16	Duluth, Minn., Lake Superior.	Str. Mahoning.....	Discovered at 5 a. m. by patrol stranded 4 miles SE. of the station during a thick fog. Keeper notified a tug by telephone, and, with his crew, proceeded to the scene in the power lifeboat. Surfmen handled the towline between the tug and the Mahoning until the latter was floated, which was 11 a. m.
16	.....do.....	Slp. yt., no name....	As the sloop yacht, containing a party of 7, did not return by midnight, friends of the party applied to the keeper for assistance in locating the craft. The life-savers, in a launch, searched along the shore, and discovered the sloop, which had been struck by a squall, driven up on the beach 6 miles SE. of the station. It was floated and towed to the yacht club dock, its occupants suffering no injuries.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Aug. 16	Pentwater, Mich., Lake Michigan.	Str. Illinois.....	Stranded at 11 p. m. $\frac{1}{2}$ mile W. of the station. Life-savers in surfboat ran a line from the steamer to the dock and called the steamer Saugatuck to the scene. The Illinois was floated at 12.45 a. m. on the 17th.
16	Holland, Mich., Lake Michigan.	Catboat Prince.....	Capsized in Black Lake, $\frac{1}{2}$ mile E. of station. A surfman in a rowboat hastened to the assistance of the 4 occupants and brought them ashore. Other surfmen righted and balled out the boat and delivered it to the owner.
16	St. Joseph, Mich., Lake Michigan.	Gas. lch. Buckeye..	Caught fire $\frac{1}{2}$ mile E. of the station. Life-savers hastened to the scene in surfboat, extinguished the flames, and towed it to the dock. The 2 occupants, who had jumped overboard when the boat took fire, swam ashore.
16	Michigan City, Ind., Lake Michigan.	Gas. yt. Bub.....	Discovered by lookout at 7 p. m. 2 $\frac{1}{2}$ miles NW. of the station; machinery disabled. Towed to station by surfmen.
16	Milwaukee, Wis., Lake Michigan.	Gas. lch., no name...	Struck by NW. squall and became unmanageable 1 mile NE. of station. Assistance rendered by power lifeboat.
16	Sheboygan, Mich., Lake Michigan.	Str. Pere Marquette No. 5.	Life-savers assisted steamer to moor and unmoor.
16	Nome, Alaska.....	Skiff, no name.....	Discovered by lookout adrift 5 miles SE. of the station. Life-savers went to boat and found it occupied by a drunken man, having drifted out of Snake River during the night. Towed to station and the man cared for until he was sober.
17	City Point, Mass.....	Rowboat, no name..	Stranded $\frac{1}{2}$ mile SW. of station. The occupant signaled with a Coston light for assistance. The life-savers took him across the bay to his home.
17	..do.....	Gas. lch. Ferret.....	Engine disabled while performing police patrol $\frac{1}{2}$ mile SW. of station. The occupants signaled by firing their revolvers and waving a lantern, which attracted the attention of the lookout. Surfmen towed the disabled craft up Dorchester Bay to a dock, where the policemen were landed.
17	Sabine Pass, Tex.....	Gas. lch., no name..	Reported by lookout adrift near the jetties, $\frac{1}{2}$ mile from the station. Towed to station.
17	Nome, Alaska.....	Gas. lch. Defender..	Stranded at mouth of Snake River, $\frac{1}{2}$ mile W. of the station. Life-savers took a line from the launch to the river bank and hauled it off the bar.
17	..do.....	Gas. lch. Wilhelmina	Stranded on the Snake River Bar in her efforts to seek shelter from the high sea in the roadstead. Hauled over the bar into the river.
18	Aransas, Tex.....	Revenue cutter Windom.	The Windom arrived off the bar and signaled for a pilot into the pass. Keeper went out to the vessel and rendered the desired service. On the 20th the keeper boarded the cutter at her anchorage, 1 $\frac{1}{2}$ miles N. of the station, and piloted her out of the pass.
18	Charlotte, N. Y., Lake Ontario.	Gas. lch. Yumora...	Stranded on stone work of new pier $\frac{1}{2}$ mile NNE. of the station. Floated and towed to station by power lifeboat.
18	Niagara, N. Y., Lake Ontario.	Gas. lch. Jean.....	Reported by lookout at 7.30 p. m. 1 $\frac{1}{2}$ miles NW. of the station with disabled machinery. Life-savers in surfboat went to the assistance of the 3 occupants and held the launch against the strong current until its engine was repaired.
18	Harbor Beach, Mich., Lake Huron.	Gas. lch. Bug.....	Engine disabled when launch was 1 mile ENE. of the station. Towed to the dock by power lifeboat.
18	Holland, Mich., Lake Michigan.	Gas. lch., no name..	Found by surfmen on the beach in danger of going to pieces. Taken to station and afterwards delivered to owner.
18	Nome, Alaska.....	Gas. lch. Louise.....	Parted mooring line and drifted ashore about 10.30 p. m. at a point $\frac{1}{2}$ mile E. of the station, where it was discovered by the patrol. Its 2 occupants were asleep and were not awakened until the launch was in the breakers. Hauled upon the beach clear of danger.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Aug. 19	Brentons Point, R. I.	Gas. lch. Brynhilda.	Engine disabled when launch was $2\frac{1}{2}$ miles SW. of the station. Life-savers went to her aid in surfboat, but were unable to start the engine. They returned to the station, and sent a large launch to her assistance, which towed the disabled craft to Newport Harbor.
19	Yaquina Bay, Oreg.	Skiff, no name.	Discovered adrift. Secured and delivered to owner.
20	Burnt Island, Me.	Slp., no name.	Mast carried away when sloop was $\frac{1}{2}$ mile NE. of the station. Towed into the harbor.
20	Walls Sands and Rye Beach, N. H.	.....do.....	Capsized $1\frac{1}{2}$ miles ENE. of Rye Beach station. Locality of accident could not be seen from either station. The Walls Sands station was notified by a man from up the beach. The surfboat hastened to the scene, where the crew from Rye Beach were met, but the 2 occupants had been taken aboard a fishboat. The sloop was towed up on the flats, righted, bailed out, and turned over to its owners.
20	Blue Point, N. Y.	Gas. lch., no name.	Fuel exhausted, and launch adrift. Discovered at 6.30 a. m. by keeper, after launch had been drifting all night. The 2 occupants were taken to the station and given breakfast and a supply of gasoline for their boat.
20	.....do.....	Rowboat, no name.	Found adrift in the bay by the keeper. Towed to station to await claimant.
20	Ludington, Mich., Lake Michigan.	Sc. Jessie Martin.	At 7.30 p. m. the lookout discovered a signal of distress out in the lake. The surfmen hastened toward the signal in the power lifeboat, but were soon met by the crew of the schooner (2 men) coming ashore in a yawl. They reported that she was leaking badly and listing, so that the service of a tug was needed. The keeper secured a tug and returned to search for the schooner, but was unable to find her until the next morning, when she was discovered stranded and broken up on the beach about 2 miles N. of the station. Her sails and spars were secured.
20	Milwaukee, Wis., Lake Michigan.	Sailboat, Juanita.	Capsized while in tow of the steamer Helena. Station crew righted, bailed out, and moored the boat in a safe place.
20	Nome, Alaska.	Sc. Sophie.	Stranded on Snake River bar while trying to pass out of the river. Hauled into deep water.
20	.....do.....	Gas. lch. Flyer.	Surf line parted while hauling off the beach with 17 passengers aboard. Life-savers secured the surf line and hauled the launch, which had been washed ashore, into deep water.
20	.....do.....	Gas. lch. Diamond K.	Stranded on the bar while trying to enter Snake River. Life-savers landed the 6 passengers, carried out a kedge anchor, and hove the launch into the river.
21	Rockaway, N. Y.	Gas. lch. Pioneer.	Stranded $\frac{1}{2}$ mile SW. of the station with disabled machinery. Life-savers in surfboat went aboard and tried to repair the machinery, but were unsuccessful, so the 3 occupants were taken ashore and a tug sent for by the keeper; before it arrived, however, the launch parted its cable in the rough sea and went high up on the beach. Station crew hauled the launch up clear of the surf.
21	Brazos, Tex.	Gas. lch. Joe.	Discovered by keeper at 7.15 p. m. $\frac{1}{2}$ mile N. of the station with disabled engine and in danger of being carried out of the pass by the strong ebb tide. Towed to beach and secured for the night. Taken to Isabel the next morning.
21	Big Sandy, Ohio, Lake Erie.	Gas. lch. Helen.	At 9 p. m. the keeper was notified by telephone that this launch was blowing signals of distress. Life-savers proceeded to the scene, and found that the 3 occupants (2 men and a woman) had lost their bearings. They were piloted into Big Sandy Creek.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Aug. 21	Duluth, Minn., Lake Superior.	Slp., no name.....	Became unmanageable from carrying too much sail, and was in danger of capsizing. A surfman in station launch went to the aid of the 4 occupants and towed the sloop to the dock.
21	.....do.....	Gas. lch. Lester R...	Drifting ashore with disabled engine. A surfman went to the aid of the 3 occupants and towed them ashore.
21	Holland, Mich., Lake Michigan.	Small boat, no name.	Adrift in Black Lake. Secured and restored to its owner.
21	Sheboygan, Wis., Lake Michigan.	U. S. Str. Wolverine.	Surfmen assisted the gunboat to moor and unmoor.
21	Nome, Alaska.....	Gas. lch. Jennie.....	Stranded on the bar at 5.10 a. m. in trying to enter Snake River. Floated by surfmen.
21	.....do.....	Gas. lch. Defender..	Dragged anchor and stranded close to station. Floated by surfmen.
21	.....do.....	Sc. Immaculate.....	At 10 p. m. the schooner anchored $\frac{1}{2}$ mile S. of the station; 5 of the occupants wishing to land, but were unable to do so in the high surf. Their signal for a boat was discovered by the patrol, and life-savers went out and took the party ashore.
22	Nahant, Mass.....	Rowboat, no name..	Swamped at Johns Point, $\frac{1}{2}$ mile from station, one of the three occupants being drowned. (For detailed account see "Disasters involving loss of life.")
22	Charlotte, N. Y., Lake Ontario.	Skiff, no name.....	Caught in a heavy squall $1\frac{1}{2}$ miles ENE. of the station. The power lifeboat hastened to the scene, took the 4 occupants aboard and towed the skiff to the station.
22	Holland, Mich., Lake Michigan.	Slp. yt. Invader.....	Capsized in Black Lake, $\frac{1}{2}$ mile SE. of the station. Life-savers went to assistance of the 3 occupants, who had already righted the sloop, and towed them to the station.
22	Nome, Alaska.....	Gas. lchs. Wilhelmina and Defender.	Stranded on the bar while trying to enter Snake River. Surfmen, who were standing by to render assistance on account of the high sea and strong wind, hove them clear of the bar and into the river.
22	Nome, Alaska.....	Sc. Immaculate.....	In danger of swamping while lying at anchor $\frac{1}{2}$ mile S. of station. No one was on board, and her crew of Eskimos were afraid to go out to her. Surfmen went on board, parted her anchor cable to prevent its parting, and left one of their number to work the pump.
23	Fairport, Ohio, Lake Erie.	Gas. lch. Margrete...	Engine disabled and launch drifted against a pier $\frac{1}{2}$ mile NNE. of station. Towed to station by surfboat.
23	Portage, Mich., Lake Superior.	Str. Muskegon.....	Stranded 7 miles SE. of station, and her master telephoned the news to the keeper. Station crew, in surfboat, proceeded to the steamer in tow of a tug. They took soundings around the steamer, ran lines to the tugs, and assisted in shifting her cargo. After 7 hours work the Muskegon was floated, undamaged.
23	Duluth, Minn., Lake Superior.	Gas. lch. Neopost...	Engine disabled when launch was 6 miles NE. of the station and 2 miles offshore. The predicament of its 10 occupants (men and women) was discovered by the lookout. The power lifeboat proceeded to the scene and towed the launch to the yacht club dock.
23	Charlevoix, Mich., Lake Michigan.	Slp. yt. Alert.....	Capsized in the middle of Pine Lake, 2 miles E. of the station. News of the accident was telephoned to the keeper. Life-savers proceeded to the scene in surfboat, righted the sloop, unbent its sails, cleared its running gear, and towed it to the dock—the occupants having gotten ashore.
23	Holland, Mich., Lake Michigan.	Canoe, no name.....	Capsized in Black Lake, $\frac{1}{2}$ mile SE. of the station. The life-savers hastened to the accident, but the 2 boys had been rescued by boats sailing in that vicinity.
23	Racine, Wis., Lake Michigan.	Gas. lch. Roma B...	Engine disabled when the launch was $\frac{1}{2}$ mile N. of the station, and the 3 occupants were in danger of drifting into the breakers. Towed inside of the piers.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
Aug. 23	Sheboygan, Wis., Lake Michigan.	Str. Nyack.....	Life-savers assisted the steamer to moor and unmoor.
23	Nome, Alaska.....	Sc. Immaculate.....	In danger of swamping at anchor, $\frac{1}{2}$ mile S. of the station. Life-savers went out to schooner, slipped her chain, and sailed her into the river.
24	Townsend Inlet, N. J.....	Gas. lch. Evelyn....	Machinery disabled when launch was $2\frac{1}{2}$ miles E. of the station. Discovered by lookout. Life-savers secured a launch, and towed the Evelyn into Townsend Inlet.
24	Louisville, Ky.....	Skiff, no name.....	Discovered by lookout in danger of being carried over the falls. Life-savers went to the aid of the 2 occupants (boys) and towed the skiff out of danger.
24, 26	Holland, Mich., Lake Michigan.	Slp. Margaret.....	Capized in Black Lake, $\frac{1}{2}$ mile E. of the station. Life-savers took the 3 occupants ashore, righted and bailed out the boat, and delivered it to its owner. The same service was also rendered on August 26, when the Margaret again capized.
24	Nome, Alaska.....	Gas. lch. Wilhelmina.	Stranded in Snake River, $\frac{1}{2}$ mile W. of the station. Life-savers carried out a kedge anchor and hauled the launch into deep water.
25	Nahant, Mass.....	Slp. Viking.....	Sunk on Lobster Rock, August 19. Surfmen worked on it August 25, and succeeded in floating it on the 29th.
25	Sea Isle City, N. J.....	Gas. lch., no name..	Drifted into surf 300 yards S. of station, and was in danger of swamping—its engine having been disabled. Hauled up on the beach, bailed out, and towed to the landing.
26	Manomet Point, Mass.....	Gas. lchs. (5), no names.	There being a strong breeze and high surf, these launches were in danger of being swamped in the surf. Life-savers assisted their crews to haul them out on the beach, except one, which, being too large, they went aboard and bailed clear of water.
26	Moriches, N. Y.....	Gas. lch. Idler.....	Stranded 1 mile N. of the station, where it was discovered by the keeper at 5 a. m. Hauled into deep water, undamaged.
26	Lone Hill, N. Y.....	Sharpie, no name....	A man started across the bay in this boat with the wind blowing a NE. gale and kicking up a rough sea. He lost one of his oars and was drifting before the gale, when discovered by the surfmen, who went to his assistance.
26	Point of Woods, N. Y.....	Gas. yt. Ruby and slp. yt. Nan. 2.	The Ruby parted her moorings in a NE. gale, fouled the sloop, and they both dragged into the dock, $\frac{1}{2}$ mile N. of the station, where they were pounding badly when discovered by lookout. Surfmen carried out anchors, kedged the Ruby around to the lee side of the dock, and anchored the sloop well out to windward of the dock.
26	.....do.....	Gas. lch. Walden and yawl, no name.	The Walden parted her moorings and drifted down toward the dock. Life-savers kept her clear until the owner had started the engine, then assisted her to a safe anchorage $\frac{1}{2}$ mile E. of the dock. Two men from the yacht club who attempted to assist the launch, upset in their yawl, and were picked up by a surfman.
26	.....do.....	Catboat Colonial Girl.	Dragged anchor, capized, and went aground 1 mile W. of the station. Surfmen stripped her sails, took out her mast, righted and bailed her out, and anchored her with one of the station anchors.
26	.....do.....	Slp. yt. Nankipoo...	Parted mooring and collided with dock. Hauled to safe anchorage.
26	.....do.....	Catboat Amerique...	Stranded 1 mile W. of the station, having been put ashore to prevent its sinking. Surfmen floated it, and sailed it to the Point of Woods dock.
26	Fire Island, N. Y.....	Gas. lch. Katy Lois.	Dragged anchor in a NE. gale and stranded $\frac{1}{2}$ mile NE. of the station. Life-savers carried out an anchor and cable and hauled her off to a safe anchorage.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Aug. 26	Fire Island, N. Y.	Slp. yt. Hazel.	Parted mooring and dragged down on a dock, where she would have pounded to pieces but for her discovery by the lookout. Life-savers ran a stern line from the sloop to the shore, and a bow line to the dock, which held her clear of all danger.
26	Island Beach, N. J.	Catboat Ella Grant..	Dragged anchor, stranded $\frac{1}{2}$ mile NW. of the station, and filled with water. Surfmen carried out anchors, and tried to heave the boat into deep water, but, as the tide was ebbing, operations had to be postponed until the next high water. They then returned to the scene and hauled it afloat.
26	Forked River, N. J.	Small boat, no name.	Broke away from a sloop and grounded on a bar. Towed to station.
26	Lewes, Del.	Gas. lch. Dixie.	Stranded on the beach near the station. Surfmen buried a sand anchor and hauled the launch up on the beach clear of all danger.
26	Saluria, Tex.	Slp., no name.	Surfmen set ranges to show her the channel over the bar.
26	Duluth, Minn., Lake Superior.	.....do.	Collided with pier end, $\frac{3}{4}$ mile N. of the station. Life-savers went to her assistance in power lifeboat, lowered her sail, and towed her to the yacht club dock.
26	Michigan City, Ind., Lake Michigan.	Gas. lch. Cloyne.	Fuel exhausted, and launch went adrift $1\frac{1}{2}$ miles out in the lake. The 4 occupants made a distress signal, which was observed by the lookout. The life-savers went to the Cloyne and towed it into the harbor.
27	Portsmouth, N. H.	Small boat, no name.	This boat, a tender of the launch Valeria, got away when the Valeria was making the harbor. A strong NE. wind was blowing and the sea was too high for the Valeria to turn and pick it up. Surfmen went to the tender, $1\frac{1}{2}$ miles S. of the station and towed it to the station. It was claimed the next day by the owner.
27	Hampton Beach, N. H. ...	Fish boat, no name.	In danger of sinking at its mooring, $\frac{1}{2}$ mile SE. of the station, in the high sea. Taken ashore and hauled up clear of the surf.
27	City Point, Mass.	Gas. lch. Spray.	Disabled $\frac{1}{2}$ mile NE. of the station. Towed to the public landing.
27	.....do.	Slp. Snokomis.	Ran afloat of another boat, and, upon getting clear, was in danger of colliding with dock, $\frac{1}{2}$ mile NNE. of the station. The wind was fresh and the sea rough. Signals were made for assistance, and the life-savers towed the sloop out in the bay to a safe anchorage.
27	.....do.	Slps. Sinnett and Arrow.	Dragged their anchors and stranded $\frac{3}{4}$ mile N. of the station. Life-savers carried out an anchor, hauled the boats afloat, and towed them out in Pleasure Bay to safe berths.
27	.....do.	Gas. lch., no name..	Disabled while on its way to a schooner for a supply of gasoline. Picked up $\frac{1}{2}$ mile S. of station and towed to the schooner.
27	.....do.	Naval-Reserve cutter.	Stranded on Thompsons Island $\frac{1}{2}$ mile SE. of the station. Life-savers ran a line to the cutter, hauled it off the rocks, and towed it to the iron pier at City Point.
27	Gloucester, Mass.	Dory U. S. F.	Discovered by lookout in the surf $\frac{1}{2}$ mile S. of the station. Hauled out and delivered to owner.
27	North Scituate, Mass.	Catboat, no name.	Parted moorings and came ashore $\frac{1}{2}$ mile N. of the station, where it was discovered by the patrol. Surfmen hauled it off the beach to an anchorage. On August 28 it again parted its moorings. It was then hauled up on the beach.
27	Hereford Inlet, N. J.	Catboat Clara B.	Parted moorings in a high sea and was driven against the pier. Towed to a safe berth.
27	Lewes, Del.	Str. Chesapeake.	Discovered by keeper taking the beach $1\frac{1}{2}$ miles E. of the station, having dragged ashore in a NE. gale. Life-savers went out in surfboat and ran lines between the steamer and tugs. She was floated on September 2.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Aug. 27	Point Betsie, Mich., Lake Michigan.	Gas. lch. Olive H....	Ran broadside to beach in landing a party, and was fast filling with water. Hauled off and bailed out by surfmen.
27	Two Rivers, Wis., Lake Michigan.	Bge. S. C. Baldwin...	About 7.50 a. m., the keeper was notified by telephone that the tug Lorrent had lost the barge Baldwin off Two Rivers Point, several miles above the station, and that 2 men had been washed overboard from the barge. A scow was in tow astern of the barge at the time it was lost and sunk. The life-savers started for the scene in the surfboat, and were met by the tug, which turned about and took them in tow. They ran a line from the tug to the scow, and after cutting the line anchoring the scow to the sunken barge it was towed to Manitowoc. One of the 2 men washed overboard was picked up by the steamer Carolina. The station crew searched for the other, but were unable to find him. After 12 hours' service they returned to the station in tow of the tug.
27	Nome, Alaska.....	Gas. lch. Eagle.....	Stranded on Snake River bar $\frac{1}{2}$ mile W. of the station. Life-savers ran a line from the launch to the beach and hauled it afloat.
28	Portsmouth Harbor, N. H.	Nph. lch., no name ..	Swamped at its moorings in high surf 1 mile NE. of the station. Towed ashore, hauled up on the beach, cleared of water, and the owner notified.
28	Cedar Creek, N. J.....	Lifeboat of str. Larimer.	Found in the surf by the patrol. Hauled up on the beach and notice sent to the Maritime Exchange.
28	Saluria, Tex.....	Aux. sc. Empress...	Life-savers set ranges directing the schooner over the bar.
28	Niagara, N. Y., Lake Ontario.	Gas. lch. Frank A...	Adrift 2 miles N. of the station with disabled engine. Life-savers ran to the launch in surfboat and towed it to the station.
28	Frankfort, Mich., Lake Michigan.	Sc. Mary Ludwig...	Lookout reported that the schooner which was moored at the North Pier, $\frac{1}{2}$ mile WNW. of the station, was making distress signals. Life-savers, who proceeded to the scene in surfboat and found the schooner pounding on the bottom, ran a line to the South Pier and hauled her to a safe berth.
28	White River, Mich., Lake Michigan.	Slp., no name.....	Capsized in White Lake, 3 miles E. of the station. Life-savers manned the surfboat and went to the sloop's assistance. She was towed to the dock, righted, and bailed out.
28	Old Chicago, Ill., Lake Michigan.	Gas. lch. Johnny....	Gasoline exhausted and launch adrift. Surfmen towed it to the dock.
29	Gurnet, Mass.....	Slp. Onona.....	Anchored in a dangerous berth $\frac{1}{2}$ mile S. of the station, contrary to the advice of the surfmen. At low water seas began to break around the sloop, and its master tried to beat out to sea, but the sloop was only driven further inshore. Surfmen carried out an anchor, furled sail, and hauled the sloop to a good anchorage beyond the surf line. The next morning at 4 o'clock 2 surfmen went off to the sloop and assisted in getting it underway.
29	Two mile Beach, N. J.....	Canoe Yalerman.....	Discovered adrift by surfmen, who took it to the station and delivered it to the owner.
29	Duluth, Minn., Lake Superior.	Slp. yt. Aguinde....	Caught in a heavy wind squall, while sailing in a race, and driven against the dock $1\frac{1}{2}$ miles S. of the station. Hauled clear.
29	.....do.....	Slp. yt. Pokegama..	Caught, 1 mile SE. of the station, in a heavy wind squall, and would have capsized if its sail had not been lowered. Life-savers towed it to the yacht club dock.
30	Burnt Island, Me.....	Gas. lch. Nab.....	Adrift 3 miles NE. of the station, when discovered by the keeper, who went out in a motor boat and towed it to Port Clyde.
30	Hunniwells Beach, Me....	Gas. lch., no name..	Lookout was notified at 12.20 a. m., by telephone, that this boat had sunk $\frac{1}{2}$ mile N. of station. Life-savers proceeded to the scene in surfboat, raised and bailed out the boat, towed it to a place of safety, and notified the owner.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908.			
Aug. 30	{ Barnegat and Forked River, N. J.	Gas. lch. Agnes.....	Stranded 1½ miles NNE. of the Barnegat and 2½ miles S. of the Forked River stations. Discovered by the lookout at Barnegat. The Forked River keeper was called by telephone, and the 2 crews went to the launch; but on account of the falling tide, they were unable to float it. The next morning at high water they again went to the disabled craft, and succeeded in floating it.
31			
30	Barnegat, N. J.....	Gas. lch. Dortha.....	Anchored close to the edge of the channel, and the strong ebb tide caused it to drag ashore. The 4 occupants (1 man and 3 women) were unable to float the launch. Surfmen hauled it off the shoal.
30	do.....	Gas. lch. Gertrude..	Came in at high water and anchored over a sand spit, 1¼ miles NNE. of the station, where it grounded at low water. Life-savers proceeded to the scene in surfboat, and worked the launch into deep water.
30	Townsend Inlet, N. J.....	Rowboat, no name..	Capsized in the surf ¼ mile S. of station, and was drifting out to sea with the 2 occupants clinging to it when discovered by lookout. Life-savers manned the surfboat, hastened to the scene and rescued the 2 men, who were nearly exhausted.
30	South Chicago, Ill., Lake Michigan.	Gas. lch. Evea.....	Lookout reported that a gasoline launch was making signals of distress 1 mile SE. of the station. The power lifeboat went to its aid, and towed it to the station, where repairs were made.
30	Sheboygan, Wis., Lake Michigan.	Str. Pere Marquette No. 5.	Life-savers assisted the steamer to moor and unmoor.
30	Nome, Alaska.....	Sc. Nora.....	Discovered by the patrol at 1.15 a. m. standing in for the beach ¼ mile W. of the station. He burned Costons to warn her off, but the schooner did not observe or acknowledge the signals. The station crew was called, and they went aboard the schooner in the dory. It was found that the men who were directing her movements were intoxicated, and that they had run her aground of the old wharf pilings. She was cleared from the pilings and taken to a safe anchorage 2 miles off the shore. While the surfmen were thus employed one of the 6 occupants dropped overboard and started for the shore, but he was quickly taken back to the vessel by the station dory. Suspecting that the schooner did not belong to the men, the keeper questioned them closely. Not receiving a satisfactory explanation of their actions, he took them ashore and turned them over to the United States marshal. It was afterwards learned that they intended to make away with the vessel.
30	do.....	Sc. Twins.....	Manned by a crew of Eskimos, ran aground while trying to enter Snake River. Life-savers hauled it into the river.
30	do.....	Gas. lch. Wilhelmina.	Grounded on the bar while trying to enter Snake River. Hauled into the river.
31	Cobb Island, Va.....	Gas. lch. Maggie E. Smith.	Discovered by lookout in distress. Towed to a safe harbor by power lifeboat.
31	Holland, Mich., Lake Michigan.	Rowboat, no name..	Discovered adrift. Taken ashore and delivered to owner.
Sept. 1	Portsmouth, N. H.....	Bge. Pine Forest....	Lookout discovered the barge, in tow of a tug, standing for the beach. He burned a signal in time to warn the tug off, but the barge stranded. Life-savers went to the scene, ¼ mile WSW. of the station, ran a line between the tug and barge, and the latter was floated at high water.
1	Brentons Point, R. I.....	Slp., no name.....	Lost rudder. Life-savers put off to her in surfboat, and towed her into the creek to a safe anchorage. The 2 occupants were drunk and unable to manage the sloop. They were given supper at the station.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Sept. | 1	Ocracoke, N. C.....	Gas. lch., no name..	Lookout reported a distress signal on Beacon Island. Life-savers put off to the scene in the surfboat, and found a disabled launch. Towed to a safe anchorage, and the occupant taken ashore.
1	Ashtabula, Ohio, Lake Erie.	Str. Wonder.....	Drifted aground while pumping out a load of sand. Surfboat carried out a keedge anchor, and life-savers hauled the sand sucker afloat.
1	Marblehead, Ohio, Lake Erie.	Str. William Rollar.	Stranded 4 miles W. of the station while bound up the lake with 2 mud scows in tow. Discovered by lookout. The power lifeboat proceeded to the scene, and returned to the station with the master to telephone for a tug. Surfmen piloted the tug to the steamer, and assisted in floating her by passing lines to the tug.
1	Holland Mich., Lake Michigan.	Sailboat Invader....	Capsized in Black Lake. Righted and balled out.
1	St. Joseph, Mich., Lake Michigan.	Gas. lch., no name..	Swamped 2 miles SSW. of the station while trying to make a landing. Life-savers proceeded to the scene in surfboat, and hauled the launch up on the beach. Assistance was rendered in floating it on the 3d.
1	Racine, Wis., Lake Michigan.	.....do.....	Disabled by broken rudder, 2 miles E. of the station. The 2 occupants got ashore on a crib and waved their hats as a signal of distress, which was discovered by the lookout. The life-savers went out in a surfboat and took the 2 men aboard. The launch was towed to the station, hauled out on the incline, and the necessary repairs made.
2	Nome, Alaska.....	Sc. Sophie.....	Stranded on the bar at 8.10 p. m. Hove afloat by surfmen.
3	Rye Beach, N. H.....	Gas. lch., no name..	Keeper discovered a launch showing a distress signal $\frac{1}{2}$ miles SE. of the station. Life-savers proceeded to the scene in surfboat, and, with the aid of a power boat the keeper had engaged, towed the disabled launch into Rye Harbor.
3	City Point, Mass.....	Gas. lch. Wego.....	Engine disabled and the launch anchored to a spar buoy 1 mile SE. of the station. Towed to the canoe club dock.
3	Tiana, N. Y.....	Sip. Tioga.....	Capsized 1 mile NE. of the station. Life-savers went to the rescue of the 2 occupants, righted and balled out the sloop, and turned it over to the men. They set sail and proceeded on their way.
3	Lewes and Cape Henlopen, Del.	Str. Lina.....	Parted its chain in a high sea, stranded, and sank $\frac{3}{4}$ miles W. of the station. Discovered at 1.30 a. m. by the patrol of the Lewes station. News of the accident was telephoned to the Cape Henlopen crew. The steamer was breaking up when the surfmen from the 2 stations arrived on the scene, and nothing could be done but to secure the wreckage that washed ashore. On September 15 they assisted in hauling the hulk up on the beach.
3	Niagara, N. Y., Lake Ontario.	Gas. lch. Old Niagara.	Fuel exhausted when launch was 1 mile NW. of the station. Towed ashore by surfboat.
3	Cleveland, Ohio, Lake Erie.	Sip. yt. Flirt.....	Parted moorings in high sea and stranded 300 yards S. of the station. Surfmen got the sloop off the rocks and towed it to the station.
3	Portage, Mich., Lake Superior.	Gas. lch., no name..	Machinery disabled when launch was at the mouth of the harbor, and was in danger of being carried on the breakwater. Discovered by a surfman, who went out in the power lifeboat and towed it to the station. Mast carried away while under sail. Sighted by lookout $\frac{1}{2}$ mile NW. of the station. Towed into a slip.
3	Duluth, Minn., Lake Superior.	Catboat Sweetheart.	Went adrift from the breakwater. Towed to the station by a surfman.
3	Kenosha, Wis., Lake Michigan.	Yawl, no name.....	Steering gear disabled and launch stranded $\frac{1}{2}$ mile NE. of the station. Life-savers went to its aid in the surfboat and hauled it afloat. The 3 occupants were given supper and a night's lodging..
4	Cuttyhunk, Mass.....	Gas. lch. Lurnina..	

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Sept. 5	Harbor Beach, Mich., Lake Huron.	Slp. Jennie.....	Dragged anchor and drifted onto the windward side of the breakwater. Towed to the dock by power lifeboat.
4 5 6 7	Thunder Bay Island, Mich., Lake Huron.	Sc. Garibaldi.....	Dragged anchor in a NE. storm and stranded 15 miles SW. of the station. Accident was reported to the keeper by telephone, and the station crew were towed to the scene in the surfboat. Three men and 1 woman, who were found on board, were taken to the station, and the next day the surfmen returned to the wreck and rafted a deck-load ashore. On the 5th and 6th the lake was too rough for the tug to float the schooner, but on the 7th the surfmen ran a line to the vessel and the tug pulled her afloat.
4	Grand Marais, Mich., Lake Superior.	Gas. yt. Reva B....	Parted anchor cable in a high sea and stranded 12 miles E. of the station. Keeper was notified by telephone, and the station crew proceeded to the scene in the power lifeboat. They pried the yacht out of the sand, placed rollers under it, and shoved it into the lake. Towed to Grand Marais, where it was restored to the owner.
4	Holland, Mich., Lake Michigan.	Sallboat Prince.....	Capsized in Black Lake out of sight from the station. Life-savers were notified of the accident, and proceeded to the scene. They righted, balled out the boat, and restored it to the owner.
	Great Wass Island, Me....	Sc., no name.....	Discovered by lookout stranded 4½ miles NW. of the station. The life-savers, who proceeded to the scene in the surfboat, found the schooner on the rocks in a dangerous position. As they had no line fit for use in hauling her off, they returned to the station and secured a hawser. With the assistance of a fishing steamer, the vessel was hove off the rocks.
5	Gloucester, Mass.....	Slp. Squid.....	When 1 mile SW. of the station, the rough sea jumped the mast out of its step, carrying away the shrouds and tearing up the deck. The 3 occupants were helpless and would have been driven ashore but for the timely assistance of the life-savers. The power lifeboat towed the disabled craft to a marine railway, 3 miles distant.
5	City Point, Mass.....	Gas. lch. Ethel.....	Engine disabled and launch went adrift ¼ mile NE. of the station. The lookout discovered the 3 occupants waving a flag, and the surfmen went to their assistance. Towed to the Mosquito Yacht Club dock.
5	Louisville, Ky.....	Skiff, no name.....	Lookout reported that a skiff with 6 occupants (boys) was in danger above the falls. Surfmen towed the boat to the station.
5	Sturgeon Point, Mich., Lake Huron.	Str. W. J. Carter....	Stranded on a reef 3 miles S. of the station owing to the dense smoke caused by forest fires. Distress whistles were heard by the lookout, and the station crew proceeded to the scene in the surfboat. A kedge anchor and cable were carried out, and, with the aid of the steamer's engine, the vessel was released.
5	Duluth, Minn., Lake Super- ior.	Canoe, no name.....	Capsized ¼ mile NW. of the station. Life-savers rescued the 2 men from water, righted and balled out the canoe, and towed it to the boat club.
5	.....do.....	Gas. lch., no name..	Drifted ashore ¼ mile SE. of the station; engine disabled. Towed to its destination.
5	.....do.....	Shell, no name.....	Became waterlogged ¼ mile SW. of the station. Life-savers went out and took 6 of the 9 occupants ashore, the others having been taken aboard the coach's launch.
5	Jackson Park, Ill., Lake Michigan.	Slp. Albatross.....	Lookout saw the Albatross capsize 2 miles NE. of the station. The power lifeboat hastened to the sloop. The 3 occupants (2 men and a woman), who were found clinging to the upturned craft, were taken ashore by a launch, while the surfmen righted and balled out the sloop and towed it to the dock.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Sept. 6	Gloucester, Mass.....	Gas. lch., no name..	Engine disabled when launch was at the mouth of the harbor, $\frac{1}{2}$ mile S. of the station. The power lifeboat put off to the launch and towed it to Gloucester, a distance of 3 miles.
6	do.....	Gas. lch. Rymes....	Drifting ashore 1 mile S. of station, engine being disabled. The life-savers, who put off for the launch in the power lifeboat, found the 4 occupants intoxicated and helpless. Towed to Beverly Harbor.
6	Tathams, N. J.....	Gas. lch. Photograph.	Disabled; towed into harbor.
6	Buffalo, N. Y., Lake Erie..	Shell Celtic.....	Capsized, with 4 occupants, near the station. Three men swam ashore, and the other was picked up by the surfmen, who also towed the shell to the landing.
6	do.....	Catboat, no name...	Capsized $\frac{1}{2}$ miles NW. of the station. The 2 occupants were picked up by a small boat that was near by. The surfboat towed the catboat to the pier, righted and bailed it out, and restored it to the owner.
6 7 8	Ashtabula, Ohio, Lake Erie.	Str. Wonder.....	Drifted aground on the 6th, 300 yards W. of the station, while pumping out a load of sand. Life-savers, in surfboat, carried out anchors and hoisted the vessel afloat. On the 7th and 8th, they calked leaks and worked at the pumps while a tug was towing the steamer to a sheltered berth. She finally sank on the latter date in 25 feet of water, and the surfmen took the crew ashore.
6	Harbor Beach, Mich., Lake Huron.	Skiff, no name.....	Parted its painter and went adrift, 1 mile NE. of the station. Picked up by power lifeboat and restored to owner.
6	do.....	Sc. J. L. Green.....	Collided with the breakwater and stove a hole in her bow, causing her to leak rapidly. She was anchored, and the master came ashore to notify the keeper. Life-savers went to the vessel in power lifeboat, weighed the anchor, and towed her to the dock.
6	Vermilion, Mich., Lake Superior.	Str. Chauncey Hurlbut.	Ran ashore $\frac{1}{2}$ mile NW. of the station to avoid sinking. Discovered by the lookout at 5 a. m. Life-savers hastened to the wreck in surfboat, and landed the crew of 14 (making 2 trips), who were given outfits from the supplies of the Blue Anchor Society and lodging overnight. The keeper returned to the wreck on the 7th and boated off the belongings of the crew.
6	Crisps, Mich., Lake Superior.	Bge. D. K. Clint....	Leaking badly; towed by steamer to White Fish Point. Life-savers in surfboat went aboard and at the master's request stood by until the barge's steam pumps were put in working order.
6	Jackson Park, Ill., Lake Michigan.	Gas. lch. Crescent...	Adrift $\frac{1}{2}$ miles E. of the station with disabled engine. Towed into harbor by power lifeboat.
6	Milwaukee, Wis., Lake Michigan.	Slp. yt. Helen.....	Becalmed about 8 miles N. of the station; a party of 4 on board. Their friends, becoming uneasy about 9 p. m., solicited the aid of the keeper in locating the yacht. Surfmen put off in the power lifeboat and, after 2 hours' search, found the craft and towed it to the yacht club dock.
6	Arena Cove, Cal.....	Str. Shna Yak.....	Lost her deck load of lumber in a storm off the coast. Keeper stationed a surfman at the light-house from September 6 to 26 to collect the lumber as it drifted ashore.
7	Fort Lauderdale, Fla.....	Gas. lch., no name..	Rudder broken, and the 3 occupants signaled for assistance. Towed to the dock.
7	Duluth, Minn., Lake Superior.	do.....	Broke down near the station. Towed to the boat club.
7	Racine, Wis., Lake Michigan.	do.....	Sunk $\frac{1}{2}$ miles S. of the station; the 4 occupants succeeded in getting ashore unassisted. Reported to the keeper at 10 p. m., and the surfmen proceeded to the scene in surfboat. They hauled the launch out on the beach, bailed out the water, and, with the assistance of another launch, towed it to the station.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel	Nature of casualty and service rendered.
1908.			
Sept. 8	Fletchers Neck, Me.....	Slp. Neptune.....	Anchored in an unsafe berth. Transferred to a good berth.
8	Wood End, Mass.....	Gas. yt. Mignonette.	Disabled when 5 miles SE. of the station. News of her condition was telephoned to the keeper, and the surfboat went immediately to the craft. Towed into harbor.
8	Great Egg, N. J.....	Gas. lch. Clara B....	Disabled when 3 miles offshore, and signaled for help. With the assistance of another launch, the life-savers towed the launch to Ocean City.
9	Hunniwells Beach, Me....	Gas. lch. Walter.....	Discovered by lookout, dragging her mooring out to sea. Taken into a safe berth.
9	Forked River, N. J.....	Yt. Louise.....	Stranded 1½ miles SW. of the station. The occupants came to the station and were furnished dry clothing from the supplies of the Blue Anchor Society. The next morning the life-savers succeeded in floating the yacht.
9	Cold Spring and Cape May, N. J.	Gas. lch. Evada.....	Anchored ¼ mile S. of Cold Spring station, engine disabled, and 1 of the 2 occupants tried to swim ashore. Lookout discovered the launch in the heavy surf, and the life-savers immediately put off to it in the surfboat, picking up the swimmer on the way. The 2 men were taken to the station, and a surferman was placed aboard the launch to repair the engine and run the launch to a safe anchorage. In the meantime, the keeper called for 2 surfermen from the Cape May station to help his crew tow the launch into the inlet should the surferman fail to start the engine. The next morning, with the assistance of an engineer, the engine was started, and the party proceeded on their way.
9	Wallops Beach, Va.....	Slp., no name.....	Lookout reported that the sloop's mast had gone by the board, and that the vessel had anchored 1½ miles ENE. of the station. Surfboat put off to her assistance, life-savers cleared up the wreckage, rigging up the juremast and reefing sail, and the sloop returned to Chincoteague Inlet.
9	Bois Blanc, Mich., Lake Huron.	Str. Robert Wallace.	Lookout reported a steamer stranded 3 miles off the station. Surfermen proceeded to the scene in lifeboat, and assisted the master in procuring a tug and lighter. The cargo was lightened, and the steamer backed off the reef. She was then piloted clear of the reefs.
9	Point Betsie, Mich., Lake Michigan.	Gas. lch. Willow H..	Engine disabled when launch was 2½ miles SW. of the station. A torch, burned by the 2 occupants, was discovered by the lookout at 11.40 p. m., and the life-savers, upon proceeding to the scene in the surfboat, learned that the 2 occupants wished a tug to tow them to Frankfort. A surferman walked to Frankfort, 4½ miles overland, to engage a tug, while the surfboat towed the launch into smooth water to await the arrival of the tug, which soon came and towed the disabled craft to its destination.
9	St. Joseph, Mich., Lake Michigan.	Gas. lch. Bremen....	Engine disabled when launch was 1 mile N. of the station. Power lifeboat towed the boat into the harbor, and it was anchored in the station slip.
9	Plum Island, Wis., Lake Michigan.	Gas. lch., no name..	Stopped at the station; machinery disabled. After working for 2 hours, the surfermen succeeded in making the necessary repairs and the launch proceeded on its way.
9	Nome, Alaska.....	Skiff, no name.....	The occupants (2 boys) were unable to handle the skiff in the rough sea and strong wind. They tried to reach the steamer Olympia, but were obliged to take refuge on a lighter 1½ miles offshore, from where they signaled to the station. Life-savers took the boys into Snake River, and the keeper warned the owner of the skiff not to let his boats to those incapable of managing them.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Sept. 9	Nome, Alaska.....	Dory, no name.....	The occupant, who was trying to reach his schooner, $\frac{1}{2}$ mile offshore, was unable to make headway against the rough sea and strong wind. Surfmen took the dory in tow and put it alongside the schooner.
9	.....do.....	Gas. lch. Defender.....	Stranded on bar while trying to enter Snake River. Floated and hauled into the river.
9	Humboldt Bay, Cal.....	Slp. Calypso.....	Attempted to pass over the bar against a strong ebb tide, but was unable to make any headway. Surfboat went to the assistance of the 9 occupants, who were frightened and seasick, got the sloop into smooth water, and signaled for the station launch. The sloop was then towed to the station.
10	Straitsmouth, Mass.....	Fish boat, no name..	Grounded on the bar in attempting to pass through the gap. Floated by surfmen.
10	Ocracoke, N. C.....	Sc. William T. Parker.	Discovered by lookout 2 miles W. of station showing distress signals. Station crew went to the schooner in surfboat. The weather was stormy, and the master wished to get his vessel over the shoals to a safe anchorage, which was accomplished by the surfmen.
10	Middle Island, Mich., Lake Michigan.	Str. Toltec.....	Master wished the vessel to be taken to a safe anchorage, he not knowing the channel. Surfboat towed the steamer to a good berth.
11	City Point, Mass.....	Slp., no name.....	Capsized 2 miles S. of the station. The 2 occupants swam to Thompsons Island, and burned a coston, which was seen by the lookout. Life-savers responded and took the men to the public landing.
11	Barneгат, N. J.....	Slp. yt. Great Haste.	Stranded $1\frac{1}{2}$ miles NNE. of the station. Discovered at 7 p. m. by the surfmen, who launched the surfboat and proceeded to the scene. The sloop was floated and directed to a safe anchorage.
11	Portage, Mich., Lake Superior.	Str. Daniel L. Hibbard.	Discovered by the patrol at 3 a. m. stranded 1 mile NE. of the station. The station crew put off to the steamer in the surfboat, took soundings around the vessel, and carried out an anchor and cable to haul her afloat, but their efforts were not successful. Keeper went ashore and telephoned for a tug. Surfmen took soundings to enable the tug to approach the steamer, and ran a hawser between them. The vessel was soon floated, suffering no damage.
11	Nome, Alaska.....	Gas. lch. Wilhelmina.	Stranded $\frac{1}{2}$ mile W. of the station while trying to pass out of Snake River. Surfmen carried out a kedge anchor, shifted her ballast, and hove the launch into deep water.
12	Damscove Island, Me.....	Power fish boat, no name.	Towed to station by another fish boat, engine being disabled. Repairs to machinery were made by surfmen.
12	Gloucester, Mass.....	Gas. lch. Padre Eterno.	Went adrift from wharf and discovered by lookout 4 miles S. of the station. The surfmen, who immediately went to the craft in the power lifeboat, found no one on board, so it was taken in tow. Three fishermen in a launch were met coming out of the harbor in search of the boat, which was then turned over to them.
12	.....do.....	Small sailboat, no name.	Discovered 1 mile SE. of the station, the 3 occupants (boys) being unable to beat it back to port, and having no oars. Power lifeboat towed the party to the wharf.
12	Fourth Cliff, Mass.....	Dory, no name.....	Parted mooring and drifted ashore. Hauled up on the beach and the owner notified.
12	Cuttyhunk, Mass.....	Slp. Shining Star....	Stranded $\frac{1}{2}$ mile NNW. of the station. Surfmen carried out an anchor and line, which held the sloop from going up on the jetty, and at high water it was hauled afloat.
12	Point Judith, R. I.....	Skiff, no name.....	Discovered by lookout adrift $1\frac{1}{2}$ miles ESE. of the station. Towed ashore.
12	Fishers Island, N. Y.....	.....do.....	Lookout heard signal guns firing from ESE.; weather smoky. Life-savers went out in power surfboat and, after a long search, found 2 men trying to row into Stonington against the tide. Towed to their destination.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Sept. 12	Spring Lake, N. J.....	Canoe, no name.....	Picked up by surfmen 2¼ miles off shore, and taken to station.
12	Hereford Inlet, N. J.....	Gas. lch. Monmouth.	Stranded ¼ miles E. of the station. Station crew put off to the launch in the surfboat. It had worked itself off the shoal, but had capsized its tender. Righted and bailed out by surfmen.
13	Point Allerton, Mass.....	Slp. Polar Wave.....	Stranded ¼ mile NNW. of the station. Surfboat carried out an anchor, and hauled the sloop from her dangerous position.
13	Marblehead, Ohio, Lake Erie.	Gas. lch. White Bass	Patrol heard shouts coming from a point in the lake about ¼ mile E. of the station; weather foggy. He secured a skiff, located the launch—which had lost its bearings—and piloted it to the station.
13	Bols Blanc, Mich., Lake Huron.	Str. Winnipeg.....	Stranded 6 miles SSW. of the station, in smoky weather. The steamer's whistles were heard by the lookout at 5 a. m., and the surfmen put off in the lifeboat for the scene. They assisted the steamer's crew in shoveling overboard 200 tons of coal. Vessel was hauled afloat at 11.30 a. m. by 2 tugs.
13	Charlevoix, Mich., Lake Michigan.	Strs. Manitou and Fanny Hart.	Piloted into port, having lost their bearings.
14	Hunniwells Beach, Me....	Gas. lch., no name...	Engine disabled when launch was ¼ mile E. of the station. Towed to a place of safety.
14	Point of Woods, N. Y.....	Gas. lch. Marguerite.	Disabled when ¼ mile NW. of station. Station crew put off in surfboat to its aid, but as they were unable to repair the machinery, the launch was towed to a safe anchorage. The 2 occupants were given supper and a night's lodging, and the next morning the surfmen took the engine apart and made the needed repairs.
14	Sandy Hook, N. J.....	Launch of harbor commissioners.	Broke down near the station. Keeper telephoned for a tug to tow the launch to New York.
14	Niagara, N. Y., Lake Ontario.	Rowboat, no name...	Discovered by lookout adrift 3 miles SW. of the station, the 2 occupants being intoxicated. Towed ashore.
14	Cleveland, Ohio, Lake Erie.	Slp. yt. Edith.....	Parted mooring line in high sea, and stranded 3 miles SW. of the station. Reported to the station by telephone. Surfmen hastened to the scene in power lifeboat, anchored off the sloop, and a surfman swam with a line to her. She was hove off the beach, towed to the station, and restored to its owner.
14	Pentwater, Mich., Lake Michigan.	Rowboat, no name...	At 2 a. m., a surfman found this boat in the channel. Restored to owner.
15	Hunniwells Beach, Me....	Gas. lch., no name...	Disabled, and was drifting out to sea when discovered by lookout. Towed to a safe berth.
15	Gloucester, Mass.....	Gas. lch. San Toy...	Parted moorings during the night, and stranded ¼ mile NE. of the station. When discovered it was high and dry on the rocks, and in danger of being filled at high tide. Surfmen went alongside in surfboat and, with lines under the launch's hull, uprighted it with the rising tide. It was floated, undamaged.
15	City Point, Mass.....	Slp. Wahnto.....	Anchor fouled, and sloop was drifting across the bay when discovered by lookout. Surfmen took it to a safe anchorage near the station.
15	.....do.....	Gas. yt. Hazel and sc. yt. Ada.	Made distress signals at 4 a. m., and the patrol went to the scene, ¼ mile NW. of the station. The Hazel had drifted afloat of the Ada. He assisted in clearing the yacht's mooring and letting her drift astern, where she was then anchored.
15	Fishers Island, N. Y.....	Gas. lch. Robt. Palmer.	Discovered in flames 1 mile N. of the station. Six surfmen hastened to the scene in the power surfboat. The 3 occupants had abandoned the launch in their tender. The surfboat towed the burning launch into East Harbor, where it was met by other surfmen who had come to its assist-

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.		
1908. Sept. 15	Fishers Island, N. Y.	Gas. lch. Robt. Palmer.	ance with palls and fire extinguishers. The flames were extinguished, and the next day the launch was hauled out on the beach.		
15	Sandy Point, R. I.	Dories (5), no names.	Lookout discovered that these boats, containing seines, were drifting off the point. Hauled out on the beach.		
15	Gilberts Bar, Fla.	Sailboat, no name...	The occupant attempted to cross the inlet against a strong ebb tide, and the boat was being rapidly carried toward the outer bar. Keeper towed the boat out of danger with a power dory.		
15	Niagara, N. Y., Lake Ontario.	Rowboat, no name..	Discovered by lookout drifting out into the lake. Life-savers put off in surfboat and towed the party (3 drunken soldiers) ashore.		
15	Fort Point, Cal.	Gas. lch. Crowley No. 7.	Discovered by lookout adrift 1 mile NE. of the station—machinery disabled. Power lifeboat went to its aid, got a line aboard, and towed the launch into the harbor, where it was delivered to owner.		
16	Hatteras Inlet, N. C.	Sc. Ida G. Ferring..	Anchored off the station and set a signal. The keeper went aboard, and learned that the master was short of provisions. He was furnished with a supply sufficient to carry him to the next port.		
16	Core Bank, N. C.	Gas. lch. Minnie.....	Anchor fouled, and launch went ashore 7 miles SW. of the station. Distress signal was observed at the station, and the life-savers went to the scene on their horses. The boat was pumped out and launched in deep water.		
16 17 18	Saluria, Tex.	{Light-house tender Magnolia.	{Anchored off the bar on the 16th and signaled for a pilot. Surfmen took soundings across the bar, set up ranges, and the keeper piloted the vessel to an anchorage in Saluria Bay. On the 17th, the keeper was requested to anchor the vessel in another berth, as the weather was threatening. She was then piloted into Matagorda Bay. On the 18th the keeper piloted her out to sea.		
16			Bols Blanc, Mich., Lake Huron.	Str. Douglas Houghton and Sc. John Smeaton.	The steamer Douglas Houghton, with her consort, the schooner John Smeaton, stranded 18 miles NW. of the station. A tug carried the station crew and towed the surfboat to the scene. The surfmen ran lines between the stranded vessels and the tugs, which soon succeeded in floating them.
16		do.....	Str. City of Genoa...	Discovered by surfmen standing for the beach at 8.20 p. m. A Coston signal was burned, but the steamer failed to observe the warning in time, and stranded 4 miles SSW. of the station. Surfmen proceeded to the scene in the lifeboat. Tugs were called, but they were unable to float her. The next day the station crew assisted in jettisoning the steamer's cargo, discharging 70 tons of coal. She was then hauled into deep water.
16	Charlevoix, Mich., Lake Michigan.	Strs. Mathew Wilson and Robert C. Went.	Directed by keeper how to enter through thick fog. Surfmen assisted steamers to make fast at dock.		
16	South Chicago, Ill., Lake Michigan.	Gas. lch., no name..	Disabled 3 miles N. of the station, and drifted ashore. Reported by telephone. Power lifeboat proceeded to the launch, and hauled it off the rocks. It was leaking badly, so the pumps were manned to keep the boat from sinking. Towed to Calumet Harbor.		
16	Evanston, Ill., Lake Michigan.	Gas. lch. Heloise....	Disabled 1 mile S. of station. Surfmen proceeded to the launch, which was at anchor, and towed it to the pier.		
17	Burnt Island, Me.	Sc. L. D. Remick...	While surfmen were out in a dory they saw this vessel go ashore 4 miles NE. of the station. They went aboard, took in sail, and floated her at high tide. She was later towed to an anchorage in the harbor.		
17	Wallis Sands, N. H.	Fish boats (2), no names.	Surfmen walked to Great Cove, $\frac{1}{2}$ mile SW. of the station, and assisted some fishermen to haul their boats up clear of the surf.		

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908.			
Sept. 17	Salisbury Beach, Mass....	Small boats (3), no names.	In danger of being destroyed by the heavy surf. Hauled up on the beach.
17	Galveston, Tex.....	Slp. Cloud.....	Dragged anchor in a N.E. gale, and stranded 4 miles WNW. of the station. Life-savers proceeded to the scene in surfboat, but the weather conditions prevented any salvaging operations. The vessel's crew was taken ashore. The next day, the weather having moderated, the sloop was floated.
17	.....do.....	Slp. Four-Dollar-Bill	Lying at anchor 1½ miles NW. of the station, and the 2 occupants signaled for assistance—the wind blowing strong and the sea being quite rough. Life-savers went to the sloop in surfboat, parceled the cable, and brought the men ashore.
18	White Head, Me.....	Slp. Ceeta S.....	Stranded 1½ miles NE. of the station in thick smoke. Life-savers put off in surfboat to the sloop's assistance, but as the tide was falling, they were unable to float her until the next high water. The vessel's ballast was taken off, and an anchor carried out to hold her. At 4 a. m. on the 19th the surfmen hove her afloat, and anchored her in Lobster Cove.
18	Hampton Beach, N. H....	Fish boats (2), no names.	Swamped and capsized at their moorings, ½ mile ESE. of the station. Surfmen assisted in righting and hauling them up on the beach.
18	Aransas, Tex.....	Light-house tender Magnolia.	Arrived off the bar and signaled for a pilot. Keeper piloted the tender to an anchorage.
18	Ludington, Mich., Lake Michigan.	Gas. lch. Ray.....	Keeper was requested by fishermen to search for a missing fish boat that was many hours overdue. Power lifeboat went out and found the missing boat, with engine disabled, 4 miles S. of the station. Towed to its dock.
19	City Point, Mass.....	Gas. lch., no name..	Blew out a cylinder head ½ mile S. of the station. Towed to yacht club dock.
19	Monomoy, Mass.....	Br. str. Albert D. Mills.	Stranded on Pollock Rip 2½ miles SE. of the station. Surfmen put off to the steamer in the surfboat and assisted in getting her afloat.
19	Spermaceti Cove and Seabright, N. J.	Gas. lch. Shaker.....	Stranded 1½ miles S. of Spermaceti and 1½ miles N. of Seabright stations. Discovered at 11 p. m. by the patrol from Seabright station. The crews from both stations proceeded to the scene in their surfboats and took the 9 occupants ashore. They were given lodging and breakfast at the Spermaceti station. The next morning the surfmen ran a hawser to the launch and at high tide hauled it up on the beach to prevent its pounding. On the 21st the launch crew made necessary repairs, and with the assistance of the surfmen got the craft afloat.
19	Kill Devil Hill, N. C.....	Gas. lch. Mall Carrier.	Engine disabled when launch was near the station. Keeper went aboard and repaired it.
19	Aransas, Tex.....	Light-house tender Magnolia.	At the request of the inspector, the keeper went aboard and piloted the tender out to sea.
19	Harbor Beach, Mich., Lake Huron.	Str. Sonora.....	Stranded 6 miles N. of the station. Distress whistles were heard by the lookout and the power lifeboat proceeded to the scene. The master was taken ashore to telegraph for a tug. At 11 p. m. the keeper piloted the tug alongside the steamer. On the 20th the lifeboat took the master ashore to secure a lighter, upon the arrival of which the steamer's cargo was jettisoned. At 6.30 p. m. the same day the steamer was floated and proceeded under her own steam.
19	Thunder Bay Island, Mich., Lake Huron.	Str. William Maxwell.	At 1.30 a. m. the lookout discovered this steamer standing into danger ½ mile ESE. of the station. He burned a Coston, but it was too late to save the vessel. The weather was stormy, and a heavy surf was breaking. Life-savers in surfboat hastened to the aid of the imperiled crew and brought them ashore. The vessel heeled

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Sept. 19	Thunder Bay Island, Mich., Lake Huron.	Str. William Maxwell.	over on her side and the seas soon washed away her upperworks. When the tugs arrived, 6.30 a. m., she was a complete wreck.
20	Brant Rock, Mass.	Dory, no name.	The occupants were afraid to venture ashore through the surf. Life-savers brought them safely to the beach.
20	Cold Spring, N. J.	Gas. lch. Helen B. . .	Discovered by lookout lying at anchor—engine disabled—in a rough sea and strong wind. Life-savers were unable to launch the surfboat at the station, so they hauled it to a sheltered point $\frac{1}{2}$ mile from the station, succeeded in launching it, and put off for the disabled craft. The 2 occupants were brought ashore, and the following day the launch was taken into the inlet.
20	Velasco, Tex.	Light-house tender Magnolia.	In answer to a signal, the surfmen went aboard the tender and gave the inspector information concerning the depth of the water.
20	Duluth, Minn., Lake Superior.	Gas. lch. Lennox. . . .	Disabled; one of her crew came to the station and requested aid. A surfman took the launch to its dock in tow of a powerboat.
20	Racine, Wis., Lake Michigan.	Gas. lch. Belle City. . .	Discovered by lookout 1 mile E. of station, engine disabled. Towed to dock by surfboat.
20	Nome, Alaska.	Dory, no name.	The 4 occupants, in trying to make the shore from a steamer, were unable to row against the strong wind and current, and were being carried out to sea. Towed back to their vessel.
21	Cape Lookout, N. C.	Sc. Edwina.	Discovered by the patrol at 8.50 p. m. stranded 1 mile WNW. of the station. He burned a Coston to announce that assistance was at hand, and then called the station crew. The surfmen went off to the schooner in the surfboat, and remained by her until high water, 3.30 a. m. By backing the headsails, the bow was swung clear of the reef, and by filling the mainsail the schooner was forced off into deep water. Here she anchored, and at daylight the life-savers worked her into the harbor.
21	Bois Blanc, Mich., Lake Huron.	Str. Wawatam.	Stranded 2 miles SSW. of the station. Surfmen put off to the scene in lifeboat, and assisted in jettisoning the cargo. The steamer was floated Sept. 22, and proceeded under her own steam.
21	Michigan City, Ind., Lake Michigan.	Gas. lch. Lillian H. . .	Adrift 1 mile N. of the station at 9.50 p. m. Discovered by the patrol. Towed to the station.
21	Nome, Alaska.	Dory, no name.	The 4 occupants were unable to row against the strong wind and current. Life-savers went out and towed them to their steamer.
21	do.	Gas. lch. Defiance. . .	Stranded on E. side of entrance to river. Surfmen got the launch afloat and hauled it up the river to a safe berth.
22	Buffalo, N. Y., Lake Erie.	Str. Mathew Wilson.	Stranded 2 miles W. of the station in smoky weather. The power lifeboat was towed to the scene by a tug, and the surfmen assisted the crew in shifting the cargo to alter trim. They also carried lines between the steamer and tugs; which soon hauled her afloat, having suffered but little damage.
22	Tawas, Mich., Lake Huron	Raft of logs.	Went ashore 4 miles NE. of the station, the towline having parted. Discovered at 1.20 a. m. by the patrol. Life-savers proceeded to the scene in surfboat, and ran a line from the raft to a gasoline launch, which took the logs in tow.
22	Nome, Alaska.	Gas. lches. Wilhelmina and Defiance.	Stranded on the bar at the mouth of the river, $\frac{1}{2}$ mile W. of the station. Surfmen ran a line to the 2 boats from a tug, which hauled them into deep water.
23	Gay Head, Mass.	Skiff, no name.	Adrift in the surf; discovered by a surfman, who hauled it out above the high-water mark.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Sept. 23	Metomkin Inlet, Va.....	Slp. Four Brothers..	Stranded $\frac{1}{2}$ mile S. of the station. The pounding on the bar opened its seams, and the sloop was leaking badly. Life-savers, who went to the vessel in surfboat, threw overboard the load of oysters, bailed out the water, and, at low tide, calked the seams. At high tide the sloop was floated and taken out on the beach for further repairs. It was put in fit condition to proceed on its way.
23	Charlevoix, Mich., Lake Michigan.	Str. Arthur H. Hawgood.	Stranded on rocks 18 miles SW. of the station. Keeper was notified by the light-house tender Hyacinth, which took the station crew, with the surfboat, to the scene. Surfmen assisted in shoveling overboard 200 tons of coal. The steamer then slid off the rocks, and proceeded on her way.
24	Wood End, Mass.....	Sc. Lawrence Murdock.	Stranded 1 mile E. of the station in thick fog. The master telephoned the station from the light-house. Station crew carried out an anchor in the surfboat, and at high tide hove the schooner into deep water, it having suffered no damage.
25	Straitsmouth, Mass.....	Sc. Rose Standish...	Stranded 2 miles SSE. of the station in thick fog. The life-savers, who were notified by telephone, put off to the vessel in the surfboat. The 15 members of the crew had gotten ashore. As the tide was falling, the surfmen returned to the station to await high water, at which time they put the schooner's crew on board, and ran hawsers from the vessel to a tug. The schooner was floated and towed to Gloucester.
25	Brant Rock, Mass.....	Gas. lch., no name..	The occupant, having lost his bearings in the fog, had anchored the launch. Discovered by patrol, who gave him directions how to proceed to his destination.
25	Bols Blanc, Mich., Lake Huron.	Str. Arthur Orr.....	Stranded 5 miles WSW. of the station in smoky weather. Distress signals were heard by the lookout. Station crew proceeded to the scene in the surfboat, and assisted in lightering the cargo and running lines between the steamer and tugs. The surfmen were so employed until September 29, when, after 50,000 bushels of corn and flour had been lightered, the steamer was floated.
25	Vermillion, Mich., Lake Superior.	Str. Thomas Friant.	Blew out cylinder head when vessel was $\frac{1}{2}$ mile N. of the station. Life-savers were going off to her for stores when the accident occurred. The surfboat attempted to tow the steamer, but the wind and current proved too strong. The steamer was anchored, and a tug was telephoned for, which arrived that evening and took the vessel in tow.
25	Marquette, Mich., Lake Superior.	Gas. lch., no name..	Dragged her anchor and stranded $\frac{1}{2}$ mile SW. of the station. Discovered by the patrol at 3.30 a. m. Surfmen hauled it off the rocks and anchored it in a safe berth.
26	Damiscove Island, Me.....	Slp. Marble Faun...	Stranded $\frac{1}{2}$ mile N. of the station in a thick fog. Power lifeboat, with dory in tow, proceeded to the scene. Lifeboat was anchored, and the dory ran a line to the vessel. At high water she was floated, but as she was leaking badly, the surfmen hauled her up on the beach.
26	Portsmouth, N. H.....	Slp. Mystic Belle....	Stranded $\frac{1}{2}$ mile NNE. of the station in fog. Floated at high tide.
26	City Point, Mass.....	Gas. lch. Ethel May.	Engine disabled. The 3 occupants were unable to repair the machinery, so they requested the keeper to tow them to their dock, which service was rendered.
26	Point of Woods, N. Y.....	Gas. lch. Helen.....	Discovered by lookout ashore 1 mile NE. of the station. Life-savers, in surfboat, went to the launch, hauled it afloat, and directed the owner how to proceed in the channel.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Sept. 26	Short Beach and Point Lookout, N. Y.	Gas. lch. Edna.....	Engine disabled, and launch drifted ashore 1½ miles W. of the Short Beach station. Life-savers from both stations proceeded to the scene. The 7 occupants had been taken ashore by local boatmen. Surfmen floated the launch and towed it to a safe harbor.
26 27 28 29	Saluria, Tex.	Str. Romeo.....	Discovered by lookout stranded 2½ miles N. by E. of the station. Life-savers, in surfboat, went aboard and carried an anchor out into deep water with a view of floating her, but were unsuccessful. There were 63 passengers aboard, and no extra supplies had been provided for them, the steamer having been fitted out for short excursions. Surfmen went ashore, collected what supplies were immediately available, and took them off in the surfboat. On the 27th, there being no immediate prospect of floating the steamer, the women and children were taken off in the station supply boat, but were later transferred to the launch <i>Dina H.</i> , which had been sent to take them to their homes. That afternoon a gale was blowing from the N., and the steamer signaled for a boat. Surfmen responded, and, at the request of the master, carried out another anchor to prevent the steamer from dragging farther up on the shoal. Three passengers, who were taken ashore on the return trip to secure more provisions, were given supper and a night's lodging. The next morning the surfboat took them, with their load of supplies, to the steamer. On the 28th another launch arrived, and the surfboat transferred more passengers from the steamer. On the 29th the life-savers boated off fuel to the vessel, which got up steam, and at high tide she was floated.
26	Thunder Bay Island, Mich., Lake Huron.	Br. str. Ionlc.....	Stranded 6 miles W. of the station. Keeper was notified by telephone at 5 a. m., and the life-savers put off in the surfboat for the scene. The services of a tug and a barge were secured, and the surfmen assisted in jettisoning 200 tons of her cargo. The vessel then backed off the rocks. Her release was none too soon, as a gale was coming on as she steamed away.
27	Point Allerton, Mass.....	Slp. Georgia.....	Discovered by lookout as it struck a rock ¼ mile NNW. of the station. Life-savers put off in the surfboat to the aid of the 3 occupants—one of whom (a woman) they took back to the station. The seams of the vessel had opened, and it was only kept afloat by the constant bailing of the surfmen. Towed by the surfboat to a safe anchorage in Hull Harbor. The 2 men were given food and lodging.
27	San Luis, Tex.....	Skiff, no name.....	Found among the drift along the beach. Held at station to await claimant.
27	Galveston, Tex.....	Catboat, no name...	Caught in a heavy squall of wind and rain. The 2 occupants landed on a sand spit 200 yards NE. of the station, and waved for assistance. Life-savers brought them to the station.
27	...do.....	Slp. Viking.....	Surfmen discovered a swamped skiff drifting onto the jetties. They secured it, bailed it clear of water, and took it to the station. Three men were coming ashore, in the skiff mentioned, from the sloop <i>Viking</i> when caught in a squall, and were rescued by a nearby gasoline launch. The surfmen, at the request of the owner, rowed to the sloop, 1 mile NNW. of the station, and towed it to the dock.
27	Vermillion, Mich., Lake Superior.	Str. Wiley M. Egan.	Stranded 8 miles E. of the station. Life-savers were notified by telephone at 2 a. m. and immediately started in the surfboat for the scene. Upon arrival, they assisted in shifting 6 tons of cargo, which so lightened the bow of the steamer that she backed off.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Sept. 27	Crisps, Mich., Lake Superior.	Str. Neshoto.....	Stranded 2½ miles E. by N. of the station in smoky weather. Discovered by patrol. Life-savers proceeded to the scene in the surfboat, assisted in shifting the cargo aft, and carried out an anchor to prevent the stern from working around on the shoal. Vessel was unable to back off, however, and she pounded on the bottom, swung broadside to the seas, and began to break up. Life-savers took the master and crew, numbering 16 men, to the station, supplied them with clothing from the stores of the Blue Anchor Society, and gave them shelter and meals until September 30. They were then placed aboard a steamer bound to Sault Ste. Marie. The Neshoto was a total loss.
27	Duluth, Minn., Lake Superior.	Gas. lch. Robert B..	Disabled when ½ mile S. of the station. Towed to the boat club.
27	Old Chicago, Ill., Lake Michigan.	Gas. lch. Vina.....	Disabled when 1 mile N. of the station. Life-savers were notified by telephone, and immediately started for the scene in the power lifeboat. The launch, with its party of 3, was towed to a safe harbor. When picked up it was drifting before a N.W. gale, and would have been dashed against the piers but for the timely assistance of the station crew.
28	Newburyport, Mass.....	Slp. Bessie.....	Thrown up on the rocks by strong current while bound out of port, several holes being stove in her hull. Light-house keeper discovered the accident and telephoned to the station. Life-savers, in surfboat, proceeded to the scene, ¼ mile N. by E. of the station, hauled the topsail under the bottom to check the leaks, and kept her afloat by balling. At high water the schooner was floated, towed up the river, and hauled out on the beach. At low water the surfmen patched the holes with painted canvas.
28	Straitsmouth, Mass.....	Gas. lch. Noma.....	Caught fire 2½ miles SSE. of the station, and discovered by lookout. The life-savers proceeded to the sloop in the surfboat, but could do nothing for her, the 2 occupants having abandoned her. After a diligent search, the surfmen found the men on Thatchers Island, where they had sought refuge in their dory. They were taken to the station, furnished with clothing from the supplies of the Blue Anchor Society, and given lodging overnight.
28	City Point, Mass.....	Gas. lch., no name..	Disabled when ½ mile S. of station. Towed to yacht club dock.
28	Barnegat, N. J.....	Yawl Mree.....	Dropped anchor into shoal water, 1½ miles NNE. of the station. Surfmen carried out an anchor and warped the Mree into deep water, where she was left in a safe berth.
28	North Beach, Md.....	Gas. lch., no name..	Engine disabled, and launch went adrift 1½ miles NW. of the station. Wind was blowing a SE. gale and there was a high sea. The 3 occupants signaled for assistance, and the life-savers, in 2 power boats, went out and towed the launch to the station landing. The occupants were given lodging overnight and 2 meals. The next day the surfmen assisted in repairing the disabled machinery.
28	Harbor Beach, Mich., Lake Huron.	Sc. Chippewa.....	Stranded ½ mile E. of station while in tow of the steamer Cherokee. At master's request, the surfmen secured a tug, which succeeded in floating the vessel.
28	North Manitow Island, Mich., Lake Michigan.	Sc. Major H. N. Ferry.	Holsted a signal for assistance. Surfmen boarded her and rendered aid in heaving up anchor.
28	Frankfort, Mich., Lake Michigan.	Sc. Nellie Johnson...	At master's request, the life-savers went aboard the vessel, lying ½ mile E. of the station, which had filled and settled in 4 feet of water, and pumped her afloat, working 3 hours.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Sept. 28	St. Joseph, Mich., Lake Michigan.	Str. Bonita.....	Broke away from her moorings in strong wind, and drifted onto a bar 200 yards E. of the station. The steamer's watchman blew a whistle, and the surfmen immediately put off in the surfboat. On learning that the master and engineer were not on the vessel, they crossed the river to their homes and took them aboard. They got up steam and backed her off the bar.
28	Kewaunee, Wis., Lake Michigan.	Sc. Lucy Graham...	Towed into a safe berth.
29	City Point, Mass.....	Slp. Mistral.....	Parted moorings and collided with dock $\frac{1}{2}$ mile NNW. of the station. Discovered by the patrol at 2.33 a. m., who burned a Coston for assistance from the station. Surfmen put off in a launch to the scene, and found the sloop in danger of being smashed against the float. Towed well offshore and anchored.
29	.....do.....	Gas. lch. Elite.....	Parted moorings in strong wind and stranded $\frac{1}{2}$ mile NNE. of the station. Discovered by the keeper at 5.45 a. m. At high tide, the surfmen hauled the launch afloat and anchored it near the station.
29	Frankfort, Mich., Lake Michigan.	Sc. Ida.....	Sprung a leak and capsized 12 miles WNW. of station in a SW. gale. News of the accident was brought to the station by the master of another vessel, who stated that the crew of 6 men, who had taken to their boat, were going to attempt a landing 3 or 4 miles N. of station. The keeper sent his crew out to find them, and hired a wagon to carry them blankets and other supplies needed to succor them. They were found and taken to the home of a surfman, where they were cared for pending the arrival of the vehicle. On October 2 the master of the Ida was carried out to his vessel, which was found to have broken up. On the date last named the shipwrecked party were given transportation to Chicago.
30	Assateague Beach and Wallops Beach, Va.	Sc. Alberta.....	Stranded 4 miles W. of the Assateague station and 2 miles ENE. of the Wallops Beach station. Immediately discovered by the lookouts of both stations, and the surfboats put off to the schooner. They carried out an anchor, and fastened the cable to the windlass, but as the tide was low, the anchor came home. At high tide, it was again carried out, the sails were set, and the vessel was soon floated.
30	Tawas, Mich., Lake Huron.	Sc. Red-White-and-Blue.	Dragged anchor in a SW. gale, and fetched up with her heel pounding on the bar, 1 mile NNW. of the station. The schooner's distress signal was observed, and the station crew went aboard in the surfboat. They hoisted the sails, hove up the anchors, and succeeded in beating out to a safe anchorage. But for this prompt assistance, the schooner would surely have been wrecked.
30	Duluth, Minn., Lake Superior.	Gas. lch., no name..	Broke down $\frac{1}{2}$ mile W. of the station. Power boat towed the launch into a slip.
30	Manistee, Mich., Lake Michigan.	Str. John Shroeder..	Broke the main steam pipe, and the steamer was obliged to anchor $\frac{3}{4}$ miles WSW. of the station to avoid being driven ashore. Distress signals were heard at the station, and the life-savers put out to her in the surfboat. The vessel was in need of the services of a tug, so the keeper returned to the station and called a tug, which he had advised to be ready for action when the vessel's whistles were first heard, and also telephoned the owners of the steamer. The tug towed her into port.
30	South Chicago, Ill., Lake Michigan.	Rowboat, no name..	Parted moorings, and went adrift 3 miles E. of the station. Power lifeboat went out for it, and turned it over to the owner.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Sept. 30	Old Chicago, Ill., Lake Michigan.	Gas. lch. and lighter, no names.	Parted their moorings in a S. gale and went adrift. Discovered by lookout in the early morning. Surfmen secured the drifting craft and towed them to the station.
30	Milwaukee, Wis., Lake Michigan.	Slip. Mandota.....	Parted cable, and stranded on ripraps of breakwater 2½ miles NNE. of the station. Keeper notified by telephone. Surfmen proceeded to the scene in the surfboat, released the sloop from her dangerous position, and towed her to a shipyard.
30	Two Rivers, Wis., Lake Michigan.	Pile driver, scow, and gas. lchs. (5), no names.	Pile driver parted its moorings and was drifting down on a bridge. Reported by lookout at 2 a. m. Surfmen got a line to the pile driver and moored it in a secure berth. At 3.30 a. m., the lookout reported that a dump scow, with 5 launches moored alongside, was in similar danger. Surfmen ran a line to the scow and made it secure.
Oct. 1	City Point, Mass.....	Gas. lch. Nine.....	Disabled 1 mile SW. of station, and occupants signaled for assistance. Towed to the dock.
1	Point Lookout, N. J.....	Small boat, no name.	Swamped in shoal water. Surfmen bailed out the boat and launched it in deep water.
1	Two Mile Beach, N. J.....	Slip. Lynx.....	Stranded 1½ miles SW. of station. The occupants had let go an anchor, and the sloop was heaving upon the bar. Station crew, in surfboat, went to the sloop, hove up the anchor, got her under sail, and worked her over the shoals into the inlet.
1	Deer Park, Mich., Lake Superior.	Bge., name unknown.	Keeper was asked, by telephone, for information concerning a barge that was adrift in the lake. It was discovered several miles NW. of station, and the master of a wrecking tug so informed.
1	Grand Marais, Mich., Lake Superior.	Sc. Matanzas.....	Discovered by lookout at anchor several miles NE. of station. Surfmen went to her in power lifeboat, and learned that she had been riding a gale, although having suffered no damage. Keeper returned to station, and notified the owner of the vessel of her location and condition.
1	Plum Island, Wis., Lake Michigan.	Sc. Ottawa.....	Anchored ¼ mile N. by E. of station; sounded fog horn for assistance. Surfmen went aboard and assisted in weighing the anchor and getting her under way.
2	City Point, Mass.....	Gas. yt. Sultan.....	Parted halyard in a strong NW. wind, and engine became disabled ¼ mile S. of station. In answer to a distress signal surfmen went to the yacht and towed it to a safe mooring.
2	Fourth Cliff, Mass.....	Rowboat, no name..	The two occupants were unable to row into the river against the current and wind. Keeper beckoned them to come ashore. Surfmen then carried their boat across a neck of land and launched it in the river.
2	Harvey Cedars, N. J.....	Str. Annie E. Gallup.	Telephone message received at station that a fishing steamer, with machinery disabled, was lying off Bonds station. Keeper in the surfboat carried the message to the owners of the steamer.
2	Gull Shoal, N. C.....	Skiff, no name.....	Sunk 2 miles NW. of station. Discovered by lookout. Surfmen recovered the boat and bailed it out.
2	Sturgeon Point, Mich., Lake Huron.	Str. James H. Shrigley.	Disabled 8 miles NE. of station. Distress signals were heard by the lookout, and the station crew went to the steamer in the surfboat. The master requested that a tug be sent to his assistance, so keeper returned and telephoned for the tug Ralph.
2	Tillamook Bay, Oreg.....	Str. Bandon.....	Struck a bar ¼ mile SW. of station and started leaking so badly as to put out her fires. The station crew went alongside in the surfboat, and at the master's request returned to the station to telephone for a tug, bringing 2 passengers ashore at the same time. The crew then returned, and as the steamer was rolling heavily and it was feared she might capsize, assistance was rendered in jettisoning

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Oct. 2	Tillamook Bay, Oreg.....	Str. Bandon.....	the deck load of lumber. At low water the anchors were weighed, and with the aid of the surfboat, a gasoline launch, and the flood current the steamer was worked into a safe anchorage.
3	Coskata, Mass.....	Catboat Mason.....	Discovered ashore. Surfmen carried out anchors and at high tide hauled it afloat and notified the owner.
3	Sturgeon Point, Mich., Lake Huron.	Str. Stephen C. Hall.	Stranded on a reef 10 miles out from station. Distress whistles were heard by the patrol, and the surfmen immediately responded. The cargo of coal was lightered. On the morning of the 4th the steamer was floated and towed to Alpena.
3	Charlevoix, Mich., Lake Michigan.	Sc. Mary Ludwig...	Hauled up through the channel into Pine Lake.
4	Hunniwells Beach, Me....	Gas. lch. Magpie....	Engine disabled during the night, and the launch anchored 2½ miles SSE. of station. Discovered next morning by surfmen, who towed it to a place of safety.
4	Newburyport, Mass.....	Gas. lch., no name..	Stranded at the mouth of the river, near the station, and filled with water and sand. The 5 occupants, who had been out fishing, got ashore without difficulty. Surfmen ballied out the launch and hauled it up on the beach.
4	Spermaceti Cove, N. J....	Gas. lch. Marger....	Discovered 1½ miles N. of station; engine disabled. Keeper went out in motor boat and towed the launch to its destination.
4	Milwaukee, Wis., Lake Michigan.	Skiff, no name.....	Adrift in the river. Recovered by a surfman.
4	Nome, Alaska.....	Gas. lch. Defiance...	The Defiance, with a dory, was sent to Penny River to convey to Nome a man who had been seriously injured in a gasoline explosion. In returning, the launch ran aground while trying to enter Snake River. The passenger was taken ashore in the dory, where he was met by the keeper and taken to the hospital. Surfmen hauled the Defiance into deep water.
5	Oswego, N. Y., Lake Ont- ario.	Gas. lch. Mixie.....	Keeper was notified that the launch Mixie had been disabled 8 miles W. of station and had gone ashore. The power boat responded to the call and towed the boat to the station.
5	Michigan City, Ind., Lake Michigan.	Gas. lch. Hoosier....	Drifted out in the lake; machinery disabled. The 2 occupants of the launch, who had come ashore in their tender, came to the station about 1 a. m. and stated their predicament. The surfboat went in search of the boat and found it about 7 miles W. of the station.
5	Racine, Wis., Lake Mich- igan.	Gas. lch., no name..	Disabled 1 mile N. of station and drifted into the surf. Surfmen in a skiff, assisted by a small boat, towed the launch into the harbor.
6	Fletchers Neck, Me.....	.....do.....	Stranded 1 mile N. of station. Surfmen carried out an anchor and at high tide hove the launch off the bar.
6	Jones Beach, N. Y.....	Br. str. Roda.....	Contrary to a warning given by the keeper, 5 workmen boarded the wrecked steamer Roda. At 5 p. m. the wind having become stronger and the sea rolling heavily, the wreckers set a signal of distress. Station crew tried to launch the surfboat, but were unable to do so on account of the strong current running along the beach. A line was then shot on board the Roda, but the current so fouled the whip that the hawser could not be hauled out. A second attempt to launch the surfboat was successful, and the crew got away all right. The workmen were safely landed on the beach.
6	Forked River and Barne- gat, N. J.	Catboat Edith.....	Stranded 2½ miles SW. of Forked River and 1½ miles NNE. of Barnegat stations. The surfboats from both stations proceeded to the scene, hove the catboat off the shoals, and worked her into the channel.
6	Sheboygan, Wis., Lake Michigan.	Sc. A. W. Lecky....	Surfmen assisted the schooner to get to a landing against a strong wind.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Oct. 7	Charlevoix, Mich., Lake Michigan.	Sc. City of Grand Haven.	Surfmen hauled the schooner into dock and made her fast.
8	Sabine Pass, Tex.....	Gas. lch., no name..	Adrift ½ mile N. of station; engine disabled. Surfmen towed the launch to the quarantine station, where repairs could be made.
8	South Manitou Island, Mich., Lake Michigan.	Sc. Emily and Eliza.	Stranded ¼ mile NW. of station in entering the harbor at 3.30 a. m. Station crew, in surfboat, carried out a kedge anchor, led the cable to the windlass, and hove the vessel off the beach. She was then worked into a safe anchorage and pumped clear of water. That afternoon the surfmen assisted in getting the vessel underway and working her out to sea.
9	Walls Sands, N. H.....	Dory, no name.....	Hauled up on the beach.
9	City Point, Mass.....	Gas. lch. Tot.....	Gasoline exhausted when launch was ¼ mile SW. of the station. Towed to dock in Dorchester.
9	Wood End, Mass.....	Slp. Gulnair.....	Patrol discovered the sloop, at 10.30 p. m., ashore 1 mile E. of station. The surfmen went aboard, but found no occupant, though all sail was set. The sloop was restored to the owner. It was thought that the boat had been stolen, and this suspicion later proved correct, as the thief was caught by the light-keeper near the station. The tender of the sloop, which was found in the surf, was also delivered to the owner.
9	Monomoy Point, Mass....	Sc. Edward Stewart.	Lookout discovered the schooner, 1½ miles from station, with her ensign union down. Station crew went aboard in the surfboat, and learned that the vessel was being carried by the current toward shoals. They got the vessel underway and worked her clear of danger.
9	Lone Hill, N. Y.....	Gas. lch. Subway...	Engine disabled, and the launch drifted ashore 1½ miles E. of the station. On board were 7 women and 4 men. Station crew floated the boat and towed it part way to its destination, at which time the engine was put in order, and the launch was able to proceed unassisted.
9	Santa Rosa, Fla.....	Slp., no name.....	Swamped 4 miles E. of the station. The 3 occupants got ashore and called upon the surfmen for help in recovering the sloop. The boat was floated, and taken in tow of the power surfboat to the city.
10	South Manitou Island, Mich., Lake Michigan.	Gas. lch. Beatrice...	Parted moorings in a strong wind and high sea, and stranded ¼ mile NW. of station. Station crew, in surfboat, carried out a kedge anchor, and hove the launch off the beach. It was run into the harbor under its own power.
10	..do.....	Gas. lch. Reliance...	Dragged its anchor and went ashore near the station. Discovered by surfmen about 11 p. m., on their return from assisting the Beatrice. Members of the crew went aboard, started the engine, and worked the launch into the harbor.
11	Plum Island, Mass.....	Sc. Otronto.....	Stranded 3 miles SSW. of station while being towed out of the river by 2 power boats. Discovered by lookout. Surfmen assisted in carrying out anchors and chains in an effort to heave her into the channel, but the attempt was unsuccessful. A tug arrived the following day, and hauled the schooner afloat.
11	City Point, Mass.....	Slp. Mistral.....	Centerboard broke, and the two occupants were unable to beat the sloop into port. Station crew was attracted by the waving of a lantern. Towed the sloop to a dock.
11	San Luis, Tex.....	Gas. lch. Coronet....	Stranded 7¼ miles SW. of station. One occupant remained by her as boatkeeper, while the other two landed in a skiff and walked to the station. Surfmen were unable to float the launch on account of the low tide. Two of the men were carried in the station rig to a point where they could procure transportation to the city. On the

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Oct. 11	San Luis, Tex.	Gas. lch. Coronet ...	14th, provisions were carried to the launch's boatkeeper, and on the 15th the launch was hauled afloat.
11	Old Chicago, Ill., Lake Michigan.	Gas. sc. Result.....	Dragging anchor and drifting out into the lake when discovered by the patrol, 1.20 a. m. The power lifeboat put off to the vessel, but was unable to tow it back against the wind and heavy sea. A tug was secured to tow the schooner into the harbor.
11	Kenosha, Wis., Lake Michigan.	Sailboat, no name...	Parted moorings in high sea, and went adrift. Secured by surfmen, and safely anchored.
12	City Point, Mass.	Gas. lch. Dorothy M.	Engine disabled, and launch drifted onto rocks, 1½ miles NNE. of station. Surfmen lightened the launch of its cargo, and hauled it afloat. It was then towed to Castle Island Bridge, where repairs could be made to the engine.
12	Lewes, Del.	Sc. Sand Snipe.....	Missed stays, and stranded 4 miles W. of the station. Discovered by lookout at 6.30 a. m. A gasoline launch was hired by the keeper, and the crew proceeded to the vessel. By heaving on the chain of the anchor, which had been let go before the schooner struck, and with the assistance of the launch, the schooner was worked off the shoal. The surfmen then sailed her into the river.
12	Frankfort, Mich., Lake Michigan.	Small boat, no name.	Lookout discovered this boat, with 2 occupants, drifting into the breakers, 1½ miles S. of the station. Life-savers proceeded to the scene in the surfboat, and towed the boat to the city.
13	City Point, Mass.	Gas. lch. Gott.....	Batteries exhausted. The launch was towed to its dock.
13	Atlantic City, N. J.	Yt. Pennington.....	Stranded ¼ mile NNE. of station. Station crew, in surfboat, went to the yacht, and assisted the 7 occupants in floating the craft.
13	Hatteras Inlet, N. C.	Gas. lch., no name..	Signaled for assistance. Station crew proceeded to the scene, 2 miles NNW. of station, and learned that the launch had lost its rudder. Towed to the station, and fitted with a new rudder.
13	Fort Lauderdale, Fla.	Gas. lch. and lighter, no names.	Towline parted, and the launch came to the station to borrow another line.
14	Stratmouth, Mass.	Sc. W. B. Keen.....	Stranded 3 miles S. of the station and caught fire. News of the accident was received by telephone. Station crew hastened to the vessel, and found it damaged beyond repair. Assistance was rendered the next day in stripping the schooner.
14	City Point, Mass.	Gas. lch. Helma.....	Engine disabled 3 miles ESE. of station. The disabled craft was towed to Dorchester Bay by another launch. Surfmen then moored it in a safe berth, and landed the 11 occupants at the public float.
14 15	Hereford Inlet, N. J.	{ Gas. lch. Francis Smith.	{ Stranded at 10.15 p. m. near the station. Surfmen worked until 1.30 a. m. in an effort to float the launch, but were unsuccessful. They returned at 6.30 a. m., carried out anchors, and, at high water, hove it afloat.
14	Harbor Beach, Mich., Lake Huron.	Skiff, no name.....	Owner of the skiff notified the keeper that 2 boys had gone out in the boat, and there was danger of their being blown out in the lake. They could not be seen on account of the smoky weather. Surfmen went out in power lifeboat, and found the boys 3 miles E. of the station.
14	Thunder Bay Island, Mich., Lake Huron.	Gas. lch. Oswiata...	Propeller lost near the station. The owner was taken to Alpena to secure a new one. Surfmen assisted in fitting it on the launch.
14	Nome, Alaska.	Gas. lches. Defiance, Joe Mathews, and Wilhelmina.	Anchored dangerously near the shore in a strong wind and high surf. At 8 p. m. the surfmen manned the launches and prepared to run them to safe anchorages. The Joe Mathews was taken to a safe berth off-shore, and the other two headed for Snake River. The Wilhelmina was safely piloted into the river, but the Defiance stranded on the bar, and it was necessary to hire a teamster and 8 horses to haul her over the bar.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.	
1908. Oct. 14	Coos Bay, Oreg.....	Str. Fish and 2 barges.	The master of the Fish came to the station at 12.30 a. m. and informed the keeper that his steamer and 2 barges were ashore 3 miles N.E. of the station. A gale was blowing from the S. At high water (3.20 a. m.) the station crew proceeded to the scene in the lifeboat and floated the 3 vessels. The steamer's engine was started, and the tow proceeded on its way to Empire City. The master was furnished with dry clothing from the supplies of the Blue Anchor Society.	
15	Long Beach, N. Y.....	Sharpie, no name...	Recovered from the surf, 2 miles W. of station. Held for claimant.	
15 16	Shark River, N. J.....	Yt. Lizzie.....	Stranded near the shore, $\frac{1}{2}$ mile S. of the station. Surfmen removed the ballast, and the yacht floated at high tide. It was then towed to a safe anchorage for the night. The following day the surfboat towed the yacht into Shark River Inlet.	
15		Fort Macon, N. C.....		Sc. Blanche.....
15	Sabine Pass, Tex.....	Gas. lch. Drake.....	Stranded $1\frac{1}{2}$ miles S.E. of the station. Discovered by the patrol at 8 p. m., and the surfmen proceeded to the vessel in the surfboat. With the aid of anchors they succeeded in working the schooner into deep water. She was then put into the harbor.	
15	Charlotte, N. Y., Lake Ontario.	Slp., no name.....	Drifted ashore 6 miles E.N.E. of station—engine disabled. One of the 2 occupants came to the station for help, and the crew immediately went to the launch in the surfboat. The disabled craft was launched and towed to the station. The 2 men were given food and lodging 2 days, as the high surf prevented their getting away before the 17th.	
15 16 17	Sturgeon Point, Mich., Lake Huron.	Sc. Golden Age.....	Capsized $\frac{1}{2}$ mile NNW. of the station. A nearby skiff picked up 1 of the boatmen, the other was rescued by the life-savers. Stranded 17 miles S. of the station in smoky weather. News of the accident was received by telephone, and the station crew, in lifeboat, proceeded to the scene in tow of a tug. A surfman was sent ashore, upon the request of the master of the schooner, to telegraph for the wrecking tug Favorite. Word was received, however, that the wrecking tug was engaged at another wreck. Four hundred tons of coal was then thrown overboard, to lighten the vessel, and she was hauled afloat by the tug at hand. On the morning of the 17th the surfmen sounded out a channel for the tug and her tow and piloted them into deep water.	
15		Grand Marais, Mich., Lake Superior.		Gas. lch. Two Heart.
15		Charlevoix, Mich., Lake Michigan.		Fish boat, no name..
15	Jackson Park, Ill., Lake Michigan.	Yt. Dorothea.....	Gasoline exhausted when launch was 5 miles E. of station and was obliged to anchor. The weather was so smoky that the disabled craft could not be seen from the station. Two of the 9 occupants walked to the station for assistance, and the power lifeboat was sent to tow the launch to Grand Marais.	
15	Old Chicago, Ill., Lake Michigan.	Gas. lch., no name..	Dismasted in Pine Lake. Towed ashore by surfboat.	
15	Nome, Alaska.....	Gas. lch. Louise.....	Rigging disabled in a strong S. wind when yacht was $1\frac{1}{2}$ miles E. of station. The yacht, with its party of 4 men and 2 women, was towed into the harbor by the power lifeboat.	
15	San Luis, Tex.....	Gas. lch. Red Top...	Batteries gave out. Towed ashore by power lifeboat.	
16	South Chicago, Ill., Lake Michigan.	Gas. lch. Margaret...	Surfmen assisted in beaching the launch and hauling it clear of the sea for the winter.	
16			Piloted across the pass.	
			Keeper was requested, by telephone, to locate the launch, which had been out 5 hours in smoky weather. The power lifeboat found the craft about $1\frac{1}{2}$ miles S.E. of station, drifting before the wind, its engine having been disabled. Towed to station and machinery repaired.	

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Oct. 16	Plum Island, Wis., Lake Michigan.	Sc. Harvey Ransom.	Discovered by lookout, at 7 a. m., anchored $\frac{1}{4}$ miles N. of station, with her ensign at half-mast. Station crew put off in surfboat and learned that the vessel's anchor was fouled. Surfmen assisted in weighing the anchor and making sail.
17	Santa Rosa, Fla.....	Gas. lch. Tuscola....	Adrift 5 miles NNE. of station—engine disabled. Discovered by surfmen who were making a trip to the city. Towed to Pensacola.
17	Charlevoix, Mich., Lake Michigan.	Sc. Mary Ludwig...	Surfmen assisted in mooring the schooner at the dock.
17	Milwaukee, Wis., Lake Michigan.	Skiff, no name.....	Recovered from river and restored to owner.
17	Cape Fear, N. C.....	Gas. lch. Knox.....	Gasoline exhausted and the launch anchored 3 miles SE. of station. The surfboat, at a signal of distress, proceeded to the boat and brought ashore 2 of the occupants to secure fuel.
17	Middle Island, Mich., Lake Huron.	Fish boat, no name..	The 6 fishermen in the boat lost their bearings in the dense smoke and anchored SW. of the island. Discovered at 7.20 p. m. by the patrol. Four of the men were taken to the station, and the surfboat piloted the fish boat to a dock. They were given food and a night's lodging.
18	Portage, Mich., Lake Superior.	Gas. lch. Florence L.	At 7 p. m. the lookout reported a launch sinking at a dock 100 yards W. of the station. Surfmen bailed it out, hauled it up on the station ways, and repacked the stern stuffing box.
18	South Haven, Mich., Lake Michigan	Lch., no name.....	Towline parted while in tow of a power boat. Surfmen ran a line to the launch and hauled it to a dock.
18	Sturgeon Bay Canal, Wis., Lake Michigan.	Str. J. D. Marshall..	News was received by telephone that a steamer had stranded 9 miles NW. of the station. Station crew, in surfboat, proceeded to the vessel and, upon the arrival of a tug, carried a line from the steamer to the tug, which pulled her clear of the reef.
19	Hunniwells Beach, Me....	Sailboat, no name...	Unable to beat into the river, 1 mile ESE. of the station. The weather was smoky, and it was apparent to the keeper that the 2 occupants were unfamiliar with the locality. Surfmen towed the sailboat into the river.
19	City Point, Mass.....	Gas. lch. Rose.....	Dragging anchor and drifting onto rocks in a fresh NE. wind. Towed into smooth waters and anchored in a safe berth.
19	Two Mile Beach and Cold Spring, N. J.	Gas. lch. Madeline..	Stranded $\frac{1}{4}$ miles E. of Cold Spring station, where it was discovered by the patrol from that station. News of the accident was telephoned to the Two Mile Beach station, and the two crews proceeded to the scene. A line was fastened to the launch, and it was hauled over the bar and up on the beach. The occupants had gotten ashore unassisted. The next morning the surfmen made temporary repairs to the craft and towed it to a landing.
20	Strattonmouth, Mass.....	Gas. lch., no name..	Sunk in bad weather outside the breakwater at Rockport, Mass., drowning its 2 occupants. (For detailed account see "Disasters involving loss of life.")
20	City Point, Mass.....	Catboat Snohomis...	Parted moorings in a strong NE. wind, and stranded $\frac{1}{4}$ mile N. of station. Life-savers hauled it afloat at high tide, and secured it to a safe mooring.
20	.....do.....	Slp. Julia.....	Discovered ashore by the patrol at 2.45 a. m. Surfmen proceeded in their launch to the scene, $\frac{1}{4}$ mile N. of the station, ran a line to the Julia, and hauled her out to a spare mooring.
20	.....do.....	Canoe, no name.....	A surfman picked up canoe, and held it at the station until November 9 for the claimant.
20	Point of Woods, N. Y.....	Gas. lch. Keemaydin.	Dragged anchor during the night, and stranded 2 miles WNW. of the station. Surfmen floated the launch, started its engine, and ran it to a safe berth.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Oct. 20	Eatons Neck, N. Y.	Slp., no name.	Owner came to the station and asked aid in hauling his sloop out on the beach, as the wind was blowing fresh and the sea was making up. Station crew, with horse and wagon, proceeded to the scene, 3 miles E. of the station, and hauled the sloop up clear of the seas. On the 22d, they launched the sloop and brought it into the canal. The rudder was repaired at the station. The owner was fed and lodged for four days.
20	Hereford Inlet, N. J.	Slp. Goldy Budd....	With 3 occupants the sloop started for Atlantic City in a strong NE. wind and a high sea. Unable to beat against it, they tried to run back to the harbor, but were obliged to anchor the sloop 1 mile S. of the station. Life-savers launched the surfboat and were going to moor the sloop with a heavy anchor, but the owner requested the services of 2 surfmen in an effort to make for Cape May. They made port in safety at Port Norris.
20	Fenwick Island, Del.	Fish boats (2), no names.	At 10.30 p. m., the patrol found these boats and their nets in the surf 2½ miles S. of the station. Hauled up clear of the tide the following morning.
20	Cape Fear, N. C.	Gas. yt. Ventura....	Discovered by patrol at 2 a. m., at anchor 1 mile NE. of station. The crew of the yacht fired guns as a signal of distress, and the surfmen put off to their assistance. They had lost their bearings in the thick weather and wanted directions for crossing the bar.
20	Charlotte, N. Y., Lake Ontario.	Br. sc. Mary Ann Lyden.	Stranded ¼ miles WNW. of the station. Keeper was notified by telephone. Surfboat was manned and the life-savers proceeded to the scene. A member of the schooner's crew had been struck by the main boom and seriously injured. Life-savers landed him, placed him on a trolley car, and sent him to Rochester. The schooner was resting easily, and was in no need of further assistance.
20	Kenosha, Wis., Lake Michigan.	Str. Maggie Marshall.	Anchored ¾ miles N. of the station—machinery disabled. Three of the steamer's crew landed at 10.30 p. m., and came to the station for aid. As they were wet and cold, stimulants and dry clothing were furnished them from the supplies of the Blue Anchor Society. Surfmen proceeded to the scene in the surfboat, and ran lines between the steamer and a tug, which had come to haul her into port.
21	Isle of Wight, Md.	Fish boats (2), no names.	Two fishermen telephoned to the keeper and requested assistance in launching their boats. Surfmen proceeded to the scene, 2½ miles from the station, and rendered the desired aid.
21	Hog Island, Va.	Sailboat, no name...	Capsized 5 miles NW. of the station. Wind was blowing strong and there was a high sea. A surfman, returning in his launch from leave, discovered the overturned boat with its owner clinging to it. The man was taken to a watchhouse, where he was furnished with dry clothing. But for the timely arrival of the surfman the man would have perished.
21	Kenosha, Wis., Lake Michigan.	Gas. lch. Vixen....	Parted her moorings, and drifted ashore near the station. A surfman went out in station skiff and towed the launch to a wharf.
22	Manomet Point, Mass.	Fish boat, no name.	Owner telephoned to the keeper for aid in saving his boat, which had filled at its moorings and was in danger of sinking. Surfmen bailed out the boat, towed it ashore, and hauled it up on the beach.
22	Watch Hill, R. I.	Sc. Cheehegen.....	Struck Sugar Reef and sunk, 1½ miles SW of the station. Her crew got ashore before the arrival of surfmen. The keeper sent word of the accident to a wrecking company, and she was towed to New London.
22	Holland, Mich., Lake Michigan.	Sc. D. A. Wells....	At 7 p. m., at the master's request, the surfmen ran a line to the schooner, and tracked her into a safe berth.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Oct. 22	Plum Island, Wis., Lake Michigan.	Gas. lch. Hurry Back.	Lost bearings in dense smoke; supply of fuel exhausted; and launch stranded 4 miles ESE. of station. The 4 men built a signal fire, which was discovered by the lookout at 7 p. m. Life-savers proceeded to the scene, and found the party in an exhausted condition, they having been adrift, without food, for 3 days. They were immediately removed to the station and cared for. The following day the launch was secured. Keeper sent a surfman to Detroit Harbor to notify friends of the men of their rescue, and also to obtain sufficient gasoline to run the launch to North Manitou Island. Stormy weather delayed the departure of the party until the 26th.
22	Nome, Alaska.....	Gas. lch. Defender..	Engine disabled, and launch was drifting out to sea, 2 miles S. of the station, when discovered by the surfmen. Towed ashore.
23	City Point, Mass.....	Gas lch. Lydia Bell.	Disabled near the station. Life-savers towed the launch to a dock.
23	Point Allerton, Mass.....	Slp. Cricket.....	Stranded 2 miles NW. of the station. Surfmen proceeded to the scene, and assisted in floating the sloop.
23	Nags Head, and Bodie Island, N. C.	Sc. Flora Rogers....	Driven ashore by a NE. gale, 1 mile N. of Bodie Island, and 6 miles ESE. of Nags Head stations, and discovered at 1.45 a. m. by the Bodie Island lookout. The Nags Head crew was notified, and the surfmen from both stations immediately proceeded to a point on the beach abreast of the wreck—which was 600 yards offshore. The sea was too high to launch a surfboat, so a line was shot across the schooner, and a whip and hawser were sent off, but through some misunderstanding on board, the whip was lost. A second attempt was more successful. The hawser, however, was fastened too low on the shrouds—only 12 feet above deck—and the shipwrecked party, 7 men and a woman, had to be hauled through the surf. They were taken to Bodie Island station, and furnished with dry clothing from the supplies of the Blue Anchor Society. The survivors were afforded meals and shelter at the stations named for eleven days. The vessel was a total wreck.
23	Brazos, Tex.....	Slp. Alderine.....	Adrift 1 mile W. of the station. Picked up by surfmen and taken to a safe anchorage.
23	Beaver Island, Mich., Lake Michigan.	Str. Shamrock.....	Stranded 1 mile E. of the station. Surfmen discovered the accident, and proceeded to the scene in tow of a small tug. The tow lines were too short, so the first attempt to float the Shamrock was unsuccessful. They returned to the station at 1.25 a. m. to secure another tug. Upon the arrival of the second tug, the surfmen ran a longer line to the Shamrock, and she was hauled afloat.
23	Grande Pointe au Sable, Mich., Lake Michigan.	Str. John Sharples..	Stranded 3 miles N. of station. Discovered at 7 p. m. by the lookout. Station crew proceeded to the scene, and assisted in throwing part of cargo of coal overboard. Upon arrival of a tug, the surfboat ran lines to the steamer, and she was floated at 2.20 a. m.
23	Kenosha, Wis., Lake Michigan.	Str. City of Marquette.	Stranded in fog, 2 miles S. of the station. Wind was blowing fresh from the NE., and there was considerable surf. Discovered by the patrol, who heard her distress whistles. Life-savers launched the surfboat, went on board, and brought 2 women ashore. When tugs arrived the surfmen ran their lines to the steamer, and she was soon floated.
24	Plum Island, Mass.....	Dory, no name.....	Washed up on the beach 1 mile N. of the station, where it was secured by a surfman.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Oct. 24	Cape Lookout, N. C.....	Secs. Judge Penniwell and John B. Manning.	These vessels, at anchor in Lookout Bight, hoisted their ensigns at half mast. They were boarded by surfmen, who learned that both vessels were out of provisions. The keeper landed the masters of the vessels, who proceeded to Beaufort for provisions.
24 25	Sauria, Tex.....	{Str. Romeo and schooner unknown	Surfmen set the ranges to show the steamer the way across the bar. The next morning a schooner was discovered heading in for the pass, and the ranges were again set.
24 25 26 27	Portage, Mich., Lake Superior.	{Str. Daniel B. Meacham.	News received by telephone that a steamer was ashore 12 miles NE. of the station. Power lifeboat proceeded to the scene. At the master's request, messages were carried ashore for a wrecking outfit. As the sea was increasing, and it was thought she would have to be abandoned, the power lifeboat landed the crew of 20. The following morning, the sea having moderated, the crew were taken aboard the vessel. The station crew stood by the steamer, rendering valuable assistance with the lifeboat until the 27th, when she was hauled aloft.
25	Newburyport, Mass.....	Gas. lch., no name..	Adrift, with engine disabled, $\frac{1}{2}$ mile NE. of the station. The 6 occupants waved handkerchiefs to the lookout, and the surfboat was sent to their assistance. Three of the occupants were landed, and the keeper sent a launch to tow the disabled craft to its destination.
25	Atlantic City, N. J.....	Gas. lch. Eva.....	The 6 occupants lost their bearings in the darkness, and the launch stranded $\frac{1}{2}$ mile N. of the station. They were discovered at 7.05 p. m. by the patrol, who burned a Coston to notify the occupants that help was at hand. Life-savers got a line to the launch, carried out an anchor, and then got overboard and worked her toward deep water, those in the launch hauling out to the anchor. She was floated, and the surfboat towed her to a safe berth in the creek.
25	Kenosha, Wis., Lake Michigan.	Str. William Engel..	Stranded at Camp Logan. Station crew launched the surfboat, and, in company with 2 tugs, proceeded to the scene. The sea was too high to allow the tugs to approach the steamer. On the 26th, surfmen ran lines to her, but after working from 6 a. m. to 9 p. m. all efforts to float her proved fruitless, and they returned to the station. On the 27th she was floated, and the station crew working from 6.30 a. m. to 6.30 p. m.
25	South Chicago, Ill., Lake Michigan.	Gas. lch. Bub.....	Machinery disabled and the launch was drifting onto Calumet Harbor pier when discovered by the lookout. Towed to the station, where her machinery was repaired. She was carrying 10 persons.
25	Jackson Park, Ill., Lake Michigan.	Rowboat, no name..	Drifting out of the harbor. Surfmen recovered it and towed it to the station.
25	Old Chicago, Ill., Lake Michigan.	Sc. Bertha Barnes...	Anchored inside of the breakwater; signal was made to the station for assistance. Surfmen went on board and learned that the master desired the aid of a tug to tow schooner out of harbor.
25	Milwaukee, Wis., Lake Michigan.	Skiff, no name.....	Picked up by a surfman and restored to owner.
26	Brant Rock, Mass.....	Dorys (3), no names.	At 11 p. m. the surfmen hauled these boats up on the beach clear of the incoming tide.
26	Niagara, N. Y., Lake Ontario.	Gas. lch. Carrie.....	Engine disabled $\frac{1}{2}$ mile SE. of station. The disabled craft was towed to its dock.
26	Middle Island, Mich., Lake Huron.	Str. Langell Boys....	Surfmen towed steamer's yawl to the station. Steamer stopped off the station on October 28 to pick up yawl.
26	Point Adams, Oreg.....	Gas. sc. Della.....	Got into breakers, became unmanageable, and stranded 4 miles W. of the station. The locality was hidden from the view of the lookout, but the news was telephoned to the keeper from the Cape Disappointment station. Surfboat was manned, and the

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Oct. 26	Point Adams, Oreg.	Gas. sc. Delia.	station crew went aboard. Both anchors had been let go to prevent the vessel drifting farther up on the shoals. At flood tide the schooner floated, and the surfmen assisted in weighing anchors. Rudder and propeller had been disabled, so the Delia was towed clear of the shoals by a steamer.
27	City Point, Mass.	Catboat Snohomis ..	Parted mooring and stranded $\frac{1}{2}$ mile NNE. of the station. Discovered at 12.35 a. m. by the patrol. At high water the surfmen proceeded to the beach and assisted in floating the boat.
27	Point Allerton, Mass.	Sc. Evelyn W. Hinkly.	Stranded 2 miles NW. of the station. Station crew in surfboat went aboard and carried out an anchor. Schooner was hauled afloat, undamaged, and a tug towed her to sea.
27	Core Bank, N. C.	Small boat, no name.	Discovered adrift in Core Sound. Towed to station to await claimant.
27	Plum Island, Mass.	Gas. lches. (2), no names.	Dragged their anchors in a gale and were driven high up on the beach. By the use of rollers and planks the 2 boats were launched at high tide by the combined efforts of surfmen and fishermen.
27	Brazos, Tex.	Sc. Jeff. N. Miller ..	Parted its chain and drifted down the channel $\frac{1}{2}$ mile WNW. of the station. Life-savers got a line to her from a wharf and swung her alongside.
27	do.	Slp. Juanita.	Parted cable during NW. gale and stranded $1\frac{1}{2}$ miles W. of the station. Surfboat was manned and the station crew went on board. Surfmen furled the sails, balled out the sloop, planted an anchor, and tried to float her, but their efforts were unsuccessful. The Juanita was floated October 28.
27	Louisville, Ky.	Flat, no name.	Stranded $\frac{3}{4}$ mile from the station, the 2 occupants being unfamiliar with the locality. Surfmen towed them clear of danger and informed them how to proceed through the canal.
27	Coquille River, Oreg.	Skiff, no name.	Four small boys, while rowing about the river, were caught in a strong ebb tide and carried toward the bar. Surfboat went to their assistance and towed them to the station.
29	Little Beach, N. J.	Gas. lch. Flirt.	Caught in a storm $\frac{1}{2}$ mile SE. of the station, and the 3 occupants ran the launch ashore. Surfmen hauled the launch out of the breakers and well up on the beach. The 3 occupants were taken to the station, sheltered, and given meals until October 30. On that date the surfmen rolled the launch across the spit, and launched it in the inside waters.
29	Caffeys Inlet, Paul Gamliels Hill, and Kitty Hawk, N. C.	Sc. Charles S. Hirsch.	Stranded in thick weather $1\frac{1}{2}$ miles SSE. of Paul Gamliels Hill station, and 2 of the crew washed overboard and drowned. (For detailed account, see "Disasters involving loss of life.")
29	Saluria, Tex.	Sc. Susie.	Ranges were set for the vessel to stand out of the pass.
30	City Point, Mass.	Gas. lch. Annie, and slp. Shamrock.	Stranded $1\frac{1}{2}$ miles SW. of the station, the launch having parted its moorings, and the sloop having dragged its anchor, during a strong NE. wind. At high water, the station crew hauled them off, secured the Shamrock at a mooring, and towed the launch across the bay and hauled it out on the beach for repairs.
30	do.	Gas. lch. Nachita ..	Dragged toward rocks $\frac{1}{2}$ mile W. of station. Surfmen went aboard, let go her anchor, and brought her up clear of the rocks.
30	do.	Houseboat U n e x - c e l l e d .	Lookout discovered the boat, at 5.20 a. m., sinking $\frac{1}{2}$ mile W. of the station. Surfmen hurried to the craft, but it sank before their arrival, the occupants (2 women and 3 men) having gotten aboard a launch lying alongside. They were taken to the station and furnished dry clothing from the supplies of the Blue Anchor Society.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Oct. 30	City Point, Mass.....	Houseboat U n e x - celled.	Two of the men remained at the station until November 4 in order to work on the houseboat, which the station crew hauled out on the beach on that date.
30	Brant Rock, Mass.....	Dory, no name.....	Hauled up on the beach clear of the rising tide.
30	Surfside, Mass.....	Gas. lch. Hersey D..	Made a signal of distress 2 miles S. of the station. The surfboat put off to the launch, and learned that it had lost an anchor and cable. Keeper loaned the occupants an anchor and warp until others could be obtained.
30	Kewaunee, Wis., Lake Michigan.	Cribs (3).....	Broke adrift from a tug about 10 miles S. of station. The tug put in to the station for assistance. The station crew, with surfboat in tow, returned to the cribs with the tug, and worked until 2 a. m. in recovering them.
31	Cross Island, Me.....	Br. sc. Rowena.....	Stranded 5 miles SW. of the station. Discovered by lookout that evening, but on account of the strong wind and high sea, the crew was unable to reach the vessel in the surfboat until about 4 a. m. the following day. The schooner's crew of 4 was landed at the light-house. Later, the surfboat took them aboard the revenue cutter Woodbury, which transported them to Bucks Harbor. The revenue cutter then returned, and hauled the schooner afloat, the station crew passing lines between the two vessels.
31	Fletchers Neck, Me.....	Sc. Willis and Guy..	Dragged anchors and, at low water, was pounding the bottom $1\frac{1}{2}$ miles N. of station. Surfmen went on board and, upon the arrival of a tug, assisted in floating the schooner.
31	City Point, Mass.....	Rowboat, no name..	Being rapidly carried seaward—the occupants (2 boys), unable to manage the boat in the choppy sea—when the surfmen observed their predicament and hastened to their assistance in the station launch.
31	.....do.....	Catboat Fleetwing..	Parted moorings in strong wind and tide and went adrift. Two boys went aboard and tried to make sail, but broke the main boom. They signaled for assistance when about 1 mile NE. of station, and the station crew towed them in.
31	.....do.....	Gas. lch. Inix.....	Disabled 1 mile NE. of station. The 3 occupants made a signal of distress, and the station launch towed them to the public landing.
31	False Cape, Va., and Wash Woods, N. C.	Sc. Arleville H. Peary.	Became water-logged, and drifted ashore $2\frac{1}{2}$ miles S. of False Cape and $2\frac{1}{2}$ miles N. of Wash Woods stations. Her distress signal was discovered by the patrols from both stations, who burned a Coston in answer and gave the alarm. The Wash Woods crew hauled their apparatus to a point on the beach abreast of the wreck, where they were met by the surfmen from the False Cape station. The first shot line went beyond the reach of the imperilled seamen, but a second line landed directly on the schooner's cabin. The whip and hawser were then hauled off with little difficulty, and the crew of 6 men were taken off. By this time the boat wagon from the False Cape station had arrived, and the life-savers went aboard the schooner for the men's clothing and personal effects. The ship-wrecked crew was cared for at the Wash Woods station until November 3, when they were furnished transportation to Knotts Island to obtain passage to Norfolk. The schooner was a total loss.
31	Coos Bay, Oreg.....	Sc. Bertie Minor....	Attempted to sail in through entrance to bay, but was becalmed and had to anchor $2\frac{1}{2}$ miles SSW. of station. The surfboat put off to the vessel and, upon the request of the master, engaged a towboat to pull the schooner to a safe berth.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Nov. 1	Great Wass Island, Me....	Gas. lch., no name..	The tide was so low that the launch was in danger of being broken up at its moorings. Station crew hauled it out on the beach.
1	Gloucester, Mass.....	Sc. John S. Presson..	In danger of dragging ashore 1½ miles NE. of station. Assisted in making sail and slipping the anchors, and piloted schooner to a safe anchorage. Also secured the anchors and returned them to the vessel.
1	Fire Island, N. Y.....	Slp. Helen Silsbee...	Dragged ashore in a gale 1 mile east of station. At high water the station crew carried out anchors, set sail, and worked sloop into deep water.
1	Penneys Hill and Currituck Beach, N. C.	Sc. Maud B. Krum..	Signaled for aid when 8 miles NE. of Penneys Hill. The Penneys Hill surfboat was hauled to a place on the beach that afforded a fair course to the schooner, and the surfmen went aboard. A steamer soon came along and took the schooner in tow. Keeper loaned the master a set of oars to be used if it became necessary to abandon ship, as the vessel was leaking badly.
1	Galveston, Tex.....	Catboat, no name...	Capsized ¼ mile N. of station. The 4 occupants were picked up before the arrival of the life-saving crew. The latter, however, towed the boat into shoal water, righted it, and bailed it out.
1	Plum Island, Wis., Lake Michigan.	Str. Muskegon.....	Stranded 16 miles NE. of station. Assisted crew of vessel in throwing overboard 200,000 feet of lumber. The vessel was then hauled afloat by a tug.
1	.....do.....	Yawl Wapiti.....	At 7 p. m. was discovered anchored near a reef 600 yards NW. of station. Towed to a safe anchorage.
1	Cape Disappointment, Wash.	Fish boat, no name..	Stranded 2½ miles SE. of station. Life-savers proceeded to scene in power lifeboat, towing surfboat. They found too much surf to float the fishboat. The occupant of the boat was brought to the station and given a change of clothing. The station crew floated the boat on the following day.
1	Tillamook Bay, Oreg.....	Gas. lch. Rose.....	In coming in over the bar was struck by a heavy breaker, which smashed the vessel's doors and windows and flooded the engine room. The launch drifted ashore and stranded ¼ mile NW. of station. Life-savers threw a heaving stick aboard and sent off a line, by means of which the occupants got ashore. The surfmen were unable to float the vessel and ran her out on rollers and worked her overland to the bay. On December 18 a tug towed her to Hobsonville, the station crew accompanying her.
2	White Head, Me.....	Sc. W. O. Nettleton.	Sought shelter in Musselridge channel during a gale and anchored 1½ miles E. of station. When the master tried to get under way it was discovered that the anchors had fouled. The station crew helped to get the anchors free.
2	City Point, Mass.....	Slp. Vera.....	Rudder broke and sloop anchored 7 miles SSE. of station, the occupants coming ashore. The launch Relief towed the sloop to its moorings.
2	Fishers Island, N. Y.....	Fish boat, no name..	Stormbound near the station, the occupant having exhausted his supply of fresh water, provisions, and kerosene. The keeper supplied his needs.
2	Fort Lauderdale, Fla.....	Sc. Kate Davis.....	The master was not familiar with the channel. The keeper showed him the way across the bar.
3	Watch Hill, R. I.....	Slp., no name.....	Pounding on the rocks 1½ miles WNW. of station. The life-saving crew got a heavy tackle on her and with the assistance of some soldiers hauled her clear of the sea. She was so badly damaged that her owner stripped her and abandoned her.
3	Oswego, N. Y., Lake Ontario.	Scows (2), no names.	The second vessel in tow parted its line when 500 yards NW. of station. By means of a heaving stick the life-saving crew got a line on board and hauled the scow alongside the breakwater, towing it thence into the river,

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Nov. 3	Oswego, N. Y., Lake Ontario.	Scows (2), no names.	where it could be picked up by the towing vessel. The first scow in the tow capsized, throwing its load of stone and crew of five men into the water. Three of the men climbed back on board when it righted; the other two swam in to the pier and were hauled out by members of the station crew.
3	Point Bonita, Cal.	Small boat, no name.	Adrift without oars $\frac{1}{2}$ mile SW. of station. Life-saving crew towed boat and its occupant back to the ship Kenilworth, whence it had gone adrift.
4	Fletchers Neck, Me.	Sc. Nettie Champion.	Stranded $1\frac{1}{2}$ miles N. of station and flew distress signals. Keeper telephoned for a tug and went aboard in a surfboat. The station crew furled the schooner's sails, and when a tug arrived ran a hawser to it. The vessel was then hauled off and taken to a safe anchorage.
4	Point Allerton, Mass.	Gas. lch. Elena.	Stranded 2 miles S. of station. The launch was found in a dangerous position, but the station crew succeeded in getting it safely afloat.
4	Cobb Island, Va.	Small boat, no name.	At 6 p. m. during a gale the lookout reported this boat adrift 2 miles W. of station, with one occupant. The life-saving crew found that the man on board had broken an oar. As he was suffering from exposure he was put to bed when ashore.
4	Ludington, Mich., Lake Michigan.	Scow, no name.	Swept from its moorings by strong wind and driven ashore. Towed to a dock and made fast.
4	South Haven, Mich., Lake Michigan.	Scows (2), no names.	Discovered by lookout drifting out of the harbor. Towed to a wharf and secured.
4	Kewaunee, Wis., Lake Michigan.	Sc. M. E. Cook.	Entered port with wind blowing strong from NW. Station crew took schooner's lines and made her fast.
5	Paul Gamiels Hill, N. C. ...	Gas. lch. Lou E.	Dragged her anchor and stranded $1\frac{1}{2}$ miles SW. of station. Floated without damage by life-saving crew.
5	Portsmouth, N. C.	Barges J. B. Blades, Sallie, Chas. G. Blades, and Frank C. Kugler (4 vessels).	The towing line parted in a strong NW wind and all four vessels stranded 10 miles NNW of station. The towing tug Nettie came to the station and her master informed the keeper of the mishap. The tug towed the service crew to the scene in their surfboat, but the Frank C. Kugler had sunk before their arrival. Lines were run to the three other vessels and the tug hauled them off. The sunken barge was afterwards raised by wreckers.
5	Old Chicago, Ill., Lake Michigan.	Gas. lch. Queen.	Became disabled 2 miles N. of station; discovered by life-saving crew while they were out drilling with the power lifeboat. The service boat towed the launch with its 3 occupants into harbor.
5	Racine, Wis., Lake Michigan.	Sc. Isolda Bock.	Half-masted her ensign when 4 miles N. of station. The surfboat put off to vessel, and learned that a tug was wanted. One of the surfmen wig-wagged the master's wishes to the station lookout, who called a tug.
6	Quoddy Head, Me.	Sc. Fredericka Schepp.	Dragged her anchors during the night, and when at daylight her signals for a tug were discovered by the lookout she was within 50 feet of the rocks 4 miles ENE. of station. The life-saving crew summoned a tug and assisted in the work of getting the vessel out of danger.
6	Great Wass Island, Me. ...	Br. sc. Ida May.	Stranded $1\frac{1}{2}$ miles W. of station, and discovered by the patrol at 11 p. m. When the life-saving crew reached the vessel they found that her crew had got ashore. They furled sail, ran a line to the beach, and left one of their number on board, the others landing and searching for the ship's company. The master and mate later returned to the schooner, and were taken to the station for lodging. The vessel went to pieces November 7.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Nov. 6	Fort Macon, N. C.....	Canoe, no name.....	Capsized 1½ miles NNE. of station. Lookout discovered canoe floating bottom up with 2 men clinging to it. The life-savers rescued the men and took them to their homes. They also righted the canoe and towed it to Beaufort.
6	Kenosha, Wis., Lake Michigan.	Sc. Oscar Newhouse.	Sprung a leak pounding against the dock, and sank when 15 miles S. of station. In response to a telephone call from the master, several members of the station crew assisted in the work of floating the vessel, on which task they were engaged for three days.
7	Metomkin Inlet, Va.....	Sailboat, no name...	Carried out to sea by ebb tide, and when discovered by lookout was drifting 2 miles SE. of station. The service crew recovered the boat, and brought its 2 occupants to the station.
7	Erie, Pa., Lake Erie.....	Str. Gwendolen.....	Engine of steamer became disabled 600 yards W. of station. Surfmen towed vessel to her dock with the power lifeboat.
7	Pentwater, Mich., Lake Michigan.	Str. Hennepin.....	Stranded 500 yards W. of station. Service crew ran a line from steamer to a pier, and then took soundings for deep water. By means of her engine and the line the steamer was worked free.
7	Kewaukee, Wis., Lake Michigan.	Sc. M. A. Gregory and small boat.	Station crew helped to haul schooner up the river against a head wind. While performing this duty they picked up a small rowboat adrift, which they returned to its moorings.
9	Quonochontaug, R. I.....	Gas. yt. Tomah.....	Stranded 3½ miles E. of station. One of the crew of yacht came to the station for aid. The life-savers found the vessel badly strained and full of water, all of her crew having gone ashore. She was stripped November 10.
9	Galveston, Tex.....	Sc. Aloha.....	Stranded 2½ miles E. of station, and burned a distress signal, which was discovered by the lookout. The service crew listed her by filling her boats with water, and lightened her by throwing overboard 3 tons of fish. She was floated by the station crew, with the assistance of a tug and a launch.
10	Brazos, Tex.....	Sc. Jeff. N. Miller....	Recovered and delivered to owners an anchor and chain lost by schooner October 27.
10	Niagara, N. Y., Lake Ontario.	Rowboat, no name...	Discovered adrift in the river. The sole occupant of the boat was helplessly intoxicated. Life-savers towed the boat to a dock, secured it, and carried the man ashore.
10	Charlevoix, Mich., Lake Michigan.	Sc. Rosa Belle.....	Handled lines in assisting vessel to a dock.
10	Michigan City, Ind., Lake Michigan.	Pile driver, no name.	Discovered by lookout at 2.55 a. m. on fire ¼ mile from the station up river. Service crew went to fire with their apparatus and assisted in putting out flames. They also pumped out the pile driver.
11	Gurnet, Mass.....	Sc. Rose Standish...	Stranded ¾ mile SE. of station. On going aboard the life-saving crew found that the vessel was pounding badly and in danger of driving farther up on the shoal. They carried out an anchor, and as she lifted on the swells she was hove out and floated. The keeper then piloted her into harbor.
11	Ludington, Mich., Lake Michigan.	Gas. lch. Messenger..	Adrift 2½ miles SE. of station. Picked up and towed to a dock.
12	Point Judith, R. I.....	Gas. lch., no name...	Owner of launch came to station and reported that his boat was in danger of being swept from her moorings and driven ashore. The service crew found the launch in the breakers. They towed it outside of the surf and left it at a safe mooring.
12	Gilgo, N. Y.....	Skiff, no name.....	Capsized ¼ mile N. of station. Service crew rescued the 1 occupant and recovered the skiff.
12	Little Island, Va., False Cape, Va., and Wash Woods, N. C.	Sc. Florence Shay...	Went ashore near the Little Island station in a heavy NNW. gale. Two of crew lost. (For detailed account see "Disasters involving loss of life.")

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Nov. 12	Ocracoke, N. C.....	Tug Hampton.....	Smokestack blew overboard in gale and tug foundered 18 miles N. of station. Seven of her crew landed in their small boat at the station. The master of the Hampton was picked up by a steam launch and also brought to the station. Keeper went to Hatteras Inlet in surfboat and telegraphed for the revenue cutter Pamlico. The cutter arrived November 13 and took the crew to Elizabeth City. (See letter of acknowledgment.)
12	Santa Rosa, Fla.....	Gas. sc. Nautilus....	Discovered by lookout at 10.20 p. m. on fire 1½ miles E. of station. Service crew found the vessel ashore and abandoned. The flames were extinguished and the sails furled. Two of the schooner's crew came to the station on the 13th and reported that a third member of the crew (Henry Gale) had been lost overboard when the fire broke out. They had hurriedly left in their tender, and had been drifting about without oars. Keeper took them to town, where they could report to owner and obtain medical attendance, one of them having been injured by falling down a hatch. Surfmen also assisted in the work of floating the schooner.
12	Buffalo, N. Y., Lake Erie..	Gas. lch. Gerald D..	While trying to smuggle 10 Chinamen in from Canada, launch was wrecked on riprap outside of breakwater. Six Chinamen were drowned. (For detailed account, see "Disasters involving lost of life.")
12	Cleveland, Ohio, Lake Erie.	Str. John C. Pringle.	At 7.50 p. m. keeper was notified by telephone that a steamer was blowing distress signals out on the lake, 12 miles N.E. of the station. The wind was strong from the NW., it was snowing, and there was a heavy sea. Life-saving crew put off in power lifeboat and found the vessel stranded on a sand bar with the seas washing over her, and her fires extinguished. Her crew of 10 men and 1 woman were taken into the lifeboat and brought to the station, where they were given medical attention, food, and dry clothing.
12	Old Chicago, Ill., Lake Michigan.	Slp. Glenn.....	Stranded 6 miles S. of station. Surfmen responded in power lifeboat, and found the sloop pounding badly. They got a line to her by using the station skiff, and hauled her into deep water.
13	Whitehead, Me.....	Sc. New Boxer.....	Missed stays during a gale, and, to avoid going ashore, anchored 1½ miles E. of station. Distress signal was discovered by lookout. Surfboat put off to schooner, assisted in getting her under way, and worked her into Seal Harbor. On the 15th surfmen again helped her get under way.
13	Cape Elizabeth, Me.....	Slp. Neptune.....	Discovered 7 miles E. of station with distress flag flying. Surfboat put off to sloop, and found that her main boom and gaff were broken. Surfmen made temporary repairs and helped to work her into harbor.
13	Biscayne Bay, Fla.....	Gas. lch. No. 147.....	Exhausted its batteries and stranded 4 miles S. of the station. The crew of 3 fishermen came to the station, where they were cared for until the next day. They were then assisted in hauling their launch up clear of the surf.
13	San Luis, Tex.....	Gas. lch. Susie.....	Dragged anchor and stranded 5½ miles SW. of station. Distress signal was discovered by lookout. Station crew responded in the surfboat, and tried to float the launch, but were unsuccessful on account of the falling tide. They continued their efforts at intervals until November 28, when, on an unusually high tide, she was hove into deep water.
13	Aransas, Tex.....	Gas. lch. Dolly Gray.	Carried out of her course by strong wind and current, and stranded on a sand spit ½ mile N. of station. Surfmen carried out an anchor, and, after carrying the passengers and mail ashore, worked the launch into deep water.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Nov. 13	Bois Blanc, Mich., Lake Huron.	Sc. Ironwood.....	Stranded 8 miles SW. of station. At the master's request the station crew proceeded to the schooner in the power lifeboat. It was found that the calking had worked out of her seams, and it was therefore necessary to haul her out on skids.
13	Sleeping Bear Point, Mich., Lake Michigan.	Sc. Seaman.....	Stranded 8 miles SW. of station. Surfmen ran lines from the schooner to the pier, hove her off the bar, and hauled her into the pier.
14	Indian River Inlet, Del.	Sc. Marie F. Cummings.	Stranded in a gale 1 mile N. of the station at 9.15 p. m., and discovered by the patrol. Life-savers put off to her in surfboat and brought her crew to the station. The schooner was a total loss. The seamen were sheltered at the station for several days.
14	Cape Lookout, N. C.....	Sc. James B. Jordan.	Anchored 2 miles NNW. of the station. In response to a distress signal, the station crew put off to schooner in surfboat and found that her rudderhead and spanker gaff had been broken. At the master's request, the keeper notified the owners of the vessel.
14	Santa Rosa, Fla.....	Yawl Gazelle.....	Dragged anchor, and was swept into the surf $\frac{1}{2}$ mile E. of the station. Surfmen anchored outside of yawl, got a line to her, and hauled her through the surf to deep water. The owner was sheltered at the station until the next day, and given dry clothing.
14	Buffalo, N. Y., Lake Erie..	Str. Grover Cleveland.	Badly damaged in a collision near the station. Surfmen got a line to her and assisted in hauling her to the pier.
14	.....do.....	Scow Atlas.....	Broke adrift and stranded $1\frac{1}{2}$ miles SE. of station. Discovered at 11 p. m. by the lookout. Station crew, in power lifeboat, ran lines for the tug, but it was not until the next day that the scow was floated.
14	Jackson Park, Ill., Lake Michigan.	Slp. yt. Orpheus....	Stranded $\frac{1}{2}$ mile E. of station. Hauled off the reef by surfboat.
14	Milwaukee, Wis., Lake Michigan.	Gas. lch., no name..	Supply of gasoline exhausted. Towed to dock by surfboat.
15	Hunnwells Beach, Me....	Gas. lch. Belle.....	Wrecked on rocks 1 mile ESE. of the station. The occupant got ashore unassisted. He was given his dinner at the station, and conveyed to his home.
15	Gurnet, Mass.....	Sailboat Margaret...	During the prevalence of a fresh wind and high sea 2 fishermen anchored their boat $\frac{1}{2}$ mile SE. of the station. Lookout reported that they were in danger and the service crew, in surfboat, brought them to the station. When the storm had subsided they were taken off to their boat.
15	Harbor Beach, Mich., Lake Huron.	Sailboat, no name...	Filled with water at its anchorage. Bailed out and towed to dock.
15	Jackson Park, Ill., Lake Michigan.	Slp. yt. Eva.....	Became unmanageable in strong NW. wind, $\frac{1}{2}$ mile SW. of station. Surfboat towed the yacht into the harbor.
15	Racine, Wis., Lake Michigan.	Gas. lch., no name..	Engine disabled $1\frac{1}{2}$ miles E. of station. Towed into harbor.
15	Plum Island, Wis., Lake Michigan.	Sc. Seaman.....	Stranded 8 miles SSW. of station in fresh SW. wind and high surf. Discovered by patrol. The life-savers went aboard, but found that nothing could be done for the schooner on account of the high sea. The crew of 6 men were taken to the station for the night, and on the 16th the keeper carried them to Detroit Harbor, where they obtained passage to their homes. The vessel was nearly a total loss.
16	Marblehead, Ohio, Lake Erie.	Gas. lch. Guess.....	Broke her steering gear and stranded $\frac{1}{2}$ mile W. of station. Station crew went to her assistance, but found that the water had fallen so low that she could not be hauled out on the beach. The next morning an anchor was carried out, and the launch was hauled aloft.
16	Yaquina Bay, Oreg.....	Fishboat, no name..	Drifting out of the bay. Recovered and towed to a safe anchorage. The boat contained 2 valuable fish nets.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Nov. 17	Portsmouth Harbor, N. H.	Sc. Spartel.....	Stranded 5 miles NE. of station. A tug had already reached the vessel when the service crew arrived. Surfmen connected the suction pump and ran hawsers for the tug. They stood by the schooner overnight, and helped float her the next morning.
17	Gloucester, Mass.....	Gas. lch. Raymond..	Engine disabled 1½ miles S. of station. Responding to the distress signal in the lifeboat, the crew towed the launch to Gloucester where she could be repaired.
17	Portage, Mich., Lake Superior.	Sc. Mary Woolson..	Parted towline in storm, and went adrift on the night of November 16. The towing tug came to the station at 7 a. m. and reported the accident. Service crew, in power lifeboat, found the schooner 12 miles NW. of station. By the use of sails and the engine the lifeboat towed the schooner toward the harbor until picked up by the steamer Charles H. Bradley.
17	Holland, Mich., Lake Michigan.	Skiff, no name.....	Found by patrol in the surf. Taken to station and held for claimant.
17	Old Chicago, Ill., Lake Michigan.	Gas. lch., no name..	Stranded on submerged crib 4 miles S. of station. Reported by telephone, and power lifeboat proceeded to scene. Hauled afloat and towed to station.
18	Fort Lauderdale, Fla. ....	.....do.....	Disabled 2 miles W. of station. Towed to the light-house, where it belonged.
18	Bois Blanc, Mich., Lake Huron.	U. S. lightship Poe Reef.	Reported adrift by lookout. Keeper went to Sheboygan and telephoned to the inspector. At his request the keeper secured a tug and towed the lightship into port. She had parted the chain of her heavier anchor, and the light anchor failed to hold her.
18	Ludington, Mich., Lake Michigan.	Scow, no name.....	Had been towed to the beach 2 miles S. of station, and loaded with gravel. A fresh wind sprang up, and the 3 men at work on board were unable to get the scow to the towing launch. Station crew, in power lifeboat, went to their aid, ran a line to the scow, and hauled it off the beach to the launch.
18	Orleans, Mass.....	Sc. Ellen M. Golden.	Anchored to leeward of outer bar, and a shift in the wind swung the schooner around into a dangerous position. Her master signaled for a tug, and the keeper sent a call for the desired aid.
19	Gayhead, Mass.....	Gas. lch., no name..	Stranded 5 miles SSE. of station. The owner, a fisherman, got ashore and came to the station, where he was given supper and shelter. The next morning the surfmen hauled the launch out on rollers so that repairs could be made.
19	Squan Beach, N. J.....	Gas. lch. Sylvia.....	Made distress signal 600 yards S. of station. Surfmen found the launch leaking and her engine disabled. Towed to station, hauled out, and the stern stuffing box repacked.
19	Sabine Pass, Tex.....	Sc. Ella L. Davenport.	Stranded on mud flats, 4½ miles SSE. of station, at 9 p. m. Discovered the next morning, and crew went to her assistance. A pilot boat and tug arrived, and the vessel was hauled into deep water, the surfmen running hawsers between them.
19	Southside, Cal.....	Gas. lch., no name..	Patrol discovered the launch at 3 a. m. ashore 1½ miles N. of station. Surfmen planted a sand anchor, and hauled the launch out clear of the surf.
20	Avalon, N. J.....	Gas. lch. Hustler....	Engine disabled 1½ miles S. of station. Towed 3 miles to a safe anchorage.
20	Fort Macon, N. C.....	Sc. Wyona.....	Stranded 2 miles SSE. of station. Discovered at 9 p. m. by the patrol. Surfboat carried out anchors, and hove the schooner into deep water. She was then towed into the harbor.
20	Fort Lauderdale, Fla.	Gas. lch. P. D. Q....	Sunk ¼ mile SW. of station. The keeper, assisted by 3 volunteers, raised the launch and bailed her out.
20	Ludington, Mich., Lake Michigan.	Sc. Malitta.....	Collided with the north pier. Station crew towed her clear of the pier and then out of the harbor.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Nov. 20	Arena Cove, Cal.....	Fish boats (2), no names.	Moored to the wharf and in danger of being smashed by the high seas. Surfmen assisted the fishermen in hauling the boats out on the wharf.
21	Atlantic City, N. J.....	Gas. lch. Pacific.....	Engine became disabled 1 mile E. of station. Surfboat arrived on the scene in time to prevent her from drifting onto the shoals. Towed inside the inlet, where repairs could be made.
21	Sturgeon Bay Canal, Wis., Lake Michigan.	Str. Duncan City and Sc. Ida Corn- ing.	At 9.30 p. m. the keeper was notified by telephone that these vessels had stranded 8 miles SSW. of the station. Weather was very foggy. Station crew proceeded to scene in surfboat in tow of the tug Smith. Soundings were taken, and the next morning, the sea making up, the steamer backed off the rocks. She then hove the schooner into deep water.
23	Burnt Island, Me.....	Sc. yt. Gardetta.....	Stranded 4 miles NW. of station and reported to keeper by a fisherman. Life-savers proceeded to the scene in surfboat, but the schooner's crew had gotten ashore before their arrival. The sea was so rough that nothing could be done in the way of trying to float the vessel. The surfboat carried the master to Port Clyde, where he made arrangements for the services of wreckers. The schooner broke up on November 27.
23	Plum Island, Wis., Lake Michigan.	Sc. Berwyn.....	While in tow of the steamer Walter Vail the schooner Berwyn stranded 1 mile SE. of station. Disaster discovered by patrol at 12.20 a. m. Surfboat put off to the schooner and piloted the steamer back to the stranded vessel, the weather being very foggy. A hawser was run between them, but all attempts to float the vessel were unsuccessful. Her crew were taken to the station, given food, and then carried to Detroit Harbor, where they obtained passage home. Wreckers stripped the Berwyn, and she was abandoned.
24	Barnegat and Forked River, N. J.	Gas. lch. Margaret..	Engine disabled and launch drifted ashore 1 1/2 miles NNE. of Barnegat station. Keeper telephoned word to Forked River station, and the two crews worked the launch afloat.
24	Forked River, N. J.....	Gas. lch. Sylvia.....	The occupant lost his bearings in a dense fog and signaled when off the station. Surfboat towed the launch to the beach and hauled it up clear of the surf. On the 27th she was towed into the inlet.
24	Evanston, Ill., Lake Michigan.	Str. Kansas.....	Stranded 3/4 mile N. of station in a fog. Surfmen sounded around the steamer, located a channel, and then worked her into deep water.
24	Kewaunee, Wis., Lake Michigan.	Str. Torrent and scows (2).	Steamer entered port and tried to make landing under difficult conditions, a heavy sea running. Surfmen handled lines and helped to make vessels secure.
25	Plum Island, Mass.....	Sc. Thomas A. Cromwell.	Stranded in dense fog, 1/4 mile N. of station, and discovered by patrol. The crew of 21 men came ashore in their dories, and were given food and shelter until the next day. Keeper telephoned to Boston for a tug, and on the 26th the Orion arrived. Surfmen ran a hawser from the tug to the schooner, and she was hauled into deep water and towed to Boston.
25	Durants, N. C.....	Sc. Georgia A. Gas- kins.	Stranded 4 miles N. of station. The powerboat hove the schooner off the shoal and towed her into the channel.
25	Thunder Bay Island, Mich., Lake Huron.	Sailboat, no name...	Sail blown away in a SE. gale, and boat went on a reef 1 mile from station. Released by surfmen and towed to station.
26	Sandy Point, N. Y.....	Gas. sc. W. Talbot Dodge.	Stranded in fog at 4.15 a. m., 1/4 mile SES. of station. Responding to the blasts of foghorn, the surfboat put off to the schooner. She was floated, gotten under way, and the master informed as to the proper course into the Sound.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Nov. 26	Point Lookout, N. Y.....	Gas. lch. Jim and I..	Stranded in a fog $\frac{1}{2}$ mile E. of station. Station crew, in surfboat, put off to launch, and found that her anchor had knocked a hole in her bow and she had filled. At low tide the next day they stopped the leak, removed ballast, and pumped out the hold. At high tide they hove the launch 100 feet toward deep water. The following day she was floated. Her crew was fed and lodged at the station 3 days.
26 27 28	San Luis, Tex.....	Gas. lch. Rona.....	Discovered by station crew stranded 5 miles SW. of station, with her machinery disabled. Surfmen carried out an anchor, but the falling tide prevented floating the launch that night. On the 27th the surfmen assisted in repairing the machinery and, the tide being too low to float her, stood by during the night. At midnight she was floated and able to proceed on her way.
26	Manistee, Mich., Lake Michigan.	Str. Cadillac.....	Keeper piloted the steamer out of the river.
26	Holland, Mich., Lake Michigan.	Pile-driver Handy Boy.	Reported by patrol to be adrift $\frac{1}{2}$ mile E. of station. Surfmen found the pile driver leaking badly, so they rigged a pump and tried to save it from sinking, but their efforts were unavailing. However, they ran lines to another pile driver and hauled the disabled one partly out of water. On December 15 it was towed to a safe berth.
26	South Haven, Mich., Lake Michigan.	Sc. Emily and Eliza.	While lying at a pier during a SW. gale, parted her spring lines and was surging heavily on breast lines. The station crew shifted the schooner to a safer berth.
26	Old Chicago, Ill., Lake Michigan.	Rowboat, no name..	Keeper was notified by telephone that 2 men in a rowboat 7 miles N. of the station were in great distress. The wind was blowing a SW. gale and there was a high sea. The power lifeboat hastened to the scene. The men were found in an exhausted condition, with an oar gone and the boat half full of water. They were being driven out into the lake and would have undoubtedly perished but for the timely arrival of the service crew.
27	Newburyport, Mass.....	Skiff, no name.....	Went adrift. Recovered and held for claimant.
27	Sandy Hook, N. J.....	Str. Finance.....	Damaged in a collision. Surfmen assisted in removing United States mail.
27	Barnegat and Forked River, N. J.	Gas. lch. George H. Bates.	Stranded $\frac{1}{2}$ mile ESE. of station while trying to enter Barnegat Inlet. The crews from both stations proceeded to the scene in surfboats, carried out anchors, and, as the tide rose, the launch was floated and kedged into deep water.
27	Hammond, Mich., Lake Huron.	Gas. lch. Carrie E...	Machinery disabled 6 miles WNW. of station. Station crew, in surfboat, picked up the launch and towed it to the station.
27	Pentwater, Mich., Lake Michigan.	Sc. Maj. N. H. Ferry.	Anchored in an unsafe berth in the channel. Station crew shifted the vessel to a safe anchorage.
27	Holland, Mich., Lake Michigan.	Str. Topeka.....	Stranded $\frac{1}{2}$ mile W. of station. Surfmen ran lines to the pier, and upon the arrival of the steamer Gillespie they carried a hawser to that vessel, which hauled her afloat.
27	Milwaukee, Wis., Lake Michigan.	Skiff, no name.....	Adrift in the river. Recovered and restored to owner.
27	Fort Point, Cal.....	Small boat, no name.	Stolen from a yacht and beached $\frac{1}{2}$ miles SW. of station. Surfmen floated the boat and restored it to the owner.
28	Monomoy Point, Mass....	Sc. Florence A.....	Stranded at 12.10 a. m. $3\frac{1}{2}$ miles WSW. of station in a strong NW. wind and high sea. In response to a torch signal burned aboard the schooner the life-savers put off to her in the surfboat, finding that she had struck Handkerchief Shoal. She was pounding badly and the crew had taken refuge on the deck load of lumber. The seamen were

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel	Nature of casualty and service rendered.
1908. Nov. 23	Monomoy Point, Mass.....	Sc. Florence A.....	taken to the station and given food and shelter until November 30, when the vessel was floated and towed to New Bedford.
28	Portsmouth and Hatteras Inlet, N. C.	Sc. Alison Miller....	Stranded 4 miles NNW. of Portsmouth station. Floated by the crews of both stations and brought to a safe harbor.
28	Harbor Beach, Mich., Lake Huron.	Sailboat, no name....	Sprang a leak and filled $\frac{1}{2}$ mile S. of station. Balled out and towed to dock by surfmen.
29	Louisville, Ky.....	Flatboat, no name..	Discovered by lookout in danger of going over the falls. Life-savers towed the occupants (a man and 2 boys) to a place of safety.
30	Cape Hatteras, N. C.....	Gas. lch. Colinda....	Sunk in Pamlico Sound. Floated by surfmen.
30	Humboldt Bay, Cal.....	Gas. lch., no name..	Stranded near the station. Floated with the assistance of station crew. While the surfmen were engaged in this work their surfboat had 2 planks stove in by the heavy surf.
Dec. 1	Bethel Creek, Fla.....	Small boat, no name.	Occupants of this boat (3 men) were furnished with a supply of fresh water and given shelter overnight.
1	Erie, Pa., Lake Erie.....	Gas. lch. Irene.....	Driven ashore by strong wind $\frac{1}{2}$ mile NW. of station. Surfmen floated the launch and took it to a safe berth.
2	Cranberry Islands, Me.....	Sc. Mary J. Elliott..	Parted her cable in strong NW. wind and was in danger of going ashore 2 miles WNW. of station. The surfboat proceeded to the vessel, carried out an anchor and hawser, and secured the schooner in a safe berth. On the 5th the surfmen recovered the lost anchor.
2	Burnt Island, Me.....	Sc. Charles E. Wyman.	Dragged anchor and stranded $\frac{3}{4}$ miles NE. of station. The station crew went aboard, pumped out the schooner, which had started to leak, and kedged her into a safe berth.
2	Hunnitwells Beach, Me....	Sc. Mary C. Olys....	Anchored 1 mile ESE. of station and hoisted a signal of distress. Station crew put off to schooner in surfboat and learned that her sails had been blown away and she was leaking badly. Surfmen manned the pumps until the arrival of a tug, which the keeper had summoned before leaving the station, and then assisted in putting her in tow of the tug.
2	Cuttyhunk, Mass.....	Slp. Lucia.....	Dragged her anchors $\frac{1}{2}$ mile NNW. of the station, and was in danger of going ashore when discovered by the keeper. Surfmen boarded the sloop, got her underway, and worked her over to steamer moorings.
2	Eatons Neck, N. Y.....	Sc. Martha D. Reid..	Stranded $\frac{1}{2}$ mile WSW. of the station at 12.20 a. m. Surfmen assisted in floating the schooner, which was towed the next day to New York. She was undamaged, except for the loss of her centerboard.
2	Spermaceti Cove, N. J....	Gas. lch. Faustina ..	Stranded 14 miles N. of the station. Surfmen proceeded to the scene, carried out an anchor, and, at high tide, the launch was floated. She departed under her own power, having suffered no damage.
2	Metomkin Inlet, Va.....	Sailboat Virginia....	Dismasted $\frac{1}{2}$ miles NE. of the station. Discovered by the lookout. Towed to the station, jurymast rigged, sail bent, and continued on her way.
2	Little Kinnakeet, N. C....	Sc. Little Tennyson.	Missed stays, and stranded 3 miles W. of the station. Her flag of distress was discovered by the lookout. Surfmen responded to the call, carried out anchors and warps from the schooner, and she was floated, undamaged.
3	Burnt Island, Me.....	Sc. Marion Draper..	Dragged anchors and stranded $\frac{3}{4}$ miles NE. of the station. A distress signal was made, which was discovered by the lookout, and the surfboat put off to the scene. Surfmen carried out anchors and kedged the schooner into a safe berth.
3	Brazos, Tex.....	Sc. Jeff N. Miller.....	Pounding on the bottom while lying at anchor $\frac{1}{2}$ mile WNW. of station, none of her crew being aboard. Surfmen went aboard, weighed anchor, set sail, and worked the schooner to a safe berth.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Dec. 3	North Manitou Island, Mich., Lake Michigan.	Sc. Alice	Anchored $\frac{1}{2}$ mile SE. of the station and dragged into an unsafe berth. The master asked the keeper to assist in getting schooner underway. Keeper collected a crew (inactive season), went on board the Alice, weighed anchor, hoisted sail, and worked her into the bay.
4	Bogue Inlet, N. C.	Gas. lch. Helen	Sea was too high for launch to cross in over the bar, so her occupants (a party of fishermen) anchored 1 mile S. of the station and landed in their tender. The next day the surfboat towed her into the inlet.
4	Gilberts Bar, Fla.	Gas. lch. Lucifer	Keeper piloted the launch through the channel of the inlet.
4	do.	Gas. lch. Climax	Stranded 2 miles S. of the station. Keeper assisted in floating the launch and worked her out from the shoals.
5	Coskata, Mass.	Catboat Tramp	Grounded at its moorings at low tide. Surfmen carried out an anchor so that it could be hove off with the rising tide.
5	Point of Woods, N. Y.	Gas. sc. Olive Van Dusen.	Missed stays and stranded 2 miles NNW. of the station. Surfmen worked launch into deep water.
5	Harbor Beach, Mich., Lake Huron.	Sailboat Carnot.	Ice cut mooring line and boat was drifting out in the lake when discovered by the lookout. Power lifeboat proceeded to the scene, $\frac{1}{2}$ mile S. of the station, and towed the Carnot to the dock.
6	Nauset and Orleans, Mass.	Sc. Brigadier	Forerigging carried away. The keeper, who observed the schooner's predicament, was unable to secure a tug, so he sent a message for the revenue-cutter Gresham, which picked up the schooner off Nantucket shoals and towed her into port.
6	Point of Woods, N. Y.	Slp. Lotus	Stranded 2 miles NW. of the station. Discovered by the lookout and the surfboat put off to her assistance. She was floated, undamaged.
6	Santa Rosa, Fla.	Gas. lch. Nellie	Engine disabled when launch was $\frac{1}{2}$ mile E. of the station. The power surfboat towed the launch to her destination.
6	Bols Blanc, Mich., Lake Huron.	Str. A. D. Davidson	Stranded 7 miles W. of station. Her distress signals were heard by the lookout, and the station crew, in the lifeboat, immediately proceeded to the scene. Upon the arrival of two tugs and a lighter the surfmen assisted in working the steamer free.
8	Amagansett, N. Y.	Fish boats (2), no names.	Swamped in the surf. Surfmen assisted owners in clearing and hauling them out on the beach.
8	Fire Island, N. Y.	Gas. lch. Lucy Bell.	Stranded 1 mile NE. of station. An anchor was carried out, and, at high water the following day, the Lucy Bell was hove afloat.
8	Assateague Beach, Va.	Str. Kenosha.	Leaking badly, was run ashore 2 miles SW. of the station. Surfboat went off to the wreck, but no immediate aid was desired. The master was brought ashore to communicate with owners. On December 9 the keeper telegraphed for wreckers, which arrived the next day and floated the Kenosha.
8	Indian River Inlet, Fla. ...	Gas. lch. Mildred	Engine broke down when launch was 2 miles S. of the station. Keeper assisted in hauling the launch up on the beach.
9	Forked River, N. J.	Gas. lch., no name.	Signaled for assistance when $\frac{1}{2}$ mile SE. of the station. The surfboat proceeded to the scene. Launch had exhausted its supply of gasoline. Surfmen boated ashore a load of provisions from the launch, and then towed it ashore. On the 10th the station crew loaded the launch upon a wagon and hauled it across to the bay. The 3 occupants were given shelter and meals one day.
9	Harbor Beach, Mich., Lake Huron.	Sc. Jennie Weaver. .	Moored at dock, $\frac{1}{2}$ mile E. of the station, and choppy sea caused vessel to pound on bottom. Power lifeboat towed the schooner into deep water. When the gale had abated she was hauled back to the dock.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Dec. 9	Harbor Beach, Mich., Lake Huron.	Gas. lch. Wanderer.	Frozen in the lake near the station. Surfmen broke the ice around it and hauled it out for the winter.
9	.....do.....	Sailboat, no name...	Painter cut by ice, and boat went adrift. Towed ashore, and hauled out for the winter.
10	Gurnet, Mass.....	Sc. Ella L. Spurling.	Stranded $\frac{1}{2}$ mile S. of station at 8 p. m. Discovered by lookout, and the surfboat put off to her assistance. A tug soon arrived, and the surfmen ran a line between that and the schooner, which was hauled afloat, undamaged.
10	Cobb Island, Va.....	Slp. Sarah M. Rooks.	Dismasted 5 miles S. of station, and signaled for help. Station crew, in power lifeboat, proceeded to the scene, secured sails, rigging, and spars, and towed the sloop to a safe harbor. The next day the owner was taken ashore to secure a tug. The owner and his assistant were given shelter and food at the station that night.
10	Galveston, Tex.....	Gas. lch. Eva.....	Stranded 1 mile NNW. of station. The launch was loaded with mail and passengers, so the station crew immediately landed the passengers that they might catch their train. The craft was floated at high tide.
10	Sheboygan, Wis., Lake Michigan.	Gas. lch. Diamond..	Keeper discovered this launch trying to work into the harbor against a S. gale and high sea. Keeper telephoned for a tug. (inactive season) and went to her aid. But for their discovery by the keeper, the 2 occupants would have perished in the gale.
11	Race Point, Mass.....	Sc. Rebecca.....	Stranded $1\frac{1}{2}$ miles WSW. of station. Life-savers in surfboat went aboard. Anchor had been dropped underfoot and threatened to knock a hole in schooner's bow. Surfmen weighed anchor and carried it well offshore. The Rebecca was then hove into deep water.
11	Bulow, Fla.....	Gas. lch. Irvine D...	Engine became disabled 3 miles S. of the station. Keeper towed the launch to Tomoko, where repairs were made.
11	Galveston, Tex.....	Slp. Dixie.....	Stranded $\frac{1}{2}$ mile NW. of the station. Discovered by lookout, and the surfboat put off to the scene. Surfmen carried out an anchor, shifted cargo to give sloop a list, and worked it into deep water.
12	Bellport, Smiths Point, and Blue Point, N. Y.	Ger. Str. Harburg...	Stranded in thick fog, at 1.45 a. m., $\frac{1}{2}$ mile W. of Bellport station. Discovered by the patrol. The keeper called up Smiths Point and Blue Point stations, and the 3 crews assembled on the beach abreast of the steamer. A line was shot aboard the Harburg that the seamen might be brought ashore in case their situation became perilous. Life-savers in surfboat went aboard and brought ashore messages for steamer's agents. The Harburg was floated December 14 by a wrecking tug.
12	North Beach, Md.....	Slp. Flying Cloud...	Stranded 3 miles N. of the station. Keeper employed a gasoline launch to tow a lighter to the scene. Cargo was shifted to the lighter, and the sloop was floated and towed into deep water. Cargo was reladen on board the Flying Cloud, and she proceeded on her way.
12	Metomkin Inlet, Va.....	Slp. Annie.....	Master of sloop got into tender to clear it of water; tender overturned, and he crawled out on its bottom. His assistant launched a skiff to go to his rescue, forgetting to haul down sail, but was left far astern, the sloop sailing by at a lively rate. These events occurred $\frac{1}{2}$ mile SSE. of the station and were observed by the lookout. Life-savers manned the surfboat, picked up the 2 men, and brought them to the station. They were furnished dry clothing and given dinner and supper. The Annie, which had stranded, was floated by the surfmen and brought into the harbor. (See letters of acknowledgment.)

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Dec. 12	Brazos, Tex.....	Gas. lch. Sea Gull...	Lost in the fog, and stranded $\frac{1}{2}$ mile NW. of the station, with 12 passengers aboard. Discovered by the keeper, and the surfboat was sent to their aid. Passengers were taken off while the life-savers floated the launch, and were then returned aboard. Keeper piloted the Sea Gull to Isabel.
12	Grande Pointe Au Sable, Mich., Lake Michigan.	Sc. Belle.....	Stranded 4 miles N. of the station, her crew having been taken off by a towing steamer. Keeper secured 4,000 feet of lumber from her and hauled it up on the beach (inactive season).
13	Sullivans Island, S. C.....	Slp. Coleman.....	Drifted out of harbor, and stranded 100 yards S. of the station. Discovered by the lookout at 5 a. m., and the life-savers went off to the sloop. A 12-year-old boy was found in charge, who claimed that sloop's moorings were cut during the night. Boy was brought ashore and given transportation to the city. Surfmen secured the sloop and delivered it to its owner upon his arrival at the station.
13	Galveston, Tex.....	Gas. lch. Pelican....	Stranded in a dense fog, $\frac{1}{2}$ mile N. of the station. Word was telephoned to the station, and the life-savers proceeded to the scene. An anchor was carried out, and by hauling out to this and backing on the engine, the launch was worked into deep water.
13	Buffalo, N. Y., Lake Erie.	Str. Yale.....	Listed heavily while towing a large steamer and sunk, drowning one of the crew. (For detailed account see "Disasters involving loss of life.")
14	Erie, Pa., Lake Erie.....	Lighter No. 21.....	Station crew, in surfboat, ran a hawser from a tug to this lighter, which hauled it off the beach.
15	Burnt Island, Me.....	Sc. Red Jacket.....	Stranded 10 miles NE. of station. It was snowing, and the wind was blowing strong from the S. Word was telephoned to the keeper, and the surfboat, in tow of a launch proceeded to the scene. Surfmen carried out an anchor, and, at high tide, hove the Red Jacket into the channel.
15	Hunniwells Beach, Me....	Gas. lch., no name..	Parted its moorings and drifted ashore $\frac{1}{2}$ mile ENE. of the station. Station crew, in surfboat, proceeded to the scene and floated the launch.
15	Point Lookout, N. Y.....	Gas. sc. Tartar.....	Stranded 1 mile E. of the station. Discovered by lookout, and the surfboat was sent to its assistance. Surfmen carried out anchors and hove the Tartar into deep water.
15	Bulow, Fla.....	Gas. lch. Emma.....	Broke her propeller when 5 miles S. of the station. Owner came to the station and requested assistance. Keeper proceeded to the scene in station launch, and towed the Emma to Daytona.
15	South Haven, Mich., Lake Michigan.	Sc. Mary A. Gregory.	Keeper ran a towline to the schooner, and assisted in tracking her out of the harbor.
16	Hunniwells Beach, Me....	Str. Eldorado.....	Burned at its dock, $\frac{1}{2}$ mile NNE. of station. Discovered at 2 a. m. by the lookout. Life-savers procured buckets and hastened to the dock. The Eldorado was beyond assistance, but after a hard struggle they succeeded in saving the freight shed and wharf. (See letter of acknowledgement.)
16	Wood End, Mass.....	Sc. Rose Muller.....	Keeper brought the master ashore that he might telephone to owners of the vessel that she was leaking badly.
16	Hatteras Inlet and Ocracoke, N. C.	Sc. Susie Muir.....	Stranded 3 miles NW. of Ocracoke station, and set a distress signal, which was discovered by the lookouts at both stations. The life-savers proceeded to her assistance, carried out anchors, brought 2 boat loads of her cargo ashore, hove her afloat, and towed her into a safe harbor.
16	Milwaukee, Wis., Lake Michigan.	Skiff.....	Adrift in the river. Picked up and restored to owner.
17	Rockaway Point, N. Y....	Gas. lch. Tender....	Stranded, with 4 occupants, $\frac{1}{2}$ mile SW. of station. Discovered by patrol. Surfmen carried out an anchor and hauled the launch afloat.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Dec. 17	Assateague Beach, Va.....	Yt. Anna.....	A surfman went aboard and piloted the Anna to Chincoteague, the master being unfamiliar with the channel.
18	Muskeget, Mass.....	Aux. slp. Hersey D. Taylor.	Stranded 1½ miles W. of the station. Discovered by lookout, and the surfboat proceeded to the scene. Surfmen carried out an anchor, put sail on the sloop, and hove her off the bar.
18	Santa Rosa, Fla.....	Sc. Right Bower....	Stranded 4 miles NE. of the station at 3 a. m. Discovered at daybreak by the lookout. Surfboat was manned, and the life-savers went on board the schooner. They carried out an anchor and hove her off the shoal.
19	Metomkin Inlet, Va.....	Sc. C. R. Bennett...	Stranded ¼ mile SW. of the station. Discovered by lookout at 6 a. m. The surfboat was launched, and the crew went on board the schooner. They carried out an anchor; but the tide was too low to float the vessel. On the high tide, the next morning at 4.30, they assisted in heaving the vessel off the shoal, weighing anchor, and making sail. As vessel was leaking, she proceeded to Chincoteague to haul out on the marine railway.
21	Atlantic City, N. J.....	Gas. sc. Annie Godfrey.	Stranded on bar ¼ mile from station. Surfboat went to her aid. Station crew carried out an anchor, but as the tide was ebbing the first effort to float the schooner was unsuccessful. Her cargo of fish was then unloaded into her boats and sent ashore. At 5 the next morning the surfmen returned to the schooner and, assisted by 2 launches, hove her into deep water. As she was leaking, they towed her into the basin and put her on the beach.
22	Old Harbor, Mass.....	Sc. Julia A. Berkeley.	Discovered at daylight, anchored 2½ miles SE. of the station, with distress signal set in her rigging. Surfboat was manned, and the life-savers went on board. She had been caught out in a squall and her two galls and main boom had carried away. The sea was making up and the schooner was in a bad berth, so the surfmen hove up anchor, set her jibs, and stood for Pollock Rip. A signal for aid was hoisted, and the revenue-cutter Acushnet came out and towed the schooner to Hyannis.
22	Cold Spring and Two-Mile Beach, N. J.	Str. Alma and bge. No. 4.	Steamer and tow stranded 2½ miles E. of Cold Spring station and 1½ miles SW. of Two-Mile Beach station. They were discovered by the lookouts at both stations at 7.50 a. m., and the life-savers, in surfboats, proceeded to the scene. Wind was blowing strong, sea was rough, and it was snowing. Surfmen pumped out the steamer and carried out anchors and lines, by means of which she was hove afloat at 5 p. m. The Two-Mile Beach station crew then went ashore to telegraph for a tug, and the Cold Spring crew transferred the barge's 6 men to the steamer. They then tried to communicate with the tug Blue Bell, which was standing by, well offshore, but as night was coming on the tug left before the surfboat could reach her. The Alma was leaking rapidly, so her crew of 4 men and the barge's 6 men were taken into the surfboat and brought to the Cold Spring station, where dry clothing was furnished them. Shelter and food were given them for one day. The Alma sank soon after she was abandoned. The barge drifted ashore 1 mile from Cape Henlopen station. The keeper notified the maritime exchange and the wreckers took charge of it.
22	North Beach, Md.....	Catboat N a d i n e Showell.	Stranded 1 mile SW. of the station. The 2 occupants came to the station and were given food and shelter for the night. Dry clothing was also supplied them. The next day at high tide surfmen floated the

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Dec. 22	North Beach, Md.....	Catboat <i>N a d i n e</i> Showell.	catboat and raised her 2 tenders, which had sunk alongside during the night. As the wind was now blowing a gale, they assisted in getting the boats into a safe harbor.
22	Metomkin Inlet, Va.....	Slp. <i>A. B. Johnson..</i>	Stranded 1½ miles SW. of the station, and had her sails blown away. Surfmen floated the sloop, and towed her into a safe harbor.
22	Saluria, Tex.....	Gas. yt. <i>Rena.....</i>	Attempted to cross the bar, but was unfamiliar with the channel. The master set a signal and the surfboat put off to the yacht. Keeper went aboard and piloted the <i>Rena</i> across the bar.
23	Long Beach, N. J.....	Fish boats, no names.	Wind blowing a NE. gale, and these boats were in danger of swamping in the high surf. Hauled out on the beach.
23	Smiths Island, Va.....	Slp. <i>Arlington.....</i>	Parted her lines at the wharf and was driven ashore, 4 miles SW. of the station. Wind was blowing a N. gale and there was a high sea. Surfboat was manned and the station crew went aboard. They furled her sails and carried out her anchors. On the 23th they jacked her up and placed skids under her preparatory to launching. On January 4 she was launched.
23	Portsmouth, N. C.....	Sc. <i>Allison Miller....</i>	Dragged anchor during the night and stranded 300 yards ENE. of the station. Discovered at daybreak by the lookout, and the surfmen carried out an anchor and warp into deep water. On high tide, January 7, the schooner was floated, towed into a safe berth, and anchored.
23	Coos Bay, Oreg.....	Sc. <i>San Buenaventura.</i>	Dismasted in a heavy squall, 15 miles SW. of the station. A signal of distress was discovered by the lookout. Keeper notified a tug, and the surfboat was towed to the wreck. A hawser was put aboard the disabled craft and she was towed into port. The bar was too rough for the surfboat to return to the station, so it sought shelter in a cove near the light-house.
24	Metomkin Inlet, Va.....	Canoe, no name.....	Parted its moorings, and was driven ashore in a NW. gale. Surfmen proceeded to the scene, 2 miles N. of the station, and assisted the owner in floating his boat.
25	Monomoy Point, Mass....	Sc. <i>Harry Messer....</i>	Stranded and sank on Handkerchief Shoal, 1½ miles SW. of the station. Discovered at daybreak by the lookout. The surfmen put off to the wreck, but nothing could be done for her, so the crew was brought to the station, given dinner, and then sent to their homes.
25	Fishers Island, N. Y.....	Skiff, no name.....	Went adrift, and was picked up by the power surfboat. Towed to the station, and held for claimant.
26	Watch Hill, R. I.....	Str. <i>Jeremiah Smith</i>	Lost her propeller in Watch Hill Race, and anchored 1 mile SW. of the station. Keeper went off to the steamer, and the master requested that a tug be sent to take his vessel in tow. Keeper sent word to New London for a tug, which towed the disabled craft into port.
27	Portsmouth Harbor, N. H.	Navy-yard ferryboat No. 132.	Lost her propeller, and anchored near the station. Blew distress whistles, and the surfboat went alongside. Surfmen took the master to the navy-yard, where he secured the services of the navy-yard tug.
27	Grande Pointe au Sable and Ludington, Mich., Lake Michigan.	Pere <i>Marquette</i> ferry No. 17.	Superintendent of the ferry line called up the keepers and notified them that the ferry was overdue. Keeper at Grande Pointe au Sable discovered the ferry ashore 2 miles S. of his station, and burned Costons to notify her crew that they were discovered. He telephoned to Ludington and a crew was formed at that station (inactive season). They went by wagon to Grande Pointe au Sable, and took a surfboat from there to the ferry. The surfboat brought ashore 6 of the seamen, and all of the passengers and mail. Keeper of Grande Pointe got his beach cart abreast

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Dec. 27	Grande Pointe au Sable and Ludington, Mich., Lake Michigan.	Pere Marquette ferry No. 17.	of the ferry, fired a line on board, and set up the beach apparatus. The breeches buoy was sent off with a message from the superintendent to the master, also a supply of lanterns and plugs for decklights, the steamer's fireroom having been flooded. On December 31, surfmen took off the ferry's crew; but the sea was so high that the 4 trips necessary to bring the 32 men ashore were accomplished under the greatest difficulty. Until January 16, when the ferry was floated, surfmen were employed continuously in rigging pumps and handling lines for the wrecking steamers. (See letters of acknowledgment.)
29	Grays Harbor, Wash.....	Sc. Gotonla.....	Surfmen proceeded to a point on the beach 6½ miles S. of the station, and gathered up wreckage coming ashore from the wrecked schooner. Her crew had been picked up at sea.
30	Portsmouth Harbor, N. H.....	Dory, no name.....	Adrift when discovered by a surfman. Picked up and brought to the station. Restored to owner on January 3.
30	Point Allerton, Mass.....	Sc. Mildred Robinson.	Stranded at 1.15 a. m. 2 miles NW. of the station. Discovered by the lookout. Surfboat was manned, and crew went to schooner's assistance. Keeper signaled to the revenue cutter Gresham, which was passing, and the cutter helped float the schooner.
30	Gurnet, Mass.....	Sc. Hastings.....	Stranded ¼ mile S. of the station. Discovered by the lookout, and the surfmen went on board. They set all sail, worked schooner off at high tide, and took her to a safe anchorage.
31	Straitsmouth, Mass.....	Sc. Catherine Monahan.	Schooner's mail was sent ashore in her gasoline launch. Engine became disabled and launch, with its 2 occupants, was drifting down on the rocks. Surfmen discovered the dangerous situation, and reached the scene in time to save the launch from destruction.
1909. Jan. 1	Hereford Inlet, N. J.....	Gas. lch., no name..	Stranded on a sandbar ¼ mile E. of the station. Discovered by the patrol at 6.30 p. m. Surfmen floated the launch, and took it to the pier.
1	Green Run Inlet, Md.....	U. S. revenue cutter Seneca.	The cutter towed a raft of spars abreast of the station. Surfmen went out and towed the raft inshore, and hauled the spars out on the beach.
2	White Head, Me.....	Gas. lch. Helen M...	Stranded 1 mile NW. of the station. Discovered by the patrol. Station crew, in the surfboat, went on board, shifted the cargo, and soon floated the launch. A surfman piloted the launch out of the harbor.
2	Cleveland, Ohio, Lake Erie	Gas. lch. Junk Boy.	Damaged in the ice, and started a bad leak. It was drifting before the wind when discovered by the keeper. He went to the aid of the occupant, who, by bailing had kept the launch afloat, and towed the launch to the dock, passed straps under the hull, and hoisted her out. He then patched the leaks with sheets of tin, and the owner run his boat up the river.
2	Point Adams, Oreg.....	Catboat, no name...	Sank at its moorings, ¼ mile NW. of the station. Sea was rough and the wind was blowing strong. Surfmen tried to tow the boat ashore, but it was embedded in the sand. At low tide the boat was hove to the surface by means of tackles, bailed out, and gear placed in proper order.
4	Fort Lauderdale, Fla.....	Gas. lch. Middy.....	Stranded ¼ mile S. of the station. Keeper discovered the accident, and went to the launch's assistance, which was hove off the bar with an anchor.
5	Lone Hill, N. Y.....	Gas. lch., no name..	Launch, bottom up, drifted ashore close by the station. Hauled out of the surf and up on the beach.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. Jan. 5	Forked River, N. J.....	Yt. Maggie.....	Ran foul of a bed of seaweed, and the one occupant could not extricate his boat. The surfmen went to the scene and cleared the yacht from the mass of weeds.
6	Cape Fear, N. C.....	U. S. revenue cutter Seminole.	Vessel stopped off the station and signaled for a boat. Surfboat responded, and surfmen towed ashore a large spar which the cutter had picked up at sea.
7	Monmouth Beach, N. J....	Gas. lch. Nellie.....	Engine disabled $\frac{1}{2}$ mile S. of the station. Sea was rough, and the wind was blowing strong from the N. Station crew manned the surfboat and put off to assist the owner of the launch. The craft was safely anchored and the owner was brought to the station, where shelter and food were afforded him for 2 days. The storm then abated and he was put aboard his boat.
7	Little Island, Va.....	Gas. lch., no name..	Keeper received notice that 2 hunters were left on an island in the bay, their launch having broken down. Surfmen towed them to the mainland.
7	Wood End, Mass.....	Br. bk. W. W. Mc-Lauchlan.	Stranded at 11.45 p. m. 1 mile NW. of the station. Discovered by the patrol. Surfboat was manned and crew went aboard. They backed the bark off the bar and brought her in to a safe anchorage.
7	Cuttyhunk, Mass.....	Gas. lch. Marion.....	Stranded $\frac{1}{2}$ mile NW. of the station. Surfmen hastened to the scene, and carried out an anchor and a long warp. By heaving on this as the launch lifted to the seas, the Marion was floated.
8	Monomoy Point, Mass.....	Sc. J. Arthur Lord...	Missed stays and stranded 3 miles S. of the station. There was a strong NE. wind, a high sea, and a heavy snow squall. Ensign was set, union down, and was immediately discovered by the lookout. Surfmen went aboard the schooner, which was pounding on the bottom and had started leaking. The revenue cutter Gresham was called, and she towed the schooner to Vineyard Haven.
8	Durants, N. C.....	Sc. Annie Lena White.	Anchored in Hatteras Inlet, 4 miles W. of the station, and set distress signal. Surfmen went aboard in power lifeboat, and, at master's request, towed the schooner to an anchorage in Durant Channel, she having lost her jib.
9	Amagansett, N. Y.....	Fish boat, no name..	Upset in surf near the station. Life-savers assisted the 3 occupants ashore, righted their boat, and supplied them with dry clothing from the stores of the Blue Anchor Society.
9	Humboldt Bay, Cal.....	Gas. lch., no name..	Engine disabled when the launch was $\frac{1}{2}$ mile S. of the station. Discovered by the lookout at 5.30 p. m., who reported to the keeper that it was being carried out to sea by the strong ebb tide. Surfboat was launched, and the life-savers towed the launch to its wharf.
10	Point Lookout, N. Y.....	Gas. lch. Nassau.....	Stranded at 8 p. m. 2 miles NE. of the station. Discovered at daybreak by the lookout. Surfmen went to its aid, carried out an anchor, and hove the launch into deep water.
10	Fort Lauderdale, Fla.....	Yt. Crisis.....	Came to the station for fresh water.
13	Point Lookout and Short Beach, N. Y.	Gas. slip. Maud S....	Stranded 2 miles E. of the Point Lookout station. The crews of both stations went to the sloop's assistance, carried out anchors, and after 6 hours' work, hauled her afloat. There was a high sea, which, together with the onshore wind, made the operation a very difficult one.
13	Portsmouth, N. C.....	Gas. lch. Pamlico...	Stranded 3 miles E. of the station. Discovered at daybreak, and the life-savers, in the surfboat, proceeded to the scene, carried out an anchor, hove the Pamlico into deep water, and took her in tow to Ocracoke.
13	Fort Lauderdale, Fla.....	Yt. Pleasure.....	Came to the station for fresh water.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909.			
Jan. 14	Plum Island, Mass.....	Dory, no name.....	At 2 a. m. the patrol discovered a dory, which had been washed up on the beach. Hauled up clear of the surf.
14	Lewes, Del.....	Sc. Adeline Townsend.	Wreckage from this vessel, which had been sunk in collision with the steamer Mohegan, January 12, 1909, washed ashore, and the keeper notified the revenue cutter Mohawk, which went out and secured the spars of the lost vessel. These were hauled out on the beach by the surfmen. The crew of 6 men of the Adeline Townsend was lost in the collision.
14	Fenwick Island, Del.....	Yawl, no name.....	Evidently from the wreck of the Adeline Townsend, was discovered on the beach by the patrol. This boat, together with hatches, oars, and a trunk of clothing, was washed ashore near the station and was taken in charge by the keeper.
14	Penneys Hill and Currituck Beach, N. C.	Br. str. Teesbridge..	Stranded 3 miles N. of Currituck Beach station. There was a dense fog and a high sea. Discovered by the patrol at 5 a. m., the crews from both stations proceeded to the scene in their surfboats. They carried out an anchor to prevent the schooner from driving higher up on the beach, and 2 surfmen were sent ashore for a tug. Upon arrival of the tug, a line was run to the schooner and she was floated.
15	Point Judith, R. I.....	Catboat, no name....	Life-savers assisted in launching a catboat.
15	Ilwaco Beach, Wash.....	Fr. shp. Alice.....	In a heavy rain and a strong SSE. gale, vessel stranded $3\frac{1}{2}$ miles N. of the station. Accident was reported to the keeper by telephone. The surfboat was hauled by the beach wagon until the load through the heavy sand proved too much for the horses, and was then launched and the surfmen rowed to the scene. The seas were breaking over the Alice, her crew having gotten ashore in their own boat. A surfman was stationed on the beach to secure all wreckage that might wash ashore. Two of the ship's crew were given dinner at the station and dry clothing was furnished them. On the 16th and 17th the surfboat took the master and crew off to the wreck to secure their personal effects.
16	White Head, Me.....	Sc. Hattie C. Luce..	On account of strong head wind and tide the schooner was unable to make headway, so anchored $\frac{1}{2}$ mile SSE. of the station. In response to her signal the life-savers went on board. The master requested the assistance of a tug, which took the schooner in tow to Rockland.
17	Blue Point, Lone Hill, Bellport, Oak Island, and Gilgo, N. Y.	Br. sc. Swallow.....	Wreckage coming ashore was discovered by the Blue Point patrol at 2.30 a. m. The crew was called and a search was made for the wreck, but nothing could be seen in the gale. A large dory, with 4 oars lashed to the thwarts, was recovered, and also a piece of stem marked "Swallow of St. Johns, N. B." On January 18 the wreck of the schooner was discovered grounded on the bar at Oak Island. The following day the sea had abated sufficiently to allow the crews of the Oak Island and Gilgo stations to launch their surfboats and go aboard the hulk. The search for bodies of the crew was unsuccessful.
18	White Head, Me.....	Gas. lch., no name..	Sunk at its moorings by drift ice, $1\frac{1}{2}$ miles NE. of the station. Station crew proceeded to the scene in the surfboat, ran a hawser ashore, and hauled the launch out on the beach. They balled it out, made temporary repairs, and delivered it to owner.
18	Little Island and False Cape, Va.	Sc. Pendleton Satisfaction.	Stranded 600 yards S. of the Little Island station at 4 a. m. The wind was blowing fresh from the N. and there was a high sea. The accident was discovered by the lookout, who burned a red Coston light to

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. Jan. 18	Little Island and False Cape, Va.	Sc. Pendleton Satisfaction.	notify the schooner that help was at hand and then fired a rocket to recall the patrol. A telephone message was sent to False Cape station, and that crew proceeded to the scene in their surfboat, and went aboard the schooner, but her crew of 8 men refused to come ashore. The Little Island station crew hauled their beach apparatus to the scene and set it up, ready for an emergency. At 2 p. m. the wind and sea had so increased that the schooner's crew signaled to be brought ashore. A line was fired into the rigging, and the whip and hawser were sent off. The crew was landed in the breeches buoy and was given shelter and food. The revenue cutter Apache floated the schooner the next day and towed her to Newport News. (See letter of acknowledgment.)
20	Quoddy Head, Me.....	Br. sc. Helen Beatrice.	Stranded 2 miles ENE. of the station. Lookout reported the accident and the surfmen placed planks under the schooner's bilge to prevent her pounding on the ledge. At high tide they worked her into deep water undamaged.
21	Damiscove Island, Me....	Sc. Manuel R. Cuza.	Anchor chains fouled and the schooner's crew could not clear them. They hoisted an ensign, union down, and the surfmen, in power lifeboat, went on board. They assisted the crew to weigh anchor, make sail, and clear the harbor.
21	Atlantic City, N. J.....	Gas. lch. Edith Marie.	Engine disabled when launch was ½ mile SE. of the station and the Edith Marie was drifting out of the inlet when discovered by a surfman. He rowed out to the assistance of the occupant and towed the launch to the pier, where they succeeded in repairing the engine.
21	Saluria, Tex.....	Str. Pilot Boy.....	Burst her boiler 7 miles S. of the station. Discovered at anchor by the lookout. Life-savers, in surfboat, went on board and found that she was leaking badly, her crew having been at the pumps for 36 hours. Surfmen relieved the crew at the pumps, giving the exhausted men a much needed rest. At noon, the 22d, the boiler was repaired, steam was raised, and the steam pump and the syphon were started. The Pilot Boy proceeded on her way under her own steam.
21	Kenosha, Wis., Lake Michigan.	Str. Gunderson Brothers.	Stranded 2½ miles S. of the station, and reported to the keeper by telephone. He assembled a volunteer crew (inactive season) and proceeded in the surfboat to the scene. The surfboat landed one of the steamer's crew to telephone for tugs. Life-savers remained by the steamer during the night, and the next morning they went out to meet the tugs and piloted them over the shoals. Surfboat ran lines for the tugs and the steamer was soon floated.
22	Chatham, Mass.....	Catboat Corea.....	Stranded 1½ miles W. of the station. The occupant hoisted a distress signal and the surfboat put off to the scene. As the tide was falling the catboat could not be floated that night, so the occupant was brought ashore. The next day the Corea was floated, undamaged.
22	Bethel Creek, Fla.....	Gas. lch. Corsair....	Stranded 1½ miles NW. of the station and discovered by keeper, who assisted in floating the launch and piloting it to a safe anchorage.
22	Waaddah Island, Wash....	Sc. Soquel.....	Struck on Sea Bird Rock, off Vancouver Island, 35 miles NW. of the station. Discovered by Patchena Point wireless station, and a message was sent to the Waaddah Island life-saving crew. The revenue cutter Manning conveyed the surfmen, with their surfboat, to a point near the

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. Jan. 22	Waaddah Island, Wash....	Sc. Sequel.....	wreck, but they were unable to locate the wreck in the darkness. The next morning the unfortunate schooner was discovered, a Canadian steamer standing by her, on board of which the 6 survivors had been taken. They were taken aboard the Manning, one suffering from a broken leg and another with a crushed foot. Life-savers then boarded the wreck, having to swim through the surf, and secured the bodies of the master's wife and child, who had been killed by falling spars. Upon their return to Waaddah Island the surfmen went ashore and brought off a surgeon to attend the injured. The Manning transported the survivors and bodies to Port Townsend.
23	Point Bonita, Cal.....	Sc. Roderick Dhu...	Discovered in distress on the bar by the patrol. The schooner had been in tow of a tug, but parted hawsers when 5½ miles SW. of the station. She hoisted a signal, and the keeper reported her condition to the Merchant's Exchange. A tug was sent out and the schooner was towed to sea. The next day she was towed into port, leaking badly, and convoyed by the revenue cutter McCulloch.
23	Beaver Island, Mich., Lake Michigan.	Str. Violet.....	Caught in the ice and went adrift 3 miles S. of the station. It was discovered by the keeper, who employed volunteers (inactive season) to fit out the tugboat McCann to go to the rescue. An effort was made to reach the Violet, but the ice was so heavy that progress was very slow, and at 8 p. m. the Violet was lost to sight. The next morning the keeper discovered her 23 miles E. of the station. In working through the ice the McCann became disabled, and a call for aid was telephoned to the tug Parmalee at Charlevoix. The Violet was out of provisions, so the keeper sent 2 men ashore, who got supplies to the 3 famished men on board. After much drifting about in the ice, the Violet was picked up by the Parmalee on the 30th and was towed into Charlevoix.
25	Cobb Island, Va.....	Sc. Margaret H. Vane.	Stranded in thick weather 3 miles SE. of the station. Discovered by the lookout, and the surfmen, in power lifeboat, immediately went off to the wreck. Schooner's crew, numbering 6, was brought to the station, given their breakfast, and were then transported to the mainland. (See letter of acknowledgment.)
25	Core Bank, N. C.....	Str. Comfort.....	Dragged its anchor in a squall and stranded 2½ miles NW. of the station. The surfmen, assisted by some fishermen, ran out an anchor and hove the boat into deep water.
25	Galveston, Tex.....	Sloop, no name.....	A man and woman, who had been out sailing, were reported to the keeper as missing. Station crew, in surfboat, started out to search along the jetties. They were informed by the keeper of the Fort Point light-house that the party had been rescued and taken to the city. The surfmen secured the sloop, which had drifted into the jetties 7 miles ENE. of the station, and brought it to the station.
25	Two Rivers, Wis., Lake Michigan.	Scow, no name.....	Broke from its moorings, and was drifting out in the lake when discovered by the keeper. Towed to a dock and made secure.
25	Nome, Alaska.....	.....do.....	Stranded on spit at mouth of Snake River. Hauled afloat.
25	San Luis, Tex.....	Skiff, no name.....	Discovered on the beach and held until claimed by the owner.
25	Fort Point, Cal.....	Str. Tallac.....	Anchored off the station and made the international code signal for a tug. Keeper transmitted the message to the Merchant's Exchange, and a tug was sent out to tow the Tallac into the harbor.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. Jan. 26	Gurnet, Mass.	Sc. Helvetia.....	Anchored $\frac{1}{2}$ mile S. of the station and set a signal. Keeper went on board, and the master made inquiries as to the neighboring waters.
27	White Head, Me.	Sc. Nelson Y. McFarland.	Be-calmed, and anchored to prevent the tidal current setting the schooner on the rocks. Her stern swung so close to the ledge that a change of wind or tide would have thrown the vessel upon the rocks. A distress signal was set, and the surfboat was manned and sent to schooner's aid. After a 3 hours' pull the surfmen succeeded in towing the schooner to a safe anchorage in Seal Harbor.
27	Gurnet, Mass.	Sc. Emma T. Angell.	Discovered lying at anchor $1\frac{1}{2}$ miles E. of the station with distress signal set in her rigging. Life-savers responded in the surfboat. Master reported that most of his sails had been blown away, and that the schooner had sprung a bad leak, and requested the services of a towboat. Keeper went to Plymouth Harbor and sent the towboat James Wooley to the scene.
27	Townsend Inlet, N. J.	Small boat, no name.	Discovered $\frac{1}{2}$ mile S. of the station anchored in the breakers—no one on board. Surfmen towed it into the inlet out of danger.
27	Saluria, Tex.	Aux. Sc. M. L. Weaver.	Surfmen set ranges to show the schooner the channel over the bar.
27	Humboldt Bay, Cal.	Small boat, no name.	Surfmen launched the surfboat and went over to the south jetty, where they launched a boat belonging to the United States Engineers and towed it to the light-house.
28	Great Wass Island, Me.	Sc. Golden Ball.	Stranded on Egg Rock, 3 miles S. of the station. Discovered by the lookout at 5.45 a. m., a distress flag flying in her rigging. Surfboat was manned and the life-savers started for the scene, but could not board the schooner on account of the high wind and sea. The schooner's crew were picked up, coming ashore in their own boat, and were brought to the station, where they were supplied with food and dry clothing. Keeper telegraphed to the revenue cutter Androsoggin and that vessel attempted to float the schooner at high tide January 29, but the Golden Ball was fast on the rocks and went to pieces the next day.
28	Fire Island, N. Y.	Gas. Ich. Tender.	Stranded $1\frac{1}{2}$ miles NE. of the station. Life-savers manned the surfboat, carried out an anchor, and floated the launch at high tide. The dory, which broke adrift and was driven ashore, was secured and returned to the launch.
28	North Beach, Md., and Assateague Beach, Va.	Sc. P. E. Wharton..	Jib carried away, became unmanageable, and stranded $2\frac{1}{2}$ miles S. of the station. Wind was blowing a NW. gale. Discovered by the patrol at 3 a. m., and life-savers in surfboat proceeded to the scene. The crew of 5 men were brought to the station, where they were sheltered and fed until January 30. After landing the crew, the surfboat returned to the schooner and brought ashore the clothing of the shipwrecked men. Keeper telephoned to Assateague station, and that crew boarded the revenue cutter Onondaga, notifying her commander of the wreck. The Onondaga arrived upon the scene that afternoon and laid by the wreck until the next morning. On January 29 the Onondaga made 2 unsuccessful attempts to haul the schooner afloat, hawsers snapping on both occasions. The lines were run by the surfboat. The vessel was stripped by the wreckers and abandoned. (See letter of acknowledgment.)
28	Oregon Inlet, N. C.	Gas. Ich. Edna May .	Stranded and set a signal of distress. Surfmen proceeded to the scene and succeeded in getting the launch afloat.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. Jan. 29	Louisville, Ky.....	Flatboat Tom.....	Discovered in danger above the falls by the lookout. It was loaded with coal and manned by 6 men, who were unable to manage the boat in the strong current. The life-savers towed the Tom to the shore, where it was secured.
29	Golden Gate, Cal.....	Sc., name unknown.	Discovered flying its flag at halfmast, union down, about 10 miles off the station. Word was telephoned to the Merchant's Exchange, and a tug was sent out to the schooner.
30	Fourth Cliff, Mass.....	Sc. Helena.....	Stranded 1,000 yards NE. of the station. Wind was blowing a strong gale. Vessel was discovered by the lookout when she struck at 6.30 a. m. She was among the rocks, which prevented the use of the boats, so a line was shot into her rigging, whip and hawser were sent off, and the crew of 8 men were landed in the breeches-buoy. They were given breakfast, dinner, and dry clothes. On February 2, the life-savers assisted the master to secure his personal effects and nautical instruments. The Helena was a total loss.
30	Hog Island, Va.....	Gas. lch. Syneth....	Laboring heavily in the high sea, $\frac{1}{2}$ mile SW. of the station, when discovered by the lookout. Life-savers manned the surfboat and started to the scene, but the launch stranded before their arrival. They floated the launch and took it to a safe anchorage. The occupant was brought to the station and given dry clothing. He was also sheltered and fed until February 3, when the weather had so moderated that he was able to proceed on his way.
30	Sabine Pass, Tex.....	Sc. Emma Clara....	Lookout discovered the schooner aground $1\frac{1}{2}$ miles ESE. of the station. Surfmen carried out an anchor and hauled her into deep water.
31	White Head, Me.....	Gas. lch., no name..	Parted her mooring in a NE. gale, and drifted ashore $\frac{1}{2}$ mile E. of the station. Discovered by the patrol, and the surfmen proceeded to the scene. They took out the ballast and hauled her up clear of the sea.
31	Fire Island, N. Y.....	Gas. lch. Loafer.....	Parted moorings, and stranded $\frac{1}{2}$ mile E. of the station. Keeper was notified by telephone. Surfmen got her off the beach to an anchorage near the wireless station. On February 1 she was caught in the drifting ice and was being carried down the channel when discovered by the crew. By using an ice-scooter they got a hawser to the Loafer and hauled her through the ice to the shore. On the 3d the surfmen towed her into the inlet to a berth clear of running ice.
31	Metomkin Inlet, Va.....	Gas. lch. Wm. Bolton.	Stranded $\frac{3}{4}$ mile S. of the station. Surfmen ran out an anchor, and, on the rise of the tide, hauled the launch off the bar.
31	Point Bonita, Cal.....	Bge. Galilee.....	Life-savers manned the surfboat and rowed to the brig in response to her signal, an ensign at half-mast. The services of a tug were requested. Keeper so reported to the Merchant's Exchange.
Feb. 1	Coskata, Mass.....	Sc. J. Arthur Lord...	Parted her chain while anchored off Handkerchief Shoal and was blown out to sea, $4\frac{1}{2}$ miles NW. of the station. Keeper telegraphed to the revenue cutter Acushnet, and then tried to reach the schooner by means of the surfboat. The first attempt was unsuccessful owing to the strong head tide. At the turn of the tide the life-savers succeeded in getting on board. The schooner's crew were so exhausted that they had been unable to heave in the 80 fathoms of chain which was overboard and prevented the use of her sails. The life-savers hove in the chain, and the Acushnet towed the schooner into Vineyard Haven.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. Feb. 2	Chatham, Mass.....	Sc. James Young...	Anchored 2 miles SSE. of the station, and set a signal of distress, which was discovered by the lookout. Station crew in surfboat went on board and learned that the schooner had a badly sprung foremast which prevented the carrying of sail. A message was sent to the revenue cutter Gresham, and that vessel arrived on the scene at midnight. The next morning the surfmen ran a line to the schooner and the revenue cutter towed the disabled craft into port.
2	Fort Macon, N. C.....	Gas. lch., no name...	Supply of oil exhausted when 1 mile NNW. of the station. The 6 occupants made distress signals which were discovered by the lookout. The wind and sea were too high for the employment of the station boats, so the keeper hired a power boat and the life-savers went to the assistance of the party. The disabled boat was towed to Morehead City.
2	Bethel Creek, Fla.....	Slp. Kathryn.....	Stranded 300 yards NW. of the station. Keeper went to the aid of the 2 occupants and after an hour's work the Kathryn was floated.
2	Santa Rosa, Fla.....	Gas. lch. Silvester...	Stranded $\frac{1}{2}$ mile W. of the station. The power surfboat proceeded to the scene and towed the launch to the station, there being no one on board.
3	Cape Lookout, N. C.....	Sc. Belle O'Neil....	Discovered standing into danger, and keeper set warning signal. Vessel continued her course and stranded $2\frac{1}{2}$ miles S. of the station. Surfboat was manned and the life-savers went on board. It was learned that the vessel was leaking and that the crew were partly exhausted. Life-savers boated ashore the crew and their personal effects, and they were sheltered and fed until the next day. The vessel and cargo were lost in the high sea that made up.
4	Fishers Island, N. Y.....	Bge. High Ball.....	Stranded 1 mile N. of the station. Discovered by the patrol at 1.55 a. m. Station crew, in power surfboat, went on board and learned that the barge had 10 inches of water in her. Surfmen worked the pumps until the barge was towed to Stonington.
4	Kill Devil Hills, N. C.....	Gas. lch., no name..	Stranded 8 miles S. of the station. Discovered by the keeper, who floated the launch and towed it into Manteo.
4	Saluria, Tex.....	Slp., no name, and aux. sc. M. L. Weaver.	Sloop adrift $1\frac{1}{2}$ miles offshore. Picked up by a surfman and towed to the beach. Restored to its owner. Life-savers set the ranges to enable the schooner to cross the bar.
5	Point Adams, Oreg.....	Str., name unknown.	Anchored near the telegraph cable, and was drifting toward it when warned by the keeper.
6	Fort Point, Cal.....	Str. Olympic.....	Passed into harbor rigged with jury rudder. Became unmanageable, and had to anchor to avoid going ashore. Surfboat was manned, and the keeper went aboard. At master's request, the keeper notified the owners of the vessel's condition, and a tug was sent to tow her to a dock.
7	Point Judith, R. I.....	Br. sc. Feetly.....	Stranded $\frac{1}{2}$ mile WNW. of the station, and was discovered by the patrol at 7.30 p. m. Station crew, in surfboat, went on board and carried out a kedge anchor and hawser. An effort was made to work the schooner into deep water, but without success. Surfboat then took the master ashore to secure a tug. The next day the surfboat ran a hawser between the tug and schooner, and the Feetly was floated and towed to New London.
7	Santa Rosa, Fla.....	Gas. lch. Osprey....	Broke down 1 mile N. of the station and signaled for assistance. The keeper, in power surfboat, proceeded to the scene, and towed the launch to its destination.
8	Little Beach, N. J.....	Gas. lch., no name...	Ran ashore $\frac{1}{2}$ mile E. of the station. Life-savers went to the assistance of the 3 occupants, and succeeded in floating the launch. It was taken into the inlet for the night.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909.			
Feb. 9	Monomoy Point, Mass.	Skiff, no name.	Found adrift, and brought to the station to await claimant.
9	Cape Lookout, N. C.	Sc. Martha S. Bennett.	Anchored too close to the North Beach. Keeper went aboard and warned the master of the schooner's dangerous berth.
9	Kenosha, Wis., Lake Michigan.	Str. Joseph C. Sweet.	Parted moorings in the river during an ESE gale, and was being blown against the docks. A tug was secured, and the keeper assisted the owner in anchoring the steamer clear of the docks.
10	Lewes and Cape Henlopen, Del.	Sc. Sarah W. Lawrence.	Stranded on Hen-and-Chickens Shoal, 1½ miles E. of Cape Henlopen and 5 miles SE. of Lewes station. There was a high sea, and the wind was blowing a gale from S. Discovered by the patrol from Cape Henlopen, and the news was telephoned to Lewes station. Cape Henlopen life-savers made 3 attempts to launch their surfboat, but each time the seas threw them back upon the beach. Life-savers from Lewes station arrived on the scene soon afterward, and the lifeboat was made ready for the trip. A tug took the lifeboat in tow at the iron pier, and towed the life-savers to windward of the wreck. The hull of the schooner was submerged, and the crew of 9 men and 1 woman (the master's wife) had taken refuge in the rigging. The lifeboat was dropped to leeward of the fore-rigging and a riding warp was thrown to the men gathered there. Life-lines were then thrown to them, which were tied around their waists, and the woman and 5 men were hauled into the lifeboat. Four men, who had crept out on the jibboom, were taken into the lifeboat in the same manner. Lifeboat pulled clear of the shoals and was towed by the tug to Lewes station. The shipwrecked party was furnished dry clothing from the stores of the Blue Anchor Society. A physician was called to give medical treatment to the master and his wife, who were very much exhausted. This rescue was accomplished against great odds, as the seas were breaking over the schooner with such force that the lifeboat was in great danger of upsetting. The rescue was made possible by the valuable assistance of the tug Atkins Hughes. It took 2 hours to transfer the 10 people from the wreck into the lifeboat. They were given shelter and meals at the Lewes station until the next day. (See letters of acknowledgment.)
11	White Head, Me.	Sc. Georgia.	Stranded 8½ miles NE. of the station in snow-storm. Reported to the keeper by telephone. Surfboat was manned, and the life-savers proceeded to the scene. Schooner was found to have broken up, and the crew of 6 men had taken refuge in a fisherman's camp. Keeper took them and their dunnage to Crescent Beach and procured transportation for them to Rockland.
11	Two-Mile Beach and Cold Spring, N. J.	Str. Marie Thomas.	Stranded 1½ miles SW. of Two-Mile Beach station and 2½ miles E. of Cold Spring station. Discovered by the Two-Mile Beach lookout, and the crew at that station, in their surfboat, put off to the steamer. On account of the heavy seas, the Cold Spring crew was required to haul their surfboat 2 miles up the beach in order to launch it. After the surfmen had taken the master ashore to communicate with his agents, they carried out an anchor and succeeded in floating the steamer.
11	Saluria, Tex.	Aux. sc. M. L. Weaver.	Surfmen set ranges to mark channel over the bar.
11	Tillamook Bay, Oreg.	Gas. lch. Rose.	While crossing out over the bar, launch shipped a sea, washing a rope overboard which fouled the propeller. Before it could be cleared, the Rose drifted into the

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. Feb. 11	Tillamook Bay, Oreg....	Gas. lch. Rose.....	breakers. The dangerous situation was observed by the lookout, and the life-savers, in surfboat, went immediately to the rescue of the 14 passengers on the launch. They were brought to the beach, and the Rose was towed into smooth water.
12	Cape Hatteras, Creeds Hill, and Durants, N. C.	Bk. Matanzas.....	Sails carried away in gale, and vessel sprung a leak. Anchored 10 miles S. of Creeds Hill station, and set signal flags. Her distress was observed by the 3 named station crews, who launched 2 surfboats and a lifeboat and went on board the bark. Upon the arrival of the revenue-cutter Onondaga, which had been called by the surfmen before they started for the vessel, the life-saving crews hove up the anchor and ran a hawser to the cutter, which towed her into Chesapeake Bay.
13	Louisville, Ky.....	Str. Peters Lee.....	Lookout discovered the steamer in danger above the falls, where she was carried on the rocks by the strong current. Surfmen went to her assistance, carried out anchors and hawsers, and landed 21 passengers and their baggage. The next day the water was running higher, and the steamer was able to back off the rocks.
13	Fort Point, Golden Gate, and Point Bonita, Cal.	Slp. Pearl.....	Becalmed, and was carried by the strong ebb tide toward the bar. Discovered by the lookouts at Point Bonita and Golden Gate stations when it was 8 miles WSW. of Fort Point. Messages were sent to the last named station, where a power lifeboat is maintained, and the boat started for the sloop. The helpless craft was caught close to the breakers on the bar, and was taken in tow by the lifeboat. There was a high sea and a strong tide to work against on the return trip, and the lifeboat became disabled and had to put into Point Bonita. Engine was overhauled, and the lifeboat towed the Pearl to Fort Point station. The 2 occupants were given supper and lodging for the night. But for the timely arrival of the lifeboat, the sloop would have been lost in the heavy seas that were breaking on the bar.
16	Parramore Beach, Va.....	Skiff, no name.....	Two men, who had landed on a rock, were left there by their boat going adrift. A surfman took the 2 men into his boat, and overtook the drifting craft.
16	San Luis, Tex.....	Skiff J. H.....	Discovered adrift in the bay, and picked up and secured at the station wharf to await claimant.
16	Aransas, Tex.....	Skiff, no name.....	Found in the sand, bottom up. Brought to the station, where it was claimed by the owner.
16	Umpqua River, Oreg.....	Sc. Caroline.....	Dragged ashore from her anchorage. Surfboat ran a line to the schooner, and a tug towed her to a safe berth.
17	Moriches, Potunk, and Forge River, N. Y.	Sc. Miles M. Merry..	Stranded 700 feet ESE. of Moriches station. She had been discovered by the patrol at 4.15 a. m., standing along dangerously near the shore, and he had burned a Coston as a warning. Wind was blowing fresh and there was a high sea. The Moriches beach apparatus was hauled abreast of the wreck, a line was shot aboard, whip and hawser were sent off, and 11 men were landed in the breeches buoy. The life-savers from Potunk and Forge River stations arrived in time to assist in the operations. The shipwrecked men were sheltered and fed for 10 days, and the life-savers assisted in stripping the schooner. She caught fire on March 15, and burned to the water's edge. (See letter of acknowledgment.)

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. Feb. 17	Portsmouth, N. C.	Gas. lch. Pearl.....	Stranded in Ocracoke Inlet, 2½ miles E. of the station. Discovered by the lookout, and the life-savers, in surfboat, went to its aid. They carried out an anchor, and hauled the launch afloat.
17	Bethel Creek, Fla.	Gas. lch. Orchig.....	Stranded near the station. Keeper went aboard the launch and assisted in floating her.
17	Willapa Bay, Wash.	Skiff, no name.....	Stranded on the beach, 1½ miles from the station. Surfmen proceeded to the scene, launched the skiff, and towed it to the station.
18	Fort Lauderdale, Fla.	Gas. lch. Merrimac...	Engine became disabled ¼ mile NW. of the station. Keeper repaired the engine, and the launch continued on her way to Miami.
18	Michigan City, Ind., Lake Michigan.	Tug C. W. Elphicke.	Caught in the ice, ¼ mile NNW. of the station. By the use of station tackles, the keeper assisted in getting the tug clear.
19	Burnt Island, Me.	Gas. lch., no name...	Caught in the ice, 10 miles NNE. of the station. Owner came to the station and applied for aid. Surfmen found it adrift in the river, undamaged.
19	Wood End, Mass.	Dory, no name.....	Came ashore 1 mile E. of the station. Hauled up out of danger.
19	Point of Woods, N. Y.	Slp. Moe Mitchell...	Stranded 1½ miles NW. of the station. Surfboat proceeded to the scene, and assisted in floating the sloop.
19	Saluria, Tex.	Aux. Sc. M. L. Weaver.	Came down the pass, and surfmen set ranges for her.
19	Point Adams, Oreg.	Str. Cascade.....	Stranded 4 miles WNW. of the station. Discovered by the lookout, and the surfboat proceeded to the scene. At high tide the steamer backed off under her own power, and the keeper piloted her to a safe anchorage.
20	Portsmouth Harbor, N. H.	Small boat, no name.	Capsized 1½ miles W. of station, while the light keeper was coming ashore from Little Harbor breakwater. The accident could not be seen from the station, but word was sent to the life-saving crew by the U. S. Army tender Hayden. In spite of the high surf the occupant succeeded in swimming back to the breakwater. The Hayden towed the station dory to the scene, and the light keeper was rescued from his perilous position.
21	Cape Lookout, N. C.	Sc. Fortuna.....	Sprung a leak 10 miles W. of the station. Her ensign, which was set union down, was discovered by the lookout. Wind was blowing a SE. gale and there was a high sea. Lifeboat was manned and the surfmen responded to the signal. Vessel was found to be in a water-logged condition, and her steam pump had clogged up. Keeper piloted the schooner into a safe anchorage, and surfmen cleared her of water by means of the hand pumps.
21	Grays Harbor, Wash.	Sc. Bangor.....	Schooner arrived off the bar, requiring the services of a tug. A wireless message was sent to the city, and a tug went out for the schooner.
21	Fort Point, Cal.	Gas. lch. Arbordale..	At 7.50 p. m. the keeper was notified by telephone from Lime Point that the launch had stranded in Horseshoe Bay. The power lifeboat, with the surfboat in tow, proceeded to the scene. The launch was pounding heavily and each sea was driving her higher on the beach. A line was run to her from the lifeboat, and she was floated, undamaged.
22	Wood End, Mass.	Gas. lch. Mallica Enos.	Stranded 1 mile NW. of the station. Surfboat proceeded to the scene and floated the launch, undamaged.
22	Sandy Hook, N. J.	Str. Urbanus Dart..	Caught fire, was beached, and sunk, ¾ mile N. of the station. Surfmen took the 5 occupants into the power lifeboat and put them aboard a steamer bound for New York.
22	Louisville, Ky.	Gas. lch. Ariadne...	Engine disabled, and launch was adrift, 300 feet N. of the station, when discovered by the lookout. Towed to the station.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. Feb. 24	Point Allerton, Mass.....	Br. str. Cretic.....	Stranded 1½ miles NW. of the station. Keeper was notified by telephone, and surfboat proceeded to the scene. Keeper forwarded messages to Boston for tow-boats. Steamer was floated by the combined efforts of 5 tugs.
24	Muskeget, Mass.....	Catboat Lizzie Gilmor.	Dragged anchor and stranded 1½ miles S. of the station. Discovered at daybreak by the lookout. Surfmen carried out an anchor, hoisted boat's sail, and at high tide the craft was floated.
24	Assateague Beach, Va.....	Sc. Helen H. Benedict.	Anchored outside of the harbor, 3½ miles SSW. of the station. There was a strong breeze and a high sea, and weather had been thick with fog and rain. It lightened up at 3.45 p. m., and the keeper discovered vessel flying a flag of distress. Surfboat was manned, and the life-savers succeeded in getting off to the schooner, which was pounding on the bottom and leaking. The seas, which were coming over her from forward, had driven the crew into the mizzen rigging. A heaving stick was hove aboard and a cable was hauled out to them. The 8 seamen were taken into the surfboat and landed at the station, where they were given dry clothing, shelter, and meals until the next day, when the storm had so abated that the power lifeboat returned the crew to the schooner. Life-savers assisted in clearing up and securing gear about the deck. (See letter of acknowledgment.)
24	Bulow, Fla.....	Str. Katherine K.....	Held in the canal by the draw of a bridge that could not be opened. Vessel's provisions were exhausted, so keeper went to Ormond and procured a supply.
24	Milwaukee, Wis., Lake Michigan.	Car ferry Milwaukee	Caught in the ice. Keeper went out on a tug and assisted in handling lines. The cars were loaded onto the Str. Grand Haven, and the Milwaukee was released from the ice.
25	Portsmouth Harbor, N. H.	Dory, no name.....	Found adrift, and held for claimant.
25	Forked River, N. J.....	Yts. Aunty and Gypsy.	Driven ashore from their anchorages in a NW. gale. On the 27th the surfmen launched the yachts.
25	Barnegat, N. J.....	Gas. lch. Carman.....	Fouled its anchor and dragged ashore in NW. gale. Surfmen floated the launch, it having suffered no damage.
25	Santa Rosa, Fla.....	Gas. lch., no name..	Disabled 3 miles WNW. of the station. The 2 occupants made distress signals, which were discovered by the lookout, and the power surfboat proceeded to the scene and towed the launch to the wharf.
26	Fishers Island, N. Y.....	Skiff, no name.....	Patrol found a skiff on the beach. Held for claimant.
27	Smiths Point and Bellport, N. Y.	Slip. yt., no name....	Dragged anchor and drifted ashore, 1½ miles W. of the Smiths Point station. Surfmen from both stations assisted the owner in floating the sloop.
27	Bogue Inlet, N. C.....	Sc. Carita.....	Stranded, and broke her rudder, 4 miles W. of the station. The 5 occupants set a signal, which was discovered by the lookout, and the surfmen towed the Carita to the station and fitted her with a new rudder.
27	Marblehead, Ohio, Lake Erie.	Slip., no name.....	Loaded with provisions, the sloop started for Kellys Island, but was caught in the ice fields 2½ miles NE. of the station. Its predicament was discovered by the keeper, and he employed 2 surfmen (inactive season) to assist him in the rescue of the 3 occupants. The boat's boom had been broken, and the occupants were in a helpless condition. The provisions were taken into the keeper's boat, and the sloop was towed to Marblehead.
27	Humboldt Bay, Cal.....	Skiff, no name.....	Three men were discovered trying to make a landing in this skiff 1½ miles SSW. of the station. The ebb tide was so strong that they were being carried out to the rough water on the bar. Power lifeboat towed the boat to the station.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. Feb. 28	Maddequet, Mass.	Catboat Scoter.	Stranded 1 mile NNE. of the station during a snow storm. Surfboat went to the aid of the 4 occupants, floated the catboat, and towed it into the inner harbor.
28	Two - Mile Beach, Cold Spring, and Cape May, N. J.	Sc. Eugene H. Cathrall.	Missed stays and stranded on the bar, 2½ miles E. of Cold Spring station. Discovered by the lookout at Cold Spring, and surfboat proceeded to the scene. The life-savers from Cape May and Two-Mile Beach arrived about the same time. The surfmen made several trips ashore, boating the schooner's cargo to Sewells Point. They then carried out an anchor and hawser from the stranded craft, and at 2 a. m. the schooner was floated.
28	Indian River Inlet, Fla.	Gas. lch., no name.	While the owner of the launch was trying to pick up his tender, the launch was caught in the breakers and was washed up on the beach, 1 mile N. of the station. Keeper carried some rollers to the scene and assisted in floating the craft.
Mar. 2	Metomkin Inlet, Va.	Small boat, no name.	Parted mooring during the night and drifted ashore. Surfmen assisted the owner, a fisherman, in floating it.
3	Muskeget, Mass.	Dory, no name.	Found adrift, and hauled up on the beach clear of the surf.
3	Quogue, N. Y.	Slp. Nettle Lee.	Drift ice shoved the sloop ashore, 2½ miles E. of the station. Surfmen assisted the owner to work sloop into deep water.
4	Race Point, Mass.	Gas. lch., no name.	Stranded 2 miles SW. of the station. Surfmen assisted in floating the launch.
4	Forge River, N. Y.	Small boat, no name.	Capsized 2 miles E. of the station. The occupant was rescued by a passing boat. Surfmen righted the overturned boat, and towed it ashore.
4	Forked River, N. J.	Yt. Aunty.	Dragged anchor in a gale and stranded ¼ mile N. of the station. Surfmen succeeded in floating the yacht undamaged.
4 5 9 10	Little Egg, N. J.	{Gas. lch. Mary F. Durrua.	Dragged anchor in a NE. gale, and stranded 2 miles W. of the station. Her 3 occupants hoisted a distress signal, which was discovered by the lookout, and life-savers, in power surfboat, proceeded to the scene. They carried out an anchor and hawser to windward, but owing to the gale and rough sea they were unable to float the launch. Further attempts were made on the 5th, 9th, and 10th, the last being successful.
4	Kitty Hawk, N. C.	Gas. lch. Violet.	Owner came to the station and requested aid in floating his launch, which had broken its anchor and gone ashore 3 miles W. of the station. Surfmen proceeded to the scene and assisted in floating the Violet.
4	Santa Rosa, Fla.	Sc. Frances and Louisa.	Lookout reported that a schooner was ashore 4 miles E. of the station. Life-savers manned the surfboat and went to the scene. With the assistance of her sails they succeeded in working her into deep water.
4	Rehoboth Beach, Del.	Gas. lch. Saywhen.	Disabled when 1½-miles SSW. of the station. The 4 occupants hoisted a flag on an oar, which was discovered by the lookout. Keeper borrowed a power-boat and towed the launch to its destination, while a surfman, who was placed aboard the disabled craft, made necessary repairs to her engine. Engine disabled. Surfboat towed the launch to its dock, a distance of 5 miles.
5	Indian River Inlet, Fla.	Gas. lch., no name.	Channels ranges were set for the schooner to pass out over the bar.
6	Saluria, Tex.	Aux. sc. M. L. Weaver.	Lookout reported that this skiff, containing 3 occupants, was in danger of swamping under the guards of a steamer lying near the station. Life-savers hastened to their aid, towed them clear of danger, and brought them to the station.
6	Louisville, Ky.	Skiff, no name.	Engine broke down, and the occupants (2 fishermen) were unable to make their way into port. Discovered at 6 p. m. by the lookout, and the power surfboat went out and towed them in.
8	Little Egg, N. J.	Fish boat, no name.	

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. Mar. 9	Marblehead, Ohio, Lake Erie.	Slp., no name.....	Caught in the ice, 2½ miles N. of the station. Discovered by the keeper, who, realizing that the 3 occupants could not clear the ice fields before night, employed a volunteer crew (inactive season) and started to the rescue in the winter skiff. Life-savers reached the skiff, after working through the ice, and took the 3 exhausted men to Marblehead.
10	Gurnet, Mass.....	Sc. Tecumseh.....	Missed stays in dense fog and stranded ¾ mile SSW. of station about 7.30 p. m. The surfboat put off to the schooner, carried out a kedge anchor, and hove the vessel into deep water.
10	Nauset, Orleans, and Old Harbor, Mass.	Str. H. F. Dimock...	Collided with the steamer Horatio Hall, and was beached ¾ mile SSE. of the station to avoid sinking. The steamer could not be seen, owing to the dense fog, but her distress signals were heard at the Orleans station. Surfboat was immediately launched and the surfmen went alongside. Master informed the keeper that the Horatio Hall had sunk, but that he had her crew and passengers aboard. Keeper took a boatload ashore and telephoned to Nauset and Old Harbor stations for assistance. The work of rescue was continued, and 67 persons were landed. The seas had driven the steamer so close to the shore that it was now within reach of the beach apparatus, so the master and crew remained on board. The town authorities assisted the keeper in caring for the distressed people, who were hauled in wagons to Orleans and sheltered in hotels and in homes. The next morning the selectmen of Orleans gave the passengers transportation to Boston. On March 11, life-savers landed baggage and took company officials and underwriters' agents off to the steamer. Four towboats arrived and began wrecking operations, floating her on the 14th. On the night of the 13th, the weather became threatening and life-savers responded to distress whistles of tug. The surfboat landed 32 wreckers. The H. F. Dimock was towed to Boston. (See letters of acknowledgment).
10	Gay Head, Mass.....	Str. Massachusetts..	Stranded in fog, 7½ miles ENE. of the station. Service crew was notified by telephone. Surfboat proceeded to the scene, and keeper sent a message calling the revenue cutter Acushnet. As the life-savers could be of no assistance, they returned to their station. The Massachusetts was floated on March 14.
10	Fishers Island, N. Y.....	Br. Bkn. Ladysmith	During a thick fog, stranded 3 miles WSW. of station. Keeper was notified by telephone, and the life-savers, in surfboat, proceeded to the scene. They landed the master, his wife, and 9 seamen. The master was taken to West End, so that he could telegraph to agents, and then returned to his ship. The crew was given meals and shelter at the station 2 days.
10	Niagara, N. Y., Lake Ontario.	Rowboat, no name..	Was being carried out into the lake by the strong wind and current. The predicament of the occupant was discovered by the keeper, who threw a heaving line into the boat and hauled it ashore.
11	Newburyport, Mass.....	Sc. Edward S. Eneleth.	Loaded with sand and could not get off the beach, owing to a NW. gale. The keeper sent for a tug, which floated the schooner, undamaged.
11	Long Beach, N. J.....	Sc., name not known	Discovered at anchor 3 miles below the station. All of her masts were gone except her foremast, upon which was set a signal for a tug. Keeper reported her to maritime exchanges and to revenue cutters.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. Mar. 11	Cobb Island, Va.....	Gas lch. Agnes.....	Lost her rudder 2 miles NW. of the station. The 2 occupants made a distress signal, which was discovered by the lookout, and the power lifeboat towed the disabled craft to her destination, 6 miles distant.
11	Fort Macon, N. C.....	Gas. lch. Miami.....	Supply of oil exhausted when 1 mile NE. of the station. The occupants made a signal to the station, and the life-savers, in surfboat, proceeded to the scene. There was a sick woman in the launch on her way to the hospital at Washington. Knowing that the surfboat could not get the woman into Moorehead City in time to catch the train for Washington, the keeper employed a power boat to perform that service.
12	Monomoy Point, Mass.....	Sc. Fred. A. Small..	Stranded 4½ miles SE. of the station. Her ensign, union down, set in the rigging, was discovered by the lookout. Life-savers launched the surfboat and went on board the schooner. Vessel was leaking, so they manned the pumps, but were unable to float her. They remained by her until 6 o'clock the next morning, and then returned to the station to telephone for the revenue cutter Gresham and a wrecking tug. These vessels were unable to heave her off the beach, and she became a total loss.
14	Gloucester, Mass.....	Gas. lch., no name. Sc. Eben Parsons.	Disabled ½ mile SE. of the station. Surfmen manned the power lifeboat and started to assist launch. On the trip out a schooner was discovered anchored in a dangerous berth 1½ miles SE. of the station. A surfman was placed aboard the launch to repair the motor, while the lifeboat proceeded to the schooner. Surfmen put a towline on the schooner, and, with her sails drawing, she was towed into a safe anchorage.
14	Long Beach, N. Y.....	Small boat, no name.	Patrol discovered 3 men trying to launch this boat in the surf. It filled with water, and 1 of the 3 men, all of whom were intoxicated, was in danger of drowning. The patrol hauled him out of the surf and dragged the boat up on the beach.
14	Santa Rosa, Fla.....	Slp. Joy.....	Capsized in a squall, 3 miles N. of the station. Wind was blowing a NE. gale and there was a high sea. The keeper and a surfman, who were out in the power surfboat, discovered the sloop with 3 men clinging to her bottom. The men were brought to the station, given stimulants, dry clothing, and shelter. The sloop drifted close in to the station and the surfmen hauled her out on the beach. (See letters of acknowledgment.)
14	Saluria, Tex.....	Aux. sc. M. L. Weaver.	Surfmen set the ranges for her to cross the bar.
14	Fort Point, Cal.....	Gas. lch. Myrtle.....	Machinery disabled when launch was 1 mile NE. of station. Discovered by the lookout, and power lifeboat went to her assistance. Towed to her dock at Belvedere.
15	Indian River Inlet, Fla...	Gas. lch., no name..	Disabled 1½ miles W. of the station. Keeper towed the launch to an anchorage.
15	Brazos, Tex.....	Skiff, no name.....	A fisherman reported to the keeper that his boat, containing 3 valuable seines, had been cut adrift. Surfmen made a thorough search along the beach and discovered the skiff 2 miles S. of the station. Brought to the station and restored to owner. The seines were not found.
16	Assateague Beach, Va.....	Sc. Charley C. Weaver.	One of the crew came to the station and notified the keeper that the schooner was leaking. The surfboat proceeded to the scene, 1½ miles S. of the station. Schooner's crew were nearly exhausted from a long spell at the pump. Surfmen shifted her cargo of oysters, and tried to locate leak, but were unsuccessful. They then went ashore and returned with the power lifeboat, which towed the schooner over the bar. A breeze then sprang up and the keeper sailed the

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. Mar. 16	Assateague Beach, Va.	Sc. Charley C. Weaver.	craft up to the marine railway. But for the aid which the lifeboat was able to render, the schooner and cargo would have been lost.
17	Race Point, Mass.	Gas. lch., no name.	Driving in toward beach when discovered by lookout. The wind was blowing strong and there was a high sea. The heaving stick was thrown to one of the 2 occupants. The other, who jumped overboard, was caught by the undertow and was being carried out to sea when the keeper rushed into the surf and grabbed him. They succeeded in holding onto the launch until they were hauled out. The life-savers landed the load of fish and hauled the dory up on the beach. The fishermen were given meals and shelter until the next day.
17	Cleveland, Ohio, Lake Erie.	Str. Charm.	Caught in the ice. Notice was given to the fire tug Clevelander, and she broke a channel through the ice, releasing the tug.
18	Sandy Point, R. I.	Dory, no name.	Blown ashore. Keeper sent notice to owner.
18	Holly Beach, and Herford Inlet, N. J.	Sc. C. R. Bennett.	Parted its chain while weighing anchor. Set a distress signal, which was discovered by the lookouts at both stations. The surfboats proceeded to the scene, and surfmen swept for the chain and assisted in securing it on board.
19	Avalon, and Townsend Inlet, N. J.	Sc. Onley.	Struck the bar while trying to enter the inlet. Worked herself off and set a signal for a pilot. Surfmen worked her into a safe anchorage inside the inlet.
19	Fort Macon, N. C.	Gas. lch. Pocahontas.	Disabled $\frac{1}{2}$ mile NNE. of the station. The launch was loaded with a perishable cargo, so the surfmen towed her to her destination at Moorehead City.
20	Cape Fear, N. C.	Gas. lch. La Reine.	Discovered in a dangerous position by the patrol at 11.15 a. m., who burned 2 Costons as a warning; but they were not heeded, and the launch stranded $\frac{1}{2}$ mile W. of the station. Surfmen boarded the launch, carried out 2 anchors, and at high tide succeeded in floating her. The launch was pumped out and the keeper piloted her to Southport.
21	Point Allerton, Mass.	Gas. lch., no name.	Discovered by the patrol at 7 p. m. standing in toward the beach. He burned 2 Costons as a warning, but they were not heeded, and the launch stranded 1 mile E. of the station. Patrol telephoned to the keeper, and the surfboat proceeded to the scene. A line was put aboard of her and she was hauled through the surf to a safe anchorage.
21	Louisville, Ky.	Shanty boat, no name.	In danger above the falls. Surfmen towed the boat out of danger, and informed the party how to take their boat through the canal.
21	Fort Point, Cal.	Str. R. D. Inman.	Stranded at Point Bolinas, 16 miles WNW. of the station. Keeper was notified by telephone from the Merchant's Exchange. Power lifeboat was taken in tow by the revenue-cutter Snohomish. The steamer's crew had landed on the beach. The surfmen put the underwriter's agent aboard. (See letter of acknowledgment.)
22	Humboldt Bay, Cal.	Skiff, no name.	Parted mooring and was being carried out of the bay by the strong ebb tide. Discovered by keeper, and he sent the power lifeboat after it. Restored to its owner.
22	Plum Island, Wis., Lake Michigan.	Gas. lch., no name (mall boat).	Caught in the slush ice, $2\frac{1}{2}$ miles NW. of the station. Discovered by lookout, and the keeper telephoned to Detroit Harbor for a fish tug. Keeper and the lookout manned the ice boat and went aboard the launch, bringing her mail ashore at 8.45 p. m. They returned aboard at 1 a. m. with a stove and provisions for the 2 occupants. The fish tug arrived at 9 a. m. and towed the launch from her perilous position. Keeper landed the mail carrier at Detroit Island. After he had collected the mail keeper took him back to the launch, making the trips through the surf and slush ice.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. Mar. 23	Coos Bay, Oreg.....	Sc. Marconi.....	While in tow of a schooner the hawser parted, and the schooner stranded 3 miles SW. of the station. The seas were too high to reach the wreck by boat, so the surfmen carried the beach apparatus overland. The schooner's crew had already floated 2 lines ashore and, with the aid of persons on the beach, had landed 2 of their number. The life-savers sent out the breeches-buoy and landed the other 8 members of the crew.
24	Muskeget, Mass.....	Sc. Vigilant.....	Parted moorings, and stranded 1 mile E. of the station. Owner applied to the keeper at 10.30 p. m. for assistance. Surfmen proceeded to the scene, carried out an anchor and line, and hove the schooner into deep water. During the storm the owner was sheltered and supplied with meals at the station for 2 days. But for the security afforded by an additional anchor and cable loaned by the crew the Vigilant would have stranded a second time.
24	Humboldt Bay, Cal.....	Gas. lch., no name...	Assisted the owner in hauling the launch up clear of high tide.
25	Wood End, Mass.....	Sc. William A. Morse	Trying to make harbor in a SE. gale, missed stays and stranded 1 mile SE. of the station. Discovered by the lookout, and surfmen proceeded to the scene with the beach apparatus. When vessel struck, 11 of her crew ran out on the bowsprit, dropped into shoal water, and waded ashore. She then swung broadside to the beach, and the 9 remaining seamen were unable to follow their comrades. A line was shot into the rigging, the whip and hauser were hauled out, and the seamen were landed in the breeches-buoy. All of them were taken to the station and furnished with dry clothes.
25	Old Harbor, Mass.....	Gas. lch., no name...	Parted moorings in a SE. gale and stranded 2 miles NW. of the station. Surfmen tried to catch the launch, but could not overtake it. They manned the surfboat and proceeded to the island where the launch had stranded. It was floated undamaged.
25 26 27	Muskeget, Mass.....	Catboat Crusader....	Stranded in a gale 1 mile SSE. of the station. Her crew of 2 men came to the station and were sheltered over night. They were also supplied with dry clothing. Life-savers worked on the boat the 26th and 27th, and succeeded in floating her.
25	Fire Island, N. Y.....	Gas. lch., no name...	Surfmen assisted the owner to haul his launch out on the beach.
25	Isle of Wight, Md.....	Small boat, no name.	Adrift in the bay. A surfman went out and secured the boat, which contained a fish net.
25	Portsmouth, N. C.....	do.....	Five men landed on Ayers Rock and could not return to their schooner on account of strong NW. wind. Surfmen took the men and their boat to the schooner.
25	Bethel Creek, Fla.....	Gas. yt. Daisy.....	Stranded in canal 1½ miles NW. of station. Keeper worked on yacht 6 days in assisting to float her.
25	Saluria, Tex.....	Aux. Sc. M. L. Weaver.	Surfmen set the ranges for the schooner to cross the bar.
26	Plum Island, Mass.....	Sc. Newell B. Hawes.	Dragged anchors in a heavy gale, and stranded 3½ miles SSW. of the station. Vessel sprang a leak, filled, and sank. Surfmen proceeded to the scene, but the schooner was beyond their help. Keeper telephoned news of the accident to the owners, and requested that he send wreckers to the scene. The schooner was floated April 7.
26	Blue Point, N. Y.....	Catboats Eldorado and Spree.	The Eldorado dragged her anchor during a gale and stranded 2 miles E. of the station. Falling tide left the boat high and dry. Service crew tried to float her, but did not succeed until April 1, when the boat was dug out of the mud, placed on skids, and hauled to the beach. The Spree parted her moorings and stranded 1 mile E. of the

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. Mar. 26	Blue Point, N. Y.	Catboats Eldorada and Spree.	station during a westerly gale. She was left high on the beach. Surfmen, by means of skids, tackles, and blocks, succeeded in floating her on the 27th.
26	Indian River Inlet, Fla.	Gas. lch., no name.	Became disabled $\frac{1}{2}$ miles W. of station. Keeper went to the aid of the occupant (a fisherman), and towed the launch to another fishing craft, $\frac{2}{3}$ miles distant.
26	Brazos, Tex.	Gas. yt. Pastime.	Keeper boarded the yacht and gave the master directions how to proceed to Isabel.
27	Fire Island, N. Y.	Small boats.	Surfmen assisted telegraph operators to launch their boats, which had been laid up during the winter.
27	Shark River, N. J.	Gas. lch., no name.	Two fishermen, bound out of inlet, were capsized in the surf, $\frac{1}{2}$ mile S. of the station. Life-savers hauled the boat out on the beach, clear of the sea, and brought the fishermen to the station. Keeper supplied them with dry clothes.
27	Barnegat, and Forked River, N. J.	Gas. lch. George H. Bates.	Stranded $\frac{1}{2}$ miles E. of Barnegat station. Discovered by the patrol from that station, and the crew, in the surfboat, put out to her assistance. They were soon joined by the crew from the Forked River station, and by their combined efforts, assisted by the use of the launch's sails, she was floated and hauled over the bar. The two surfboats held her up to the sea, while her engine was being repaired, after which she proceeded up the channel.
27	Little Beach, N. J.	Slp. Sally.	Stranded in Brigantine Inlet, 2 miles S. of the station. Discovered by the lookout, and the surfmen proceeded to the scene in a launch, the tide being too strong for the surfboat. They carried out anchors and hove the Sally into deep water. The sloop was loaded with 1,000 bushels of oysters, and considerable damage would have been done but for the prompt aid rendered by the crew.
27	Bulow, Fla.	Catboat, no name.	In trying to tack through the draw sloop missed stays and was in danger of being smashed against the bridge. Keeper towed the launch clear of danger.
27	Mosquito Lagoon, Fla.	Gas. lch., no name.	Engine disabled while launch was in middle of lagoon. Keeper assisted owner to make repairs, furnishing needed supplies.
27	Indian River Inlet, Fla.	do.	Struck a snag, and broke her propeller. Discovered by the keeper, who towed the disabled craft to the fish dock.
28	Barnegat, N. J.	Catboat Penelope.	Dragged ashore $\frac{1}{2}$ mile NW. of the station. Discovered by the patrol at daylight and the surfmen went to her assistance. They floated the Penelope and sailed her down the harbor, where she was turned over to her owner.
29	Core Bank, N. C.	Sc. Mary E.	With her masts gone, was discovered in tow of another schooner. Surfboat proceeded to the scene, 3 miles N. of the station, and as the schooner was light, towed her to her destination, a distance of 5 miles.
29	Chester Shoal, Fla.	Gas. slp., no name.	Stranded 2 miles S. of the station. Keeper put a line on the sloop, and then anchored his launch in the channel. The sloop was floated and towed to a point where she would have clear sailing. The sloop had damaged its propeller.
29	Fort Point, Cal.	Small boat, no name.	Swamped on the beach, 2 miles NW. of the station. Notice was telephoned to the keeper, and surfmen hastened to the scene. Service crew cleared the boat of water, launched it, and towed it to Fort Baker.
30	Portsmouth Harbor, N. H.	Sailboat, no name.	Stranded $\frac{1}{2}$ mile NE. of the station. There was a fresh breeze and a high surf. Surfmen towed the boat clear of its dangerous position, and it proceeded on its way, undamaged.
30	Avalon, and Townsend Inlet, N. J.	Sc. Only.	While trying to pass through draw, schooner fouled the bridge. Surfmen worked the vessel clear of the bridge, and she proceeded on her way, undamaged.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909.			
Mar. 30	Fort Macon, N. C.	Launch, no name...	Surfmen assisted the owner to launch the boat off the beach.
31	Galveston, Tex.	Sc. Aloha.	Stranded 5 miles NNE. of the station. Discovered at daybreak, and the surfmen, in surfboat, proceeded to the scene. An anchor and cable were carried out, and the Aloha was hauled afloat. The schooner was then towed to the city by a tug.
Apr. 1	Blue Point, N. Y.	Catboat Eldorado...	Went high up on the meadows, 2 miles E. of station, during westerly gale of March 26. Crew worked all one day and part of the next, launching her successfully before noon of the 2d.
2	Gloucester, Mass.	Gas. lch. Rosie M. ...	When $\frac{1}{2}$ mile NE. of station motor stopped working, and launch was drifting near the rocks. Life-saving crew went out in power lifeboat and took her in tow to the entrance of Salem Harbor, a distance of 7 miles, when they finally got her engine working again. Supplied with 1 pint of cylinder oil.
2	Brentons Point, R. I.	Gas. lch., no name..	Discovered on fire at 11.15 p. m. Entire station crew responded to alarm and soon put the fire out, but the launch was ruined. Nine fish boats in the immediate vicinity were saved.
2	Assateague Beach, Va.	Gas. sc. May E. Harty.	At 10.10 p. m. station watch sighted schooner ashore on the south end of Assateague Beach, $2\frac{1}{2}$ miles south of station. Life-saving crew at once went to her assistance in surfboat, ran out an anchor and 135 fths. hawser astern, and another with 30 fths. of hawser over the port bow. With the station and schooner's crews working the windlass and hawsers, aided by her engine, she was floated at 4.30 a. m. on the flood tide. Her master stated that the hawser astern, put out upon the advice of the keeper, saved his vessel.
2	Charlevoix, Mich., Lake Michigan.	Gas. fish boat Herald.	Broke down 2 miles west of station. Started to her assistance in surfboat, but could not reach her on account of ice. Returned to station and telephoned Booth Fish Co., who sent a boat to tow her in.
3	Newburyport, Mass.	Tug, name unknown.	Upon request of agents, notified this tug by International Code to proceed to Boston for orders.
	Louisville, Ky.	Gas. lch., no name..	Discovered by station watch at 1.30 a. m. adrift in the river above the falls. Towed to station dock, and at 8 a. m. owner came and took charge of it.
4	Short Beach, and Point Lookout, N. Y.	Sc. J & C Heinley...	Stranded during the night. The Short Beach and Point Lookout crews went to her assistance, but were unable to float her. The following day they shifted her deck load of coal to a scow, and that afternoon she was hauled afloat.
	Indian River Inlet, Fla. ...	Gas lch., no name..	After crossing in over the bar, engine stopped. Towed to Fort Pierce, about 6 miles, using power surfboat.
4	Galveston, Tex.	Catboat, no name...	Capsized $\frac{1}{2}$ mile west of station, 2 men on board. Life-saving crew went to the rescue immediately in small boat, but another launch picked up the 2 men before arrival of station crew. They were transferred to station skiff, and their boat balled out and towed ashore.
4	Louisville, Ky.	Gas. lch., no name..	Adrift above the falls, engine disabled, 4 men on board. Station boat caught them and towed them ashore.
4	Muskegon, Mich., Lake Michigan.	Gas. lch. Verna.	Helplessly adrift $2\frac{1}{2}$ miles S. of station, gasoline exhausted. Discovered by patrol at 2.45 a. m. Towed into harbor by power lifeboat. The launch had been adrift nearly 10 hours.
5	Point Judith, R. I.	Sc. Ruth.	At anchor behind breakwater, mainsail and jib gone. Upon request of master, message was sent to owner for a tug.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. Apr. 5	Wallops Beach, Va.....	Sc. Eva Blanche....	Stranded on Williams Shoal, 3 miles ENE. of station. Life-saving crew went at once to her assistance in surfboat, planted an anchor in deep water, manned the windlass, and soon hove her afloat, undamaged.
6	Gloucester, Mass.....	Gas. lch. Alice W...	Engine disabled and anchored near some ledges, 1 mile NE of station. Keeper went out in power lifeboat and towed them into Fresh Water Cove.
6	Monomoy, Mass.....	Catboat, no name...	Sunk at anchorage 1½ miles NW. of station. Surfmen went out in a small boat, bailed her out, and brought her in to Inward Point boathouse.
7	Gloucester, Mass.....	Gas. lch. Cookie.....	Fouled a line, and disconnected the propeller shaft from the engine. Hauled out of the water until repairs could be made.
7 8	Lewes, and Cape Henlopen, Del.	Slp. The Chalfonte..	Parted chain, and stranded 1 mile E. of Lewes station on 10.20 p. m. Surfmen went to her assistance, furled her sails, and brought her master to the station for the night. The next morning they returned to the sloop, and, assisted by the Cape Henlopen crew, worked the sloop afloat.
8	Race Point, Mass.....	Slp. Keewaydin IV.	Mast carried away, and sloop anchored 2 miles SW. of station, but dragged ashore. Station crew was on the beach when she struck, and the keeper waded out into the surf and threw a heaving line aboard. One of the 2 men was rescued by this means, the other jumped overboard and was pulled ashore by the keeper. They were given stimulants and dry clothing. The sloop drifted up on the beach, and became a total wreck.
8	Golden Gate, Cal.....	Rowboat, no name..	Discovered by lookout at 5.30 a. m. in danger of capsizing or being smashed on the rocks 1½ miles NNE. of station. Surfmen went at once to the assistance of the occupant, and towed him ashore.
9	Brant Rock, Mass.....	Gas. lch., no name..	Engine disabled when 1½ miles S. of station. Signaled for assistance, and surfboat went out and towed her to her moorings.
9	Point of Woods, N. Y.....	Str. S. L'Homme-dieu.	Stopped off station and blew her whistle. Keeper boarded her, piloted her to Pat-chogue to obtain fresh water and provisions.
9	Hog Island, Va.....	Slp. R. F. M. Bunting.	Stranded 3 miles SSE. of station. Life-saving crew went to her assistance at once in power lifeboat, pulled her afloat and took her in to a safe anchorage. She was in a dangerous position, and with the big sea running, would have pounded to pieces on the flood tide.
9	Brazos, Tex.....	Skiff, no name.....	Picked up adrift near station and held for claimant.
9	Marblehead, Ohio, Lake Erie.	Fish boat, no name.	The one man on board not being able to handle his boat in the gale, beached her 2 miles SE. of station and waded ashore. Life-saving crew, in surfboat, got her afloat and took her to a place of shelter. The fisherman was taken to the station, given a pair of dry socks, and furnished food and lodging until the following day.
10	Nauset, Mass.....	Sc. Annie A. Booth.	Stranded 2 miles S. of station at 3.15 a. m. Life-saving crew boarded her in surfboat, and assisted to furl all sail and pump vessel out, then took dispatches ashore for master. The underwriter's agent arrived soon after and took charge of the wreck. She was floated on the 13th by wreckers. On the night of the 12th 3 of her crew were given shelter, and on the 13th 5 of them took breakfast at the station.
10	Sandy Point, R. I.....	Gas. slp. Valencia...	Engine stopped, and sloop stranded 2½ miles SSW. of station. Life-saving crew assisted in hauling her up, and after necessary repairs to engine had been made, helped to launch her.
10	Saluria, Tex.....	Aux. sc. M. L. Weaver.	Ranges for Pass Cavallo bar were set for her by keeper.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. Apr. 10	Aranas, Tex.	Gas. sc. Katie M.	Stranded on a new shoal $\frac{1}{2}$ mile NE. of station. Life-saving crew went to her assistance in surfboat, ran out 2 anchors, shifted part of deck cargo, and by working sails and heaving on the anchors floated her with no apparent damage.
11	Gloucester, Mass.	Gas. lch. Carrie.	A frozen check valve was thawed out at station with hot water.
11	Blue Point, N. Y.	Catboat Blanche.	Ran aground $\frac{1}{2}$ mile NW. of station. Part of crew went to her aid and succeeded in getting her afloat.
11 12	Ocracoke and Portsmouth, N. C.	Sc. Kate H. Tilghman.	Stranded on Royal Shoal, 7 miles WNW. of Ocracoke station. The Ocracoke and Portsmouth crews responded to the signals for assistance in their surfboats. Anchors were planted in deep water, and part of her cargo of corn shifted to a lighter. The following day the vessel was floated. But for the assistance rendered the vessel and cargo would have been a total loss. (See letter of acknowledgment.)
11	Biscayne Bay, Fla.	Gas. lch. Yappahootee.	Engine disabled. Owner came to station for assistance, and keeper towed vessel to station dock with power launch, where surfmen made the necessary repairs.
11	Muskegon, Mich., Lake Michigan.	Sc. D. A. Wells.	Stranded $\frac{1}{2}$ mile NE. of station. Life-saving crew at once went to her assistance, ran lines to the pier, and hove her afloat. As she was leaking badly, keeper telephoned for a tug and left 2 surfmen on board to help keep her free of water until the tug could put her in a place of safety.
11	Racine, Wis., Lake Michigan.	Canoe, no name.	A man under the influence of liquor attempted to launch a canoe in the heavy surf, but it quickly filled. Two surfmen ran up the beach to him, pulled the canoe up on the shore and dissuaded the man from further attempts.
11	Kewaunee, Wis., Lake Michigan.	Gas. lch. Donna.	Broke adrift from moorings. Surfmen in small boat, caught her and made her fast again.
12	Newburyport, Mass.	Fishing dory, no name.	Unmanageable, sails having blown to pieces, and occupant exhausted. Discovered $2\frac{1}{2}$ miles NE. of station at 6 p. m., and life-saving crew went out in surfboat and towed him in, notified his family at Rockport of his safety, and made him comfortable at the station for the night.
12	Short Beach and Point Lookout, N. Y.	Gas. sc. Olive B. Van Dusen.	Stranded 1 mile SW. of Short Beach station. The Short Beach and Point Lookout crews went to her assistance at once, ran out an anchor, and soon hove her into deep water.
12	Fort Macon, N. C.	Gas. lch., no name.	Broke adrift from moorings. Secured and returned by surfmen in small boat.
12	Santa Rosa, Fla.	Skiff, no name.	Picked up adrift and held for claimant.
12	Niagara, N. Y., Lake Ontario.	Rowboat, no name.	Caught in a heavy flow of ice. Surfboat rescued the 2 occupants, but was obliged to abandon the boat as it could not be towed through the ice.
13	Gloucester, Mass.	Gas. lch., no name.	Engine out of order, and launch anchored $1\frac{1}{2}$ miles SE. of station. Part of station crew went out in power lifeboat and repaired the disabled motor.
13	Fourth Cliff, Mass.	Rowboat, no name.	A man who had landed on an island in the river left his boat carelessly, and it got adrift. Surfmen in small boat recovered it for him.
13	Lewes, Del.	Str., name unknown.	This vessel having collided with a scow, and master and part of crew ashore at the time, the life-saving crew put them on board in power surfboat.
13	Cleveland, Ohio, Lake Erie.	Skiff, no name.	Two boys, who were unable to pull against the wind, were in danger of drifting on the breakwater. Life-saving crew went out, took the 2 boys in the power lifeboat, and towed their boat to East Ninth street pier.
14	Quogue, N. Y.	Rowboat Kingy.	Found on beach by patrol and held for owner.
14	Fort Macon, N. C.	Gas. lch. Maple.	Gasoline exhausted when 1 mile NNW. of station, and set signal for assistance. Surfmen went to her in small boat and brought 2 other crew ashore to procure a supply of gasoline.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. Apr. 15	Point Judith, R. I.	Sc. G. A. Hayden...	Stranded 1½ miles NNE. of station. The sea being too rough for surfboat, life-saving crew took the beach apparatus to the wreck and, aided by the use of the Milburn Light, succeeded in reaching her with the second shot. The first of her crew was landed in the breeches buoy at 12.10 a. m., and after 4 trips the last one came ashore at 12.45. They were taken to the station and given stimulants and dry clothing. Shelter and food was furnished them until the 19th, when they were given transportation to Wakefield. The vessel was a total loss. (See letter of acknowledgment.)
15	Ocean City, Md.	Sc. Charles K. Schull	Anchored in a dangerous position between Great and Little Gull Shoals, 7 miles SSE. of station. Set signals of distress at 1.30 p. m., and life-saving crew responded in a private power surfboat. Upon arrival alongside, master requested a tugboat or pilot as soon as possible. Crew returned ashore and reported the matter to the Philadelphia Maritime Exchange at Lewes, and a tug was sent to her assistance.
16	Hunniwells Beach, Me.	Gas. lch. Hester.	When 2½ miles SE. of station, engine broke down. Life-saving crew went to her assistance in motor boat, and towed her into Boothbay Harbor, where repairs could be made.
16	Point Allerton, Mass.	Sc. Metamora.	Stranded 1½ miles N. of station. Life-saving crew went at once in surfboat, and assisted to float her.
16	Durants, N. C.	Gas. lch. Pompano.	Stranded 2½ miles N. of station. Power lifeboat proceeded to her assistance, but the surfmen were unable to float her until the afternoon high tide.
16	Cleveland, Ohio, Lake Erie.	Canoe, no name.	Capsized ¼ mile NE. of station. Life-saving crew, in power lifeboat, hastened to the spot, rescued the man who was clinging to the bottom of the overturned canoe, took the canoe aboard the lifeboat, and returned to station, where the man was furnished dry clothing.
16	Jackson Park, Ill., Lake Michigan.	Gas. lch. Catherine M.	Adrift in the lake 1½ miles N. of station at 7.45 p. m., engine broken down. Towed to her moorings.
17	Sandy Hook, N. J.	Gas. lch., no name.	Engine broke down in bay. Towed to her dock by power lifeboat.
17	Brazos, Tex.	Slp., no name.	Broke rudder gudgeon, and was beached near station. Surfmen assisted to repair the broken gudgeon and float her.
18	Buffalo, N. Y., Lake Erie.	Gas. lch. Senator.	Sunk in Evans slip. Surfmen, in small boat, got her afloat and balled her out.
18	Ashtabula, Ohio, Lake Erie.	Gas. lch. Clio.	It was reported to the keeper that the 3 occupants of this launch had remained out all night, whereupon the surfboat put off in search of the party. They were found anchored 5 miles NW. of station, engine having been disabled. Towed to dock.
18	Cleveland, Ohio, Lake Erie.	Gas. lch., no name.	Collided with a tug, one of the 4 occupants having drowned. (For detailed account, see "Disasters involving loss of life.")
18	South Manitou Island, Mich., Lake Michigan.	Sc. Emily and Eliza.	Stranded on the SE. point of the harbor, ¼ mile east of station. Life-saving crew boarded her in surfboat, assisted to trim sails; worked her off the beach, and piloted her in to a safe anchorage.
18	Grand Haven, Mich., Lake Michigan.	Gas. lch., no name.	Broke down 1 mile N. of station. Tracked up the pier by life-saving crew, and made fast abreast the station.
18	Milwaukee, Wis., Lake Michigan.	Sc. Wonder.	Parted moorings and went adrift at 8.30 p. m., while her crew were all ashore. Discovered by station lookout, and keeper moored her in a safe place.
19	Gloucester, Mass.	Gas. lch., no name.	Motor disabled 1½ miles SE. of station. Towed by power lifeboat to Gloucester for repairs.
19	.....do.....	.....do.....	In tow of sc. Agnes, tow line parted and launch went adrift. Picked up by power lifeboat and returned to schooner.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. Apr. 19	Race Point, Mass.....	Power dory, no name.	Anchored abreast the station, not daring to go in by Race Point, and set signals for assistance. Life-saving crew responded, and hauled her up on the beach.
19	Highland, Mass.....	Slp. Stranger.....	Stranded in a thick fog $\frac{1}{2}$ mile NW. of station at 3.30 a. m. Life-saving crew went to her assistance in surfboat, ran out an anchor, and hauled her afloat. Her mainsail being old and torn, they got up another from the hold and bent it on the mast.
19	Famet River, Mass.....	Slp. Stranger.....	Anchored $\frac{1}{2}$ mile SE. of station, weather threatening. Life-saving crew boarded her in surfboat. The 2 men on board wished to be taken ashore, as their sails were poor and they had no provisions. They made the sloop more secure by running out second anchor, landed the men, and gave them shelter and food at the station. In the morning they helped get sloop underway. One of the men being scantily clad, he was given a pair of trousers.
1	Big Sandy, N. Y., Lake Ontario.	Gas. lch., no name..	Broke down 1 mile NW. of station, and waived for help. Power surfboat went out and towed her in.
49	Jackson Park, Ill., Lake Michigan.	Gas. lch. Badger....	Broke adrift from moorings in a heavy squall, and stranded E. of station. Life-saving crew, in surfboat, pulled her afloat and took her back to her moorings.
20	Portsmouth Harbor, N. H.	Sc. Minnie Slauson..	Anchored in a dangerous position near the ledges off Fort Constitution. Life-saving crew boarded her in surfboat, hove up her anchor, made sail, and with the help of the quartermaster's boat attached to Fort Constitution, got her out of a bad situation.
20	Wood End, Mass.....	Sc. Eugene Borda...	Sails badly torn, vessel leaking, and crew exhausted, anchored 1 mile west of station and set signals for assistance. Life-saving crew boarded her in power surfboat, pumped her out, and hove up anchor, and the light-house tender Myrtle towed her to a safe anchorage in Provincetown Harbor.
20	Short Beach and Point Lookout, N. Y.	Sc. George F. Carman.	Stranded inside bar 1 mile SW. of Short Beach station. Crew from first-named station, assisted by surfmen from Point Lookout station, got her afloat on the afternoon high water.
20	Manistee, Mich., Lake Michigan.	Skiff, no name.....	Broke adrift. Surfmen in small boat recovered it, and returned it to owner.
20	Yaquina Bay, Oreg.....	Gas. sc. Condor.....	Broke her shaft, and anchored at sea 13 miles S. of station. By observing that she made no progress, keeper judged that help was needed and engaged the gasoline launch Rose to tow surfboat out to her. Part of life-saving crew went aboard and assisted with anchor, while the launch towed her up to a safe anchorage for the night. Her crew went ashore on the launch. Towed in over the bar the next morning.
21	Hampton Beach, N. H....	1 dory and 2 gunning boats, no names...	In danger from the high surf. Patrolman hauled them up clear of the sea.
21	Metomkin Inlet, Va.....	Scow, no name.....	Surfmen helped owner raise a small scow that had sunk.
21	Hog Island, Va.....	Catboat Ella.....	Carried away step of mast, 5 miles NW. of station. Life-saving crew, in power lifeboat, towed her to the station, hoisted out her mast, made a new step, and put her in better shape than before the accident.
21	Harbor Beach, Mich., Lake Huron.	Rowboat, no name..	Three young men broke one of their oars when $\frac{1}{2}$ mile from station. They signaled for assistance, and the crew responded in surfboat and towed them ashore.
22	Cross Island, Me.....	Sc. Rebecca W. Huddell.	Ran ashore on Libby Island bar, 5 miles SW. of station, and was sold to wreckers soon after stranding. Keeper took her crew and their personal effects from Bucks Harbor to Machias in power small boat, and procured transportation for them to St. Johns, N. B.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. Apr. 22	Sandy Hook, N. J.....	Sc. William H. Conners.	Stranded 3 miles ENE. of station. Life-saving crew went at once in power lifeboat and offered assistance, but as a tug was standing by, the master asked only that the casualty be reported to owners in New York. Keeper reported same over long-distance telephone.
22	Racine, Wis., Lake Michigan.	Skiff Eagle.....	Three men fishing lost their oar-locks while lifting a set line, and were drifting rapidly out into the lake before the brisk west wind. Surfman on watch saw their predicament, and the crew, in surfboat, towed them in.
23	Ocracoke, N. C.....	Gas. lch. Onawa II.	Stranded on Ocracoke Point, 2½ miles S. of station. Life-saving crew went to her assistance in surfboat, and worked 3 hours in an unsuccessful attempt to float her. However, on the next high tide at 6 p. m., she was floated, undamaged.
23	Erie, Pa., Lake Erie.....	Gas. lch. Ida, and pile driver, no name.	Two men, who were driving piles for pound nets, had the gasoline tug Ida anchored near by to tow the pile driver from place to place. Their skiff went adrift and they had no way of getting from pile driver to tug. A passing fish tug picked them up and landed them at station. They were put aboard the Ida in power lifeboat, and their tug and tow assisted into the harbor.
24	White Head, Me.....	Sc. Eliza Levensaler.	Missed stays, and anchored in a dangerous position near Clam Ledge, 3 miles E. of station. Set distress signals, and life-saving crew responded at once in surfboat, but before reaching her, the anchor dragged and she went ashore. Surfmen remained aboard until the gale abated and at 2 a. m., high water, ran out an anchor, hove her her afloat, hoisted sails, and worked her out through the channel.
24	Long Branch and Deal, N. J.	Slp. Little Haste....	Ran into a pound net 1½ miles S. of Long Branch station and capsized. Her crew of 3 landed in their own boat, and were given breakfast at the station. The Long Branch and Deal crews, in their surfboats, went out to the sloop and attempted to free her from the net, but were unsuccessful. She was freed and towed to New York later by a tug.
24	Cold Spring, N. J.....	Gas. lch. Ira Marshall.	Engine disabled, and launch anchored 3 miles SE. of station and signaled for assistance. Life-saving crew responded in surfboat and brought her master ashore, where he procured a power boat to tow his launch into Cold Spring Inlet.
24	Saluria, Tex.....	Scs. Clementine and Rosalie M.	Keeper set ranges as a guide to the channel across the bar.
24 26	Muskegon, Mich., Lake Michigan.	Steel pontoons (4), no names.	The steamer Cayuga, having them in tow, let go of them and they drifted ashore to the northward of the station. The life-saving crew, in surfboat, ran lines from 3 of them to a tug, which pulled them afloat. On the 26th similar service was rendered for the fourth one.
25	Saluria, Tex.....	Aux. sc. M. L. Weaver.	Keeper set ranges for her to cross the bar.
25	South Manitou Island, Mich., Lake Michigan.	Sc. Isolda Bock.....	Stranded ¼ mile E. of station. Life-saving crew boarded her in surfboat, and, as she had worked herself clear, they piloted her to a safe anchorage and pumped her free of water. Responding to a signal for assistance, they boarded her again in the afternoon, helped heave up anchor, set sail, and get her underway.
25	Jackson Park, Ill., Lake Michigan. (Service by Farragut Yacht Club) and Old Chicago, Ill., Lake Michigan.	Gas. lch. Hatrine...	Having cracked her cylinder-head, anchored 1½ miles NE. of Farragut Yacht Club (3 miles S. of Old Chicago station) and set signal of distress, NE. gale blowing. The signal was seen at the yacht club and a volunteer crew went to her assistance in surfboat, and took her in tow. The Old Chicago station having been notified by telephone, her crew responded in power lifeboat and relieved the volunteers, towing the launch to shelter at the Jackson Park station.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. Apr. 26	Quoddy Head, Me.....	Sc. General Scott ...	Dragged her anchors during the night, and drifted into a dangerous position in shoal water, 3 miles N.E. of station. At 7.30 a. m., set signals of distress, and life-saving crew went to her assistance in surfboat. Nothing could be done until flood tide, when a towboat was piloted in to her by surfmen, and she was towed out to safety.
26	Fourth Cliff, Mass.....	Gas. lch., no name ..	Anchored 1 mile E. of station, and signaled for assistance. Life-saving crew responded in surfboat, and found rudder broken and launch helpless. Towed in, hauled out on the flats, and rudder repaired.
26	Saluria, Tex.....	Power lch. from light-house tender Magnolia.	Upon request of master of light-house tender Magnolia, crew piloted launch in over bar to boat landing, helped them unload, and set ranges as a guide to the channel for her to pass out.
26	Milwaukee, Wis., Lake Michigan.	Skiff, no name.....	Two women and a boy capsized their skiff near station. Life-saving crew took them into surfboat and landed them near their homes on Jones Island.
26 27	Golden Gate, Cal.....	Sc. Roderick Dhu...}	Stranded about 90 miles S. of station at 3 a. m. on the 26th. It was reported at 3 p. m. that her crew had not at that time succeeded in making a landing, so life-saving crew left at 5 p. m. on the revenue-cutter McCulloch for the scene, taking along a surfboat, arriving at the wreck at day-break. Her crew had all gotten ashore. Keeper landed in surfboat, conferred with the master of the schooner and brought ashore a load of stores, coils of rope, baggage, sails, etc. As nothing further could be done, the crew returned to station on the McCulloch. The vessel was a total loss.
27	North Scituate, Mass.....	Br. sc. Gypsum Queen.	At midnight of the 25th carried away fore topmast and jib boom, and sprung a leak. Her crew were at the pumps from then until 4 a. m. of the 27th, when her master decided to beach her. She was first seen from the station 5 miles to the eastward, headed for the ledges and with signal of distress flying; the top of the forward house, the deck load, and stern being the only parts out of water. Life-saving crew went to her assistance in surfboat, and as the wind had shifted from SE. to SW., they persuaded her master to parallel the shore and to accept the services of a tugboat which happened along. She was towed into Boston, station crew remaining on board until she was grounded in the mud at Lewis's wharf.
27	Gurnet, Mass.....	Sc. Eleazer Boynton.	Fouled her anchor and dragged ashore 5 miles W. of station. Life-saving crew went to her assistance in surfboat on the flood tide, took in her kedge anchor, and ran a hawser to a towboat, which pulled her afloat after several attempts.
27	Cedar Creek, N. J.....	Slp., no name.....	Capsized 1½ miles SW. of station. Surfmen went to her assistance in small power boat, righted and bailed her out, and towed her into a harbor. The 1 man aboard was brought to station and given shelter for the night.
27	Aransas, Tex.....	Light-house str. Magnolia.	Stood off the bar and hoisted signals asking to be piloted in. Keeper piloted her across the bar to an anchorage N. of station.
27	Grand Haven, Mich., Lake Michigan.	Gas. slp. Marie.....	Became unmanageable in the strong wind and high sea that was making up. When 1½ miles SW. of station, set signals of distress. Life-saving crew went to her assistance in power lifeboat, and towed her into the harbor, probably saving her from destruction.
28	Hunniwells Beach, Me....	Dory, no name.....	A man went out fishing about 3 miles from shore, and wind and tide being against him, he could not get back. Crew went out in motor boat and towed him in. He was given food and shelter for the night.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909.			
Apr. 28	Little Kinnakeet, N. C....	Skiff, no name.....	Picked up adrift by surfmen in small boat, and turned over to owner.
28	Cleveland, Ohio, Lake Erie.	Gas. lch. Osprey....	Engine broke down ¼ mile NE. of station. Small power boat towed her to E. 9th street pier.
28	Jackson Park, Ill., Lake Michigan.	Dingey, no name...	Gasoline launch Katherine M. lost her dinghy. Surfmen recovered it.
29	Burnt Island, Me.....	Sc. Regina.....	Stranded 5 miles N. of station. Life-saving crew, in small power boat, arrived at the same time as the tug Bismarck. After the tug had pulled her afloat, keeper piloted them out into clear water.
29	Oak Island, N. Y.....	Gas. lch., no name..	Ran aground at 7.30 p. m. Surfman, in small power boat, pulled her afloat.
29	North Manitou Island, Mich., Lake Michigan.	Gas. lch. Manitou...	Dragged anchor and stranded. Crew hauled her up on the beach, using sand anchor and tackle.
29	Michigan City, Ind., Lake Michigan.	Gas. lch. Lulu F....	Engine broke down 2 miles W. of station. Towed into the harbor.
29	Kenosha, Wis., Lake Michigan.	Skiff and scow, no names.	In danger of being washed away. Hauled out to safety.
29	.....do.....	Catboat Dragon; ywl., no name; rowboat, no name.	At 10.30 p. m. a tidal wave occurred during which water raised about 5 feet. The 3 boats mentioned were carried away from their winter berths. Station crew, in small boat, picked them up and made them secure again.
29	Racine, Wis., Lake Michigan.	Scow, no name; skiff Eagle; skiff, no name.	The scow had broken adrift from its moorings and was waterlogged; the 2 skiffs had broken adrift and capsized. Life-saving crew, in surfboat, picked them up, and made them secure.
29	Milwaukee, Wis., Lake Michigan.	Car ferry No. 1.....	Lying in lee of breakwater with both anchors dragging. Set signal for assistance, which was responded to by life-saving crew in surfboat. Master wanted a tug, which the crew summoned.
29	Two Rivers, Wis., Lake Michigan.	Rowboat, no name..	Picked up adrift and returned to owner.
29	Balleys Harbor, Wis., Lake Michigan.	Gas. lch. Alena.....	An extraordinary rise of about 5 feet in the lake carried her away from her winter berth and onto the rocks. Life-saving crew, in surfboat, hauled her clear and made her secure.
30	Portsmouth Harbor, N. H.	Sc. Herman F. Kimball.	Master telephoned keeper asking for help in getting underway, which was furnished him.
30	Galveston, Tex.....	Aux. slip. Turf.....	Engine disabled 2½ miles NNE. of station, and wind too strong to sail her in. Life-saving crew went to her assistance in surfboat, but before arrival she had been made secure and her crew had left her in the launch belonging to the lightship. At daybreak station crew went out again, bailed her out, and sailed her up to the city.
30	Ashtabula, Ohio, Lake Erie.	Str. D. G. Kerr.....	Broke adrift from tugs while being shifted, and anchored in outer harbor; vessel out of commission, no crew on board, and no steam on windlass. Assistance was asked of life-saving crew in getting anchor. They arrived on board at 7 a. m., and, assisted by laborers and harbor tugs, worked until 12.20 p. m., when a heavy strain brought by tugs on chain carried away compressor and caused capstan to fly around with great force, injuring 2 laborers and a surfman. Work was resumed at 2 p. m., anchor hove up, and steamer moored to dock by 4 p. m.
30	Louisville, Ky.....	Ywl., no name.....	Parted moorings in a storm, and was drifting down the river. Picked up by station crew and held for owners.
30	Harbor Beach, Mich., Lake Huron.	Str. Joseph C. Suit...	Parted mooring lines in easterly gale, and drifted ashore at 1.30 a. m. Discovered by station lookout and life-saving crew, in surfboat, ran lines, and helped heave her afloat.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. Apr. 30	South Haven, Mich., Lake Michigan.	Gas. lch. Katy D....	Adrift $\frac{1}{2}$ mile east of station and partly water-logged. Discovered by lookout at 2 a. m. Surfmen went out in small boat, towed her in to pier, and bailed her out.
30	Milwaukee, Wis., Lake Michigan.	Skiff, no name.....	Five men started to row across the river, and were carried out through the piers by the strong current. Surfmen went out in small boat and towed them back.
30	Two Rivers, Wis., Lake Michigan.	Rowboat, no name..	Broke adrift and was pounding against the dock. Picked up and secured.
30	Plum Island, Wis., Lake Michigan.	Sc. Oscar Newhouse.	Dragged anchors in a gale and drifted ashore 3 miles N. of station. Life-saving crew went to her assistance in power lifeboat, ran lines, shifted anchor twice, and finally succeeded in heaving her afloat. She was in a very dangerous position, and had she not been floated during the high water would probably have been a total loss.
May 1	Potunk, Moriches, and Forge River, N. Y.	Sc. William C. Carnegie.	Stranded $\frac{1}{2}$ mile SSW of Moriches station. Discovered by patrol at 2.50 a. m., and life-saving crews from the 3 stations named made strenuous efforts to reach her with the beach apparatus, but she was a little too far off shore. Finding their efforts in this direction futile, they launched the self-bailing surfboat, but the boat was capsized by the tremendous seas before reaching the bar, several of the surfmen narrowly escaping with their lives. The crew of the schooner, seeing that no help from the beach could reach them, took to their yawl and rowed offshore. Keeper notified the revenue cutter Mohawk and a wrecking company. The Mohawk arrived at 6 p. m., and, aided by a bonfire and searchlight, maintained by surfmen on the beach, succeeded in rescuing the 12 men comprising her crew. The vessel became a total loss.
1	Lewes, Del.....	Rowboat, no name..	Moored in a bad place, beating to pieces against the pier, and full of water. Surfmen hauled it up out of danger on the beach.
1	Fort Macon, N. C.....	Gas. lch. Dolphin...	Engine disabled, set signal for help. Surfmen, in small boat, went to Morehead City and informed the owner, who sent another launch to tow her back.
1	Chester Shoal, Fla.....	Gas. lch., no name..	Dragged anchor and stranded $\frac{1}{2}$ miles SW. of station. Keeper went to her assistance in small boat, got her afloat, and notified owner.
1	Niagara, N. Y., Lake Ontario.	Rowboat, no name..	The 2 occupants were so badly intoxicated that they could not row, and were drifting out into the lake. Lookout saw their predicament, and life-saving crew went to their assistance in surfboat. One man fell overboard just before the arrival of the boat and was rescued by the life-savers. They were landed and their boat towed ashore.
1	Racine, Wis., Lake Michigan.	Skiff, no name.....	The occupant, while attempting to pick up some driftwood, lost his rowlocks and was drifting out into the lake, when picked up by the life-saving crew in surfboat.
2	City Point, Mass.....	Slp., no name.....	Broke her boom $\frac{1}{2}$ miles SE. of station, and was towed to the South Boston Yacht Club by a private powerboat. The sloop was towed to Dorchester by the station gasoline launch.
2	Cookata, Mass.....	Gas. lch. Ramonia..	Anchor dragged, and launch stranded 2 miles S. of station. Life-saving crew floated her before she had suffered any damage.
2	Point of Woods, N. Y.....	Sc. Mary E. Cuff....	Missed stays, and ran aground abreast of station on the bay side. Life-saving crew got her afloat undamaged.
2	Hereford Inlet, N. J.....	Sc. Eva Blanche....	When 2 miles S. of station set signal for assistance. Her master wanted a pilot, so keeper, when the tide came flood, brought her in to a safe anchorage.
2	Cape Lookout, N. C.....	Br. str. Royal Exchange.	Disregarding the International Code signal from the station "You are standing into danger," she ran aground $\frac{1}{2}$ miles SSW. of station. Life-saving crew boarded her at

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1900. May 2	Cape Lookout, N. C.....	Br. str. Royal Exchange.	once in surfboat, but no assistance was wanted other than to carry telegrams to owners, agents, and the revenue-cutter. She was floated, unassisted, on the 3d.
3	Point Lookout, N. Y.....	Dory, no name.....	Drifted ashore. Pulled up on the beach to safety and owner notified.
3	Rockaway, N. Y.....	Rowboat, no name.....	Filled in the choppy sea, became unmanageable, and drifted ashore 1 mile N. of station, the 3 occupants having safely gotten ashore on an island. Surfmen brought the men to the station, and the following day recovered their boat.
3	Aransas, Tex.....	Light-house str. Magnolia.	Piloted across the bar.
3	Buffalo, N. Y., Lake Erie..	Str. Selwyn Eddy...	Stranded 2 miles W. of station. The power surfboat landed the master and pilot and later put the master back on board. As nothing further could be done, the keeper arranged signals by which the station crew could be called if needed.
3	Port Austin, Mich., Lake Huron.	Gas. lch. Nellie Bly..	Anchored near Port Austin reef, 3 miles NW. of station: engine out of order. Life-saving crew went to her assistance in surfboat and towed her into Port Austin Creek.
3	Thunder Bay Island, Mich., Lake Huron.	Fish boat Search Light.	Dismasted in a fresh west wind and set signals of distress. Life-saving crew went to her assistance in surfboat, brought her to station, repaired the mast, and re-stepped it.
3	Ludington, Mich., Lake Michigan.	Str. New York.....	Stuck in the piers, surfmen handled lines for her, but were unable to effect her release.
4	Shinneckock, N. Y.....	Gas. lch., no name.....	Drifting across the bay, engine disabled. Keeper, in power small boat, towed her to a safe anchorage.
4	Aransas, Tex.....	Gas. lch. Wave.....	Aground at entrance to cove, 22 passengers on board. Life-saving crew, in surfboat, transferred the passengers to another launch, and the craft was floated.
5	White Head, Me.....	Sc. Dorothy.....	Anchored in Musselridge Channel, 7 miles NE. of station, and run into by steamer in thick fog and sunk, her crew being rescued by steamer and taken to Rockland. Life-saving crew assisted wreckers, who raised the sunken craft and towed her to Rockland.
5	Shinneckock, N. Y.....	Dory, no name.....	Found in the surf by patrol. Recovered and held for claimant.
5	Fire Island, N. Y.....	Small boat, no name.....	Surfmen assisted telegraph operator to launch his boat, it having been laid up all winter.
5	Duluth, Minn., Lake Superior.	Skiff, no name.....	Two boys were drifting across the harbor, having no oars. Keeper, in gasoline launch, towed them to the dock.
5	Grand Haven, Mich., Lake Michigan.	Gas. lch., no name.....	Fuel exhausted and engine disabled. Gasoline furnished and crew helped repair engine.
6	Gloucester, Mass.....	Gas. lch. Carrie.....	Adrift off Round Rock shoal $\frac{1}{4}$ mile SSE. from station, motor disabled. Keeper and a surfman went to her assistance in small boat and made necessary repairs to motor.
6	.....do.....	Gas. lch. Hesperus II.	Anchored in a dangerous place off Mussel Point, 1 mile SSE. from station, motor disabled. Signaled for help, and surfmen went to her in small boat, brought her to moorings off station, landed her crew and part of motor, made such repairs as were possible, and reinstalled it in launch. It then worked satisfactorily.
6	Race Point, Mass.....	Sc. Mary C. Santos..	Stranded 500 yards west of station in a thick fog at 1.35 a. m. Life-saving crew boarded her in surfboat, took in sails, and helped straighten up. Upon request of master, keeper sent message for a tug, after which boarded her again and helped heave in on an anchor that had been planted in deep water. She was floated at 10 a. m.
6	Buffalo, N. Y., Lake Erie..	Bge. Iron Queen....	Broke loose from moorings. Life-saving crew boarded her in power surfboat and helped in handling lines for the tug and police boat that took charge of her.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1900. May 6	Duluth, Minn., Lake Superior.	Gas. lch. Lester R...	Stranded 2 miles SE. of station. On the 6th, surfmen in power small boat made an unsuccessful attempt to float her. Another attempt was made on the morning of the 7th. A shift of wind raised the water, and she floated in the afternoon, undamaged.
6	Racine, Wis., Lake Michigan.	Scow, no name.....	In tow of a tug, scow filled and towline parted, tug going on without it. Discovered by life-saving crew, who went out in surfboat and brought it to station.
6	Milwaukee, Wis., Lake Michigan.	Skiff, no name.....	The occupant either committed suicide or fell out of the boat and was drowned, leaving it adrift 1½ miles E. of station. A surfman went out in small boat and recovered it.
7	Atlantic City, N. J.....	Sc. Henry Disston..	Stranded 1 mile N. of station. Life-saving crew went to her assistance in surfboat, and after about 1 hour's work succeeded in floating her.
7	Galveston, Tex.....	Skiff, no name.....	Picked up adrift and turned over to owner.
7	San Luis, Tex.....	Slps. (2), no names..	Dragged anchors in a squall and went aground. Owners requested the loan of jack screws and shovels from station, and the sloops were floated without other assistance.
7	Saluria, Tex.....	Aux. sc. M. L. Weaver.	Came in over Pass Cavallo bar by following ranges set by keeper.
7	Plum Island, Wis., Lake Michigan.	Sc. Ellen Williams..	Broke her main and jib booms in a squall, and master asked help of keeper in getting new ones. He was taken to the agents of the wrecked sc. Berwyn at Detroit Harbor, with whom he made arrangements for the needed spars. The life-saving crew, in motor lifeboat, took schooner's crew to the wreck, recovered the spars, and towed them alongside; also, went to Detroit Harbor and got the foresail and staysail of the wrecked Berwyn.
8	City Point, Mass.....	Gas. lch. Beth.....	Engine disabled, and launch called at station for help. Small station powerboat towed her to the Mosquito Yacht Club float.
8	Short Beach, N. Y.....	Sc. Minnie C.....	Stranded 1 mile SW. of station. Life-saving crew, in power small boat, went to her assistance and worked her afloat, undamaged.
9	Cross Island, Me.....	Sc. Hiram.....	Anchored in a dangerous position ¼ mile S. of station. Keeper boarded her in surfboat, informed master of his unsafe anchorage, and employed a power dory to tow her to a safe place.
9	Lone Hill, N. Y.....	Gas. lch. White Star.	Adrift in the bay 5 miles SE. of station; engine disabled. Keeper, in power small boat, towed her to her destination.
9	Fort Macon, N. C.....	Sc. Annie Farrow...	Stranded in Beaufort Inlet, 1 mile SE. of station. Life-saving crew got her afloat, undamaged.
9	Brazos, Tex.....	Slp. Esperanza.....	Struck a snag and sunk 1 mile NW. of station. Life-saving crew hauled her into shoal water, nalled canvas over the hole made by the snag, balled her out, hoisted sail, and she went on to her destination.
9	White River, Mich., Lake Michigan.	Gas. lch. Luberta...	Adrift in White Lake, 1½ miles SE. of station, engine disabled. Surfboat towed her to Michillinda dock.
9	Coos Bay, Oreg.....	Str. Reta.....	Stranded ¼ mile E. of station. Life-saving crew, in surfboat, boarded her, ran out a kedg anchor and got her afloat, undamaged.
10	City Point, Mass.....	Slp. Golden Rod....	Dragged her anchor, collided with a yacht, and then went adrift. Station power boat got a line to her, and made her fast to a spare mooring.
10	Point of Woods, N. Y.....	Sc. Helen A. Brown.	Stranded 1½ miles NNE. of station. Life-saving crew, in power small boat, succeeded in getting her off.
10	Duluth, Minn., Lake Superior.	Gas. lch. D. B. C....	Gasoline exhausted 1 mile S. of station. A surfman with power small boat towed her to boat club dock.
10	Jackson Park, Ill., Lake Michigan.	Gas. lch. Adalbell...	Parted her moorings in a heavy squall during the night and stranded ¼ mile SE. of station. Life-saving crew, in surfboat, pulled her afloat.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. May 10	Jackson Park, Ill., Lake Michigan.	Sailboat, no name...	Parted moorings in a heavy squall and was driven ashore $\frac{1}{2}$ mile S. of station. Life-saving crew, in surfboat, succeeded in floating her.
11	White Head, Me.....	Sc. Daniel McLoud.	Having anchored in a thick fog and rain-storm and her crew being unable to heave up the anchor, a call for help was sent to station 4 miles distant. Life-saving crew responded in surfboat, hove up her anchor, made sail, and worked her into Tenants Harbor.
11	Watch Hill, R. I.....	Aux. sp. Belle.....	Anchored 2 miles W. of station and seemed to be in trouble. Surfmen, who boarded her in small boat, found her engine disabled. It was repaired and the sloop got underway.
11	Forge River, N. Y.....	Gas lch., no name...	In trouble $\frac{1}{2}$ mile N. of station; batteries exhausted. Keeper furnished her with new ones.
11	Niagara, N. Y., Lake Ontario.	Rowboat, no name...	At 11.20 p. m. lookout heard cries for help. The life-saving crew found a soldier who had lost one oar and was drifting out into the lake.
11	Plum Island, Wis., Lake Michigan.	Str. Sailor Boy.....	Stranded $2\frac{1}{2}$ miles N. of station at 5 a. m. Life-saving crew hastened to her assistance in surfboat, and upon request of master returned to Detroit Harbor and procured a tug to pull her afloat.
12	Avalon, N. J.....	Gas. lch. Willa.....	Lost her propeller $1\frac{1}{2}$ miles SSE. of station and signaled for assistance. Surfmen went out in small boat and, upon learning the trouble, returned to shore and sent out a power boat to tow her in over Hereford bar.
13	Straitsmouth, Mass.....	Sc. Henry Withington.	Stranded $2\frac{1}{2}$ miles NNW. of station. The crew (6) came to station for the night, the master and mate remaining on board. The master informed keeper that life-saving crew could render no assistance until morning high water, when a tug would attempt to float her. On the morning of the 13th, station crew in surfboat put schooner's crew on board. She was floated by a tug without difficulty, sustaining slight damage.
13	City Point, Mass.....	Gas. lch., no name...	Tender for sloop Shyessa broke down on a trip from sloop to yacht club float. Station power boat towed her to dock.
13	Duluth, Minn., Lake Superior.	Gas. lch. Scout.....	Became disabled and was drifting ashore $\frac{1}{2}$ mile S. of station. A surfman in power boat towed her to boat club float.
13	Charlevoix, Mich., Lake Michigan.	Sc. Carrier.....	Surfmen took her lines and helped make her fast; no tug available.
13	Milwaukee, Wis., Lake Michigan.	Skiff, no name.....	Picked up adrift in the river and returned to owner.
13	Sturgeon Bay Canal, Wis., Lake Michigan.	Sc. Three Sisters.....	When $2\frac{1}{2}$ miles NW. of station schooner was struck by a violent squall that carried away foremast, main topmast, sails, and rigging. Life-saving crew went at once to her in power lifeboat and towed her up to the shipyard.
14	Oak Island, N. Y.....	Gas. lch., no name...	Adrift in the bay. Towed to the dock.
14	Sheboygan, Wis., Lake Michigan.	Sc. Melitta.....	Stranded in a thick fog 3 miles S. of station at 5 p. m. on the 14th. Discovered by patrol, and life-saving crew, having first sent for a tug, went to her assistance in surfboat. Nothing could be done until arrival of tug, nor could anything be done on the 15th as the weather was too nasty.
17	Michigan.	Sc. Melitta.....	On the 16th an attempt was made by wreckers to float her; station crew assisting, but it was unsuccessful. On the 17th she was floated by tugs, surfmen assisting with pumps, running lines, etc., all day. Her master was given shelter at the station on the night of the 15th.
14	Plum Island, Wis., Lake Michigan.	Sc. Harvey Ransom.	Upon request of master, station crew in surfboat grappled for a motor yawl boat belonging to this vessel that had sunk in this vicinity the previous fall. On account of rocky bottom their efforts were not successful.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. May 15	City Point, Mass.....	Rowboat, no name..	Capsized $\frac{1}{2}$ mile N.E. of station throwing the 3 occupants into the water. Life-saving crew went with all speed to the scene, using 2 power boats, rescued the men, brought them to station, and furnished one of them dry clothing. But for the timely arrival of station crew one of the men would probably have drowned, as he could not swim.
15	Point Betsie, Mich., Lake Michigan.	Sc. Little Georgy....	Responding to signals for help, keeper boarded her in surfboat. The master requested that a tug be sent out.
15	Milwaukee, Wis., Lake Michigan.	Skiff, no name.....	Picked up adrift and returned to owner.
15	do.....	Sc. Kewaunee.....	Collided with a car ferry, and was badly damaged. Ferry towed her into the harbor, and surfmen went on board, manned the pumps and pumped her free of water.
16	Monomoy Point, Mass....	Sc. Electric Flash....	Stranded 2 miles W. of station at 12.30 a. m. Station watch saw them burn a torch at 2 a. m., and crew boarded her at once in surfboat, assisted in running out an anchor, and pulled her afloat, undamaged.
16 to 25	Rock Island, R. I.....	Str. Bay City, and bge. Britannia.....	Stranded in a thick fog on the SW. point of Block Island, $\frac{1}{4}$ mile S. of station. Life-saving crew boarded them in surfboat, but could render no immediate assistance. The revenue cutter Gresham and a wrecking outfit came to their assistance later. On subsequent days the station crew made frequent trips, carrying dispatches and transporting interested parties. On the 21st, 11 of the seamen, with their baggage, were landed in surfboat and cared for at the station. The vessels were successfully floated on the 25th, and towed into harbor.
16	Tathams and Hereford Inlet, N. J.	Str. V-and-J.....	Stranded on Hereford Inlet bar $1\frac{1}{2}$ miles S. of Tathams station, 104 passengers on board. Crews from the two stations named went to her assistance in surfboats, sounded out the best water, ran out 2 anchors, and succeeded in heaving her afloat.
16	Big Sandy, N. Y., Lake Ontario.	Sailboat, no name....	Adrift 3 miles SW. of station, no one on board. Discovered by lookout, and picked up by crew in power surfboat.
16	Marquette, Mich., Lake Superior.	Sc. Arenac.....	Deck sprung a leak and schooner became water-logged. Came into the harbor in tow of a steamer. Life-saving crew went out in surfboat and followed her into the harbor, transferred the cook from her to another vessel, helped master of steamer to take soundings, and landed 4 of her crew on the dock. Two of the crew were furnished dry clothing.
16	Grande Pointe au Sable, Mich., Lake Michigan.	Gas. lch. Robert Wright.	Swamped in the heavy surf at the mouth of Hamlin River, 1 mile S. of station. Life-saving crew, in surfboat, hastened to her assistance, and found launch, with the 2 men clinging to it, had drifted ashore. Launch pulled up on the beach clear of the surf.
16	Milwaukee, Wis., Lake Michigan.	Rowboat, no name..	Two inexperienced oarsmen pulled out with a wind blowing 25 miles per hour, but could not row back against it. They made signals for help, and surfmen went out in small boat and brought them ashore.
16	Fort Point, Cal.....	Gas. lch. Lively and tow (4 rafts).	In the main channel off Fort Point, 2 miles NW. of station, drifting out to sea, engine disabled. Discovered by the lookout at 4.35 a. m., and power lifeboat towed the launch and rafts into the harbor.
17	City Point, Mass.....	Gas. lch. Shampoo..	Engine disabled $\frac{1}{2}$ mile SW. of station; signaled for help. Station power boat towed her to Dorchester.
17	Sandy Point, R. I.....	Aux. slp. Valencia..	Station crew helped owner to launch this sloop, which stranded $2\frac{1}{2}$ miles SSW. of station on April 9.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. May 17	Middle Island, Mich., Lake Huron.	Small boat, no name.	Unable to get back to mainland, as the wind had freshened and their destination was to windward. They reached station and the power small boat towed them back to their home.
17	Jackson Park, Ill., Lake Michigan.	Gas. lch. Clara Ann.	Drifting toward the beach, 1½ miles N. of station, engine disabled. Surfboat towed her into the harbor.
18	City Point, Mass.	Gas. lch. Ella.	Engine disabled, and a passing boat towed her to the South Boston Yacht Club float. Upon request, the station power boat towed her from there to the Mosquito Yacht Club, where she belonged.
18	.....do.....	Rafts (2), no names.	Station power boat towed them out to the South Boston Yacht Club.
18	Fishers Island, N. Y.	Gas. lch. Iola.	Adrift 2½ miles NE. of station, engine not working. Keeper, in power surfboat, went alongside, furnished some dry cells, and helped to get engine going.
18	Long Beach, N. Y.	Sc. J. Clark Curtin.	Stranded on the west side of the inlet, 3½ miles W. of station. Life-saving crew went to her assistance in surfboat, helped to heave her into deep water, and get up her sails.
18	Erie, Pa., Lake Erie	Gas. lch. Sunrise.	Drifting toward the rocky south shore, apparently unmanageable. Life-saving crew, in surfboat, towed her to station pier.
18	Grand Haven, Mich., Lake Michigan.	Gas. lch. Wabasco.	Engine disabled 6 miles S. of station in Lake Michigan. Life-saving crew, in power lifeboat, towed the launch and her skiff into Grand Haven harbor.
19	Cold Spring, N. J.	Gas. lch. Flicker.	Gasoline exhausted, and launch stranded 2 miles E. of station. Life-saving crew hauled her out clear of the sea, and brought the master and 8 passengers to the station, where they were given food and shelter for the night. On the 31st, station crew launched her and gave her in charge of a representative of the owner.
19	Cobb Island, Va.	Sc. Lewis M. Thomas.	Stranded 2 miles S. of station. Life-saving crew, in surfboat, went to her assistance, landed the master's wife and 2 daughters, procured an anchor and planted it in deep water, and on the flood tide hove her afloat.
19	Brazos, Tex.	Gas. lch. Sea Gull.	Engine broke down 2½ miles NW. of station. Signaled for assistance. Life-saving crew responded in surfboat and towed her to Point Isabel. The 11 passengers were anxious to catch the afternoon train, and were very appreciative of the service.
19	Marquette, Mich., Lake Superior.	Gas. lch., no name.	Engine broke down 2½ miles NE. of station, and signal for help was made. Life-saving crew responded in power lifeboat and towed her into the harbor.
19	Sturgeon Bay Canal, Wis., Lake Michigan.	Gas. lch. Beatrice.	Keeper received a telephone message at 1.40 a. m. that this boat stranded 4½ miles NW. of station. Life-saving crew went at once in power lifeboat, and pulled her afloat, undamaged.
20	Cleveland, Ohio, Lake Erie.	Gas. lch. John Thompson.	Drifting out into the lake, engine not working. Keeper, in power small boat, towed her to station dock, then took her 2 passengers to their destination.
20	Jackson Park, Ill., Lake Michigan.	Gas. lch. Kortrix.	Anchored 1 mile N. of station, engine broken down. Surfboat towed her into the harbor.
21	Cold Spring, N. J.	Bge. Robert Campbell.	Discovered at 4.45 a. m. drifting before a gale and high sea, 2 men on board. Life-saving crew started immediately to their rescue in surfboat. Before reaching her she stranded ¼ mile W. of station. The men were taken off, brought to the station, given a warm breakfast and dry clothing. Shortly afterward the barge fouled the iron pier, filled, and sank.
22	City Point, Mass.	Sc. Old Log Cabin.	Dragged anchor in a NE. gale, and stranded 1 mile N. of station. Life-saving crew went to her assistance in steamer Relief, pulled her afloat, and put her to a spare mooring in Dorchester Bay.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. May 22	City Point, Mass.	Ywl. Tangent.	Dragged mooring in a NE. gale, and was in danger of fouling the sc. yt. Marie. Surfmen went on board and gave her more chain, so that she swung clear of the Marie.
22	.....do.....	Gas. lch. Hypatia..	Parted mooring chain and was drifting down on other boats moored in the vicinity. Life-saving crew hastened to her in the steamer Relief, and got a line on board before any damage was done. She was taken out clear of the fleet and safely anchored.
22	.....do.....	Gas. lch., no name..	Anchored near rocks 1 mile SW. of station, engine disabled. Station power boat towed her back to the public landing.
22	.....do.....	Slp. Ilene.....	Dragged anchor in a NE. gale, and stranded 1 mile N. of station. Life-saving crew, in steamer Relief, pulled her afloat and anchored her off Castle Island.
22	.....do.....	Catboat, no name..	Dragged down afloat of other yachts, and signaled for help. Towed out clear of the fleet.
22	Monomoy Point, Mass.	Skiff, no name.....	Picked up adrift and returned to owner.
22	Sandy Hook, N. J.	Slp. Keewaydin.....	Dragging anchor in NE. gale. Life-saving crew took her a spare anchor and line, which kept her from dragging further.
22	Hereford Inlet, N. J.	Gas. lchs. (6), no names.	During the night of the 21st, a NE. gale raging, these boats filled and 4 of them capsized. Life-saving crew helped pull the capsized boats out of the water, and to pump and ball out the other two.
22	Ocean City, Md.	Bge., name unknown	Sighted by the lookout anchored 1½ miles SE. of station, evidently lost from a tug. The maritime exchange at Lewes was notified by telephone.
22	Cape Fear, N. C.	Gas. yt., name unknown.	Given directions through megaphone as how to steer across the shoals in safety.
22	Cape Disappointment, Wash.	Fishboats (2), no names.	Power lifeboat towed one fish boat in over the bar and another across the spit into the north channel.
23	Manomet Point, Mass.	Dory, no name.....	Patrolman found it in the surf, full of water, and pounding badly. He notified owner, and they together bailed it out and hauled it up clear of the surf.
23	Sandy Hook, N. J.	Slp. Keewaydin.....	Power lifeboat towed her to a safe anchorage, she having been dragging about the bay.
23	Cedar Creek, N. J.	Bateau, no name....	Drifted ashore ½ mile S. of station. Hauled up to a safe place, and reported to Maritime Exchange at Atlantic City.
23	Harvey Cedars, N. J.	Cat yt. Maggie.....	Parted cable, stranded ½ mile NW. of station, and filled with water. Life-saving crew bailed her out, removed all ballast, and floated her on the afternoon high water.
23	Atlantic City, N. J.	Slp. Sally.....	Parted chain, and stranded 1½ miles NW. of station during a gale on the night of the 21st. Life-saving crew went out to her in surfboat on the 22d, but could do nothing on account of the high sea. On the 23d they went out again and ran an anchor, but could do nothing more, as boat would have to be ditched off the meadow.
23	Duluth, Minn., Lake Superior.	Canoe, no name.....	Became unmanageable through the inexperience of the 2 occupants, and was drifting across the harbor. Surfmen towed them to Boat Club dock.
23	Holland, Mich., Lake Michigan.	Str. Robert C. Wente	Upon request of master, a surfman piloted this vessel to Holland.
23	South Haven, Mich., Lake Michigan.	Slp., no name.....	Trying to beat into the harbor, they drifted to leeward and then tried to tow her with a small skiff, but could make no headway. When 1½ miles SSW. of station, life-saving crew went to their assistance in surfboat and towed them into the harbor.
24	Monomoy Point, Mass.	Sc. Theresa Wolf....	At 4.30 a. m., when 6 miles W. of station, set signal of distress. Life-saving crew responded at once in surfboat, and found her leaking badly and her crew exhausted. Surfmen got her under way, and a tug came along and took her in tow for Vineyard Haven.
24	Buffalo, N. Y., Lake Erie.	Str. Princeton.....	Run down by steamer Western States and 3 of her crew drowned. (For detailed account, see "Disasters involving loss of life.")

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. May 24	Muskegon, Mich., Lake Michigan.	Slp. Little Mary.....	Capsized 3 miles E. of station, the 2 occupants being rescued by a passing gasoline launch. Life-saving crew hastened to the scene in surfboat, righted the sloop, and made her fast to a dock.
25	Newburyport, Mass.....	Tug and 3 bges., names unknown.	Upon request of local towboat company, signaled them by International Code to keep on to Fortsmouth, too rough to enter Newburyport.
25	Monomoy Point, Mass....	Sc. Abble S. Walker.	Collided with the sc. Minnie Slauson in Pollock Rip Slue, 4½ miles E. of station. Life-saving crew proceeded to the scene in surfboat, found the Abble S. Walker smashed, spanker boom broken, spanker torn to pieces, and rail cut down to the deck. They assisted in cleaning up wreckage and running hawser to a tug, which took her in tow for Boston. The Slauson was practically undamaged.
25	Assateague Beach, Va.....	Slp. Emma.....	Headed for the station with a pilot signal set. Crew boarded her in surfboat, and, upon request of master, piloted her into a small cove near station.
25	Arkansas, Tex.....	Revenue-cutter Windom.	Upon request of commanding officer, keeper piloted her in over bar and to an anchorage. On the 26th, responding to the signal "Can I cross the bar?" answered "Bar passable" and the cutter proceeded out.
25	Duluth, Minn., Lake Superior.	Gas. lch. Gopher....	Drifted ashore 1 mile SW. of station, engine disabled. Surfmen, in station launch and small boat, pulled her off and towed her to the dock.
25	...do.....	Gas. lch., no name...	Lying at anchor 2 miles SE. of station, swung onto a sand bar. Station launch pulled her afloat and towed her to the Yacht Club.
25	...do.....	...do.....	Engine broke down 1 mile SW. of station. Towed to the Yacht Club.
25	South Haven, Mich., Lake Michigan.	Sc. Waleska.....	Station crew assisted her by taking her lines and tracking her up the harbor.
26	Damscove Island, Me.....	Gas. lch. Waneta....	Engine disabled 1 mile N. of station. Power lifeboat towed her into Damscove Island harbor.
26	City Point, Mass.....	Slp. Linnet.....	Went afloat of the iron pier, the 2 occupants not knowing how to handle her. Station powerboat towed her out to an anchorage. The following morning they fouled the pier again, and station boat towed them in to the public landing.
26	Forked River, N. J.....	Cat yt. Vene.....	Stranded 2½ miles NW. of station. Life-saving crew boarded her and helped heave her afloat. Keeper then informed master about the local channels.
26	Cape May, N. J.....	Slp. Belle.....	Stranded ¾ mile SSW. of station and became a total wreck. Her crew of 2 were landed by life-savers in power surfboat, and, on the 27th, station crew went out again, but she had worked off and either sunk in deep water or drifted to sea.
26	Galveston, Tex.....	Transfer bge. L. P. Featherstone.	Broke loose from a tug during a heavy squall and stranded 4 miles NE. of station, a passenger train and 35 passengers on board. Life-saving crew hastened to her assistance in surfboat and helped transfer the passengers and their baggage to a tug that was standing by. Station crew effected the transfer of 14 persons and their baggage.
26	Niagara, N. Y., Lake Ontario.	Rowboat, no name..	Lookout saw 5 intoxicated men in a rowboat that was nearly full of water and that was leaking badly. Life-saving crew went to their assistance in surfboat, took them into the boat, and brought them to the dock.
26	Cleveland, Ohio, Lake Erie.	Gas. lch., no name..	Close to shore in a heavy surf, 4 miles NE. of station, line in the wheel. Life-saving crew went to her assistance in surfboat, beached her, cut the line out of the wheel, and then towed her to station.
26	...do.....	Gas. lch. Anna.....	Adrift ¾ mile SW. of station, batteries exhausted. Keeper in power small boat towed her to station, installed some batteries from his own boat, and she went on up the river.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. May 26	Louisville, Ky.....	Skiff, no name.....	The rowlock broke when just above the wing dam of Ohio Falls, the boat was swamped and carried over the falls, and the 2 men thrown into the water. They shouted for help when the boat capsized, and station watch heard them and gave the alarm. By very quick work the crew reached the men while they were floundering about in the eddy, saved them from drowning, and brought them and their skiff to the station. This occurred at 9.20 on a very dark night.
26	Old Chicago, Ill., Lake Michigan.	Gas. lch. Ester.....	Adrift 2½ miles N. of station, engine broken down. Power lifeboat towed her back into the harbor.
27	Galveston, Tex.....	Gas. lch. Osceola.....	Stranded on the 26th ¼ mile NE. of station in a heavy squall. Life-saving crew went to her assistance in surfboat on the 27th, jacked her up, put skids under her, and after 8½ hours' hard work, launched her successfully.
27	San Luis, Tex.....	Catboat D. Allen.....	Stranded ¾ mile NW. of station on the 26th. One of her crew was given shelter at the station for the night, and on the 27th surfmen launched her successfully.
27	Duluth, Minn., Lake Superior.	Gas. lch. Traveller..	Stranded 1½ miles SE. of station in a thick fog. Keeper, in station launch, pulled her afloat.
27	South Manitow Island, Mich., Lake Michigan.	Gas. lch. Ureka.....	Drifting toward the beach ¼ mile NW. of station, engine disabled. Life-saving crew, in surfboat, towed her in to the dock.
27	Sheboygan, Wis., Lake Michigan.	Str. Fearless.....	Lying at the coal dock 2 blocks W. of station, discovered by the lookout to be on fire at 9.50 p. m., nobody on board, and no one in the vicinity. Life-saving crew hurried to the scene in surfboat, having notified fire department and owners, and kept the fire in check until the arrival of the fire department. But for the quick action of the crew, the tug would undoubtedly have been a total loss.
27	Plum Island, Wis., Lake Michigan.	Gas. lch. Eagle.....	Adrift 13 miles SW. of station with machinery disabled. Keeper was notified by telephone, and power lifeboat was sent to tow her into West Harbor.
28	Burnt Island, Me.....	Small boat, no name.	Parted moorings near station and was drifting toward a ledge, the 2 men on board being asleep. Keeper and surfman jumped into small boat, rowed out, awakened the men, and made sail in time to clear the ledge.
28	Oswego, N. Y., Lake Ontario.	Str. Henry B. Hall..	Stranded 5 miles E. of station in a thick fog at 11.30 p. m. Her distress signals were heard at the station, and life-saving crew responded in surfboat and stood by until tugs pulled her afloat at 4.30 p. m. of the 29th.
28	Marquette, Mich., Lake Superior.	Gas. lch. Edna.....	Broke down 3 miles E. of station and signaled for help. Life-saving crew went out in power lifeboat, towed her in to station boat-house, and on the 29th effected repairs to her engine.
28	Kenosha, Wis., Lake Michigan.	Skiff, no name.....	Picked up adrift 2 miles E. of station, and held for owner.
28	Waaddah Island, Wash....	Sc. Ruth E. Godfrey.	Responding to a message from the Weather Bureau station that a vessel off the Vancouver coast probably needed assistance, life-saving crew, in power lifeboat, found this schooner at anchor about 2 miles off shore and 20 miles WNW. of station, becalmed. Towed her out 4 or 5 miles, where a breeze was stirring, and she made sail and stood off shore.
29	Erie, Pa., Lake Erie.....	Gas. lch., no name..	At anchor ¼ mile S. of station, engine disabled. Power small boat towed her to Erie dock.
29	Duluth, Minn., Lake Superior.	.....do.....	Adrift ¼ mile W. of station, engine disabled. Station launch towed her to the Boat Club.
29	.....do.....	Canoe, no name.....	The 2 women occupants were unable to paddle this canoe back, so station launch towed them to the Boat Club.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. May 30	Hunniwells Beach, Me.	Power dory, no name	Adrift 3 miles out, engine disabled. Power lifeboat towed her in.
30	Gloucester, Mass.	Gas. lch. Elsie.	Stranded 1½ miles NE. of station about 9 p. m. of the 29th. At 5.40 a. m. life-saving crew arrived, laid out anchors and ran towlines to motor boats. By their combined efforts they floated her at high tide, undamaged.
30	City Point, Mass.	Sc. Sceneby.	Anchored with her stern just clear of the stone wall at the New England docks, 5 miles NW. of station. Keeper was notified by telephone and went to her assistance in the str. Relief. Towed to Dorchester Bay.
30	.....do.....	Slp. Rainbow.	Centerboard broke, and sloop drifted onto Thompsons Island, 1½ miles SE. of station. Life-saving crew, in station power boat, pulled her afloat, towed her across the bay and beached her where the damage could be repaired.
30	.....do.....	Rowboat, no name..	Lost an oar and boat was drifting to leeward. Signaled for help, and station power boat towed them in to the public landing.
30	Point Allerton, Mass.	Rowboat No. 35.	Keeper was notified by telephone that this boat had capsized 1 mile WNW. of station and the 2 men had been drowned. He went at once in power surfboat, with small boat in tow, and dragged for about 4 hours, but could not locate the bodies. (For detailed account see "Disasters involving loss of life.")
30	Point of Woods, N. Y.	Gas. lch. Aileen.	Adrift 2 miles NNW. of station, engine disabled. Power small boat towed her in to the dock, and a surfman made necessary repairs to engine.
30	Hereford Inlet, N. J.	Gas. lch., no name..	At anchor 1 mile NE. of station, engine disabled, 14 passengers on board. Set signal for help, and surfmen went to her in small boat. Upon request, he procured a power boat to tow them in to the pier.
30	.....do.....	Rowboat, no name..	Two men had been fishing 1 mile NE. of station, and the wind had come out so strong they could not row back against it. Surfmen towed them back.
30	Sabine Pass, Tex.	Slp., no name.	Capsized near wharf in Sabine Harbor, throwing the 2 occupants into the water. Power small boat towed her in to the wharf, where she was righted and bailed out.
30	San Luis, Tex.	Sc. Bessie Lee.	Dragged anchor in a heavy squall and stranded 5 miles NNE. from station on May 26th. On the 29th schooner signaled for assistance, and life-saving crew responded in surfboat and made an attempt to float her, but as tide was ebbing the effort was unsuccessful. On the 30th station crew again went to her, and succeeded in getting her afloat, undamaged.
30	Niagara, N. Y., Lake Ontario.	Gas. lch. Carrie.	Adrift in the river, engine disabled. Surfboat towed her to the shore.
30	Louisville, Ky.	Gas. lch. Hobo.	Disabled, and in danger outside of the Kentucky chute of the falls. Station boat went to her assistance and took her in tow, but fastenings on launch parted. Her crew of 2 were then taken into station boat, and both boats dropped over the falls in safety. Station power boat came and towed them back by way of the canal.
30	Waaddah Island, Wash.	Gas. lch. Skidoo.	Engine disabled, and launch adrift in a high sea, 6 miles WNW. of station. Reported by the Weather Bureau observer on Tatoosh Island, and life-saving crew, in power lifeboat, went at once to her assistance and towed her into Neah Bay, where necessary repairs were made.
31	Darnscope Island, Me.	Gas. lch. Cawassa.	Engine disabled 5 miles N. of station. Power lifeboat towed her into Boothbay Harbor.
31	Hunniwells Beach, Me.	Slp. Boston.	In a helpless condition, not seaworthy, and none of the 4 men on board knew how to handle her. When rescued by keeper they were about 3½ miles SSE. from station and drifting offshore with the wind and tide. Keeper towed them into the river to a place of safety with power surfboat.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. May 31	Gloucester, Mass.....	Gas. lch. Dream....	Gasoline exhausted when $\frac{1}{2}$ mile ENE. of station. Signaled for assistance and surfmen went out in small boat, towed her in to station mooring, and furnished owner 3 gallons of gasoline.
31	City Point, Mass.....	Sailboat Joan.....	While rounding a stake buoy in a race, broke her boom. She anchored and waved for help. Station power boat towed her in to the South Boston Yacht Club float.
31	do.....	Catboat, no name....	Carried away bowsprit in a heavy puff of wind, $\frac{1}{2}$ mile SE. of station. Towed to her mooring off the station.
31	do.....	Gas. lch. Alert.....	Adrift near station, engine disabled. Station power boat towed her to Columbia Yacht Club float.
31	Cahoons Hollow, Mass....	Gas. lch. Pollyogo...	Anchored $\frac{1}{2}$ mile E. of station, 2 of her crew sick. Surfmen went out in small boat, brought the sick men to station and sheltered them there until train time, when they went on to Provincetown. One surfman took the place of the sick men and helped owner run his boat to Provincetown.
31	Buffalo N. Y., Lake Erie..	Gas. lch. Lilly.....	Engine disabled when 1 mile NW. of station. Power surfboat towed her to Ferry Street landing.
31	Duluth, Minn., Lake Superior.	Slp., no name.....	Became unmanageable from carrying too much sail 1 mile SW. of station. Keeper went out in power small boat, lowered sail, and then towed her in to the Yacht Club.
31	Grand Haven, Mich., Lake Michigan.	Gas. lch. Percy Floto	Engine disabled in a heavy rainstorm. Surfman tracked her up the dock to the station, where keeper took the 4 women and 2 children into the lifeboat, and towed their launch back to her dock.
June 1	Hunniwells Beach, Me....	Dory, no name.....	Three miles out and could not get back because of the offshore wind. Power lifeboat towed the dory in.
1	Point Allerton, Mass.....	Sc. Josie and Phebe.	Stranded on Georges Island, 2 miles NW. of station. Keeper employed a crew (inactive season) and went to her assistance in power surfboat. She was floated, undamaged, by a tug, life-saving crew lending a hand.
1	Pamet River, Mass.....	Catboat Ada'A.....	Missed stays and stranded $\frac{1}{2}$ miles N. of station. Keeper employed 2 men (inactive season), went to boat, threw over ballast, calked butts and seams, and floated her, but she leaked so badly that she had to be beached again. Stripped her and took gear to station. As the man in charge of her was without money, keeper procured transportation for him from Truro to Gloucester.
1	Tawas, Mich., Lake Huron	Gas. lch. Edith G....	When about 3 miles NW. of station, engine stopped. A surfman, in small boat, towed her in to the dock.
1	White River, Mich., Lake Michigan.	Sc. Lilly E.....	Towed up the channel.
1	St. Joseph, Mich., Lake Michigan.	Str. H. Dahlke.....	Ran ashore $2\frac{1}{2}$ miles SSW. of station at 2 a. m. in a thick fog. Lookout heard her whistles and life-saving crew went at once to her assistance in surfboat, ran out a big anchor into deep water, and pulled her afloat.
2	Duluth, Minn., Lake Superior.	Gas. lch. Dorothy....	Broke down $\frac{1}{2}$ mile SW. of station. Keeper in station launch, towed her to the Marine Iron Works.
2	Racine, Wis., Lake Michigan.	Skiff, no name.....	Capsized $\frac{1}{2}$ mile from station, drowning one of the two occupants. (For detailed account see "Disasters involving loss of life.")
2	Waaddah Island, Wash...	Gas. lch. Wyach....	Broke down 2 miles ESE. of station. Power lifeboat towed her into Neah Bay, where repairs could be effected.
2	Yaquina Bay, Oreg.....	Gas. lch. Eagle.....	Ran in close to bar several times, but, being afraid to cross, stood off each time. Finally she hoisted her ensign union down, and life-saving crew responded at once in surfboat and found that she was helpless with a disabled engine. Towed away from the bar and held until the engine was working again. Put one of the surfmen on board to help run her across the bar, and followed in the surfboat. She crossed in safety.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. June 2	Fort Point, Cal.	Gas. lch., no name..	Adrift 3 miles W. of station, engine disabled; a small launch trying to tow her against the tide. Notified by keeper of Point Bonita station. Life-saving crew went out in power lifeboat and towed her to Fishermen's wharf.
3	Forked River, and Barnegat, N. J.	Sc. James W. Lee...	Stranded 1½ miles N. of Barnegat station in a thick fog. Keepers of both stations assisted her crew on the morning high water, but were unable to float her. She was worked off at 6 p. m., high water, undamaged, keeper of Barnegat station assisting.
3	North Manitou Island, Mich., Lake Michigan.	Strs. M. A. Knapp and Sloux.	Discovered by patrol stranded 1 mile N. of station at 5.20 a. m., 1 dredge and 3 dump scoops in tow. Life-saving crew went to their assistance in surfboat, and sounded out a narrow channel by which they were able to pull out, they having worked over the bar.
3	South Chicago, Ill., Lake Michigan.	Slp. yt. Hattie B....	At anchor 1 mile S. of station in Lake Michigan. As a gale was blowing and a heavy sea running, the 2 men on board became alarmed for their safety and made a distress signal about midnight. Life-saving crew responded in power lifeboat, took the men off, and landed them on shore.
3	Jackson Park, Ill., Lake Michigan.	Gas. lch. New Star..	Lost her rudder and stranded ¼ mile E. of station at 1.30 a. m. Signaled for assistance, and life-saving crew responded in surfboat. They made an unsuccessful attempt to float her, then brought the crew of 5 to the station, where they were furnished dry clothing. At 6 a. m., power lifeboat picked up her dinghy that had gone adrift. In the afternoon, when the sea had moderated and she had been pumped out, she floated off and was taken into the harbor.
4	Gurnet, Mass.	Sc. Alice.....	Stranded on Browns Island shoal, ¼ mile S. of station at 2 a. m. Keeper employed a man (inactive season) and went to her in small boat, ran out a kedge, helped make sail, and after 4 hours' hard work, succeeded in getting her off to a safe anchorage.
4	Michigan City, Ind., Lake Michigan.	Gas. lch., no name..	Engine disabled, and boat stranded 18 miles W. of station. Owner informed keeper, and life-saving crew, in power surfboat, proceeded to the scene, pulled her afloat and started to tow her back. After about 4 miles had been covered, her engine was fixed, and she went on her way under her own power.
5	City Point, Mass.	Slp. Olive A. Orne..	Dragged anchor twice, wind fresh NE. Surfmen went aboard each time, hove up anchor, cleared it, and let go again, giving her more rope the second time.
5	Grand Haven, Mich., Lake Michigan.	Gas. lch. Comet.....	Adrift ¼ mile outside the end of the pier engine disabled. Life-saving crew went out in surfboat and started to tow her in, but they got the engine going shortly.
6	Louisville, Ky.	Skiff, no name.....	Four men, in a skiff, were in danger near the Kentucky chute of the Falls. Station crew, in small boat, rescued them.
6	Portage, Mich., Lake Superior.	Gas. lch., no name..	Adrift 5 miles NW. of station, out of gasoline. Life-saving crew went to her assistance in power lifeboat, and towed her into the harbor. Furnished a small quantity of gasoline.
6	Duluth, Minn., Lake Superior.	Gas. lch. Rover.....	Gasoline exhausted, and was drifting toward the end of the coal dock. Towed in with station launch.
6	...do.....	Gas. lch. Lester.....	Gasoline exhausted, and was helpless. Towed to Yacht Club with station launch.
6	St. Joseph, Mich., Lake Michigan.	Gas. lch., no name..	Ran ashore 4 miles S. of station, and filled with water, engine being disabled. Her crew notified station by telephone, and then abandoned her. Life-saving crew, in power lifeboat, with small boat in tow, went to the place, balled her out, launched her, and towed her to the station to be held for owners.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. June 6	South Chicago, Ill., Lake Michigan.	Slp. yt. Mearrial . . .	Stranded 1 mile S. of station on the 3d. Upon request of owner, life-saving crew went to her assistance in power lifeboat, taking along the force pump. Two launches and power lifeboat, pulling together, were unable to move her, neither could she be kept free of water with force pump and palls. At 8 p. m. the wind shifted on shore and the work was given up.
6	Jackson Park, Ill., Lake Michigan.	Slp. yt. Shadow	Stranded at the S. entrance of the harbor. Power lifeboat pulled her off the beach and towed her into the harbor.
6	Old Chicago, Ill., Lake Michigan.	Gas. lch. Zephyr	Adrift 1½ miles N. of station, engine disabled. Life-saving crew, in power lifeboat, towed her into Chicago Harbor.
7	Louisville, Ky.	Flat, no name	Two men, in a flat boat, were in imminent danger above the Indiana chute of the Falls. Life-saving crew, in small boat, caught them and got them back into safe waters.
7	White River, Mich., Lake Michigan.	Slp. Candy Kid	Carried away head sail ¼ mile SW. of station. Surfboat towed her into safe waters.
7	Michigan City, Ind., Lake Michigan.	Gas. lch., no name	Drifting ashore 1 mile NE. of station, batteries exhausted. Surfmen, in small boat, towed her to station.
7	Kenosha, Wis., Lake Michigan.	Gas. yt. Argo	Stranded 13 miles S. of station on the 6th. On the 7th life-saving crew, in surfboat, accompanied a tug to the scene to run lines for them, but the master of the tug decided there was too much sea for him to come close enough for his lines to reach. Went again on the 8th and found her in bad shape. After parting a hawser the tug gave up the attempt. Surfmen then stripped her for the owner, and returned to station.
7	Cape Disappointment, Wash.	Fish boat, no name	Power lifeboat towed a fish boat and its 2 occupants out of a dangerous position on the outer edge of Peacock spit.
8	Jackson Park, Ill., Lake Michigan.	Gas. lch., no name	Parted moorings, and was pounding against the sea wall. Surfmen went out in small boat and secured her.
8	Racine, Wis., Lake Michigan.	Sc. Geo. B. Owen	Moored to dock near station, and carried away her headlines about 10 p. m. A surfman notified her crew and helped them make her secure.
8	Nome, Alaska	Gas. lch. Diamond L.	Stranded on Snake River bar, ¼ mile W. of station. Life-saving crew were working on the gas. lch. Flyer at the time and having done all that could be done before high water, turned their attention to the Diamond L., ran out 2 kedges, and pulled her off the bar into deep water. She then assisted to float the Flyer.
8	do	Gas. lch. Flyer	Stranded on Snake River bar, ¼ mile W. of station. Life-saving crew ran out 2 kedges and, by heaving on these, assisted by station launch and the gas. lch. Diamond L., she was pulled off the bar into deep water.
9 13	Point of Woods, and Fire Island, N. Y.	Span. str. Antonio Lopez.	Stranded 1 mile WSW. of Point of Woods station in a thick fog at 8.45 p. m. on the 9th.; 526 passengers and a crew of 135 on board. The acting keeper of that station, after notifying a revenue cutter and the Maritime Exchange, procured a volunteer crew (inactive season) and made an attempt to reach the vessel with the beach apparatus, but she was too far offshore. At 4.20 the next morning the life-saving crew successfully launched the surfboat, and went alongside. Her master requested the service crew to take charge of the transfer of the passengers to the wrecking tug, which had arrived at this time. Four of the ship's boats, 1 from the wrecking tug, and the surfboat were employed in this work, and all the passengers were

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
F 1909. June 9 13	Point of Woods, and Fire Island, N. Y.	Span. str. Antonio Lopez.	safely transferred, notwithstanding the high sea. The tug transported them to New York. The surfboat stood by the steamer from the 10th until the 13th, when she was released, having suffered slight damage. Acting keeper and volunteer crew from the Fire Island station performed valuable service in connection with the assistance rendered the steamer.
10	Saluria, Tex.	Gas. lchs. Eveline C., Willie Bell, and dredge No. 4.	Keeper piloted the Eveline C. to Port Lavaca and back, and dredge No. 4, in tow of the 2 launches, across the bar.
10	Marblehead, Ohio, Lake Erie.	Gas. lch., no name..	Engine broke down 5 miles S. of station. Life-saving crew went out in power surfboat and towed her into East Harbor.
10	Beaver Island, Mich., Lake Michigan.	Bge., name unknown.	Responding to distress signals, keeper was requested to notify a tug to come out and get a barge that had been dropped from a tow.
10	Jackson Park, Ill., Lake Michigan.	Slp. yt. Thetis.....	Broke loose from moorings, and stranded about 500 feet S. of station. Life-saving crew went to her assistance in surfboat, and after considerable work with tackles and lines got her off the beach.
11	Townsend Inlet, N. J.	Gas. lch. Maybell ...	Responding to distress signal, a surfman, in small boat, boarded her. Master requested information as to how to get into the inlet.
11	Two Mile Beach and Cold Spring, N. J.	Gas. lch. Doc.....	Mistook channel, and stranded 2½ miles E. of Cold Spring station at 9 p. m. Keeper went to her assistance (inactive season) and helped haul her up on the beach clear of the sea. Two of her crew were given shelter at the station for the night. On the 12th, keepers of the Two Mile Beach and Cold Spring stations, assisted by launch's crew, put rollers under her and got her afloat, undamaged.
11	Assateague Beach, Va.	Sc. Latona.....	Upon request of master, keeper telephoned Philadelphia Maritime Exchange asking that a tug be sent to tow the schooner to a marine railway, as she was leaking badly.
11	Ludington, Mich., Lake Michigan.	Rowboat, no name..	Picked up adrift, and returned to owner.
11	Willapa Bay, Wash.....	Gas. lch. Eagle.....	Engine broke down, launch drifted into the surf, and let go her anchor, but cable parted, and she stranded 1½ miles SSW. of station. Life-saving crew went to her assistance in surfboat, ran out an anchor, and at high tide hauled her off into deep water.
12	Portage, Mich., Lake Superior.	Slp., no name.....	Keeper received a telephone message that this boat was in distress 10 miles W. of station. Crew went at once in power lifeboat, and found her partly filled with water, the men bailing with their hats. Towed into the harbor.
13	City Point, Mass.....	Aux. sc. yt. Satis....	Stranded ¼ mile N. of station. Life-saving crew in station power boat, landed 50 of her 75 passengers, and on the afternoon flood tide went back and pulled her afloat.
13	Ashtabula, Ohio, Lake Erie.	Rowboat, no name..	A man fell overboard from a small boat about ¼ mile from the station. He was rescued by his companion before arrival of surfmen in dinghy, but as he was intoxicated the boat was taken in tow to the shore.
13	Duluth, Minn., Lake Superior.	Skiff, no name.....	Picked up adrift, and delivered to owner.
13	.....do.....	Gas. lch., no name..	Adrift 1 mile S. of station, engine disabled. Keeper towed her to the Goat Club with station launch.
13	St. Joseph, Mich., Lake Michigan.	Gas. lch. Wilmer....	At anchor 6 miles SSW. of station, engine disabled, and anchor dragging. Power lifeboat towed her into the harbor.
13	Jackson Park, Ill., Lake Michigan.	Slp. yt. Cygnet.....	Unable to beat into the harbor on account of strong wind and adverse current. Life-saving crew went out in surfboat and towed her in.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. June 13	Jackson Park, Ill., Lake Michigan (service by the Farragut Yacht Club).	Sailboat, no name.. (Gas. lch. Florence...)	The sailboat having nearly capsized several times, her crew became frightened, lowered sail and anchored. Volunteer crew from the Farragut Yacht Club went out and towed her in. Engine of launch disabled, and she anchored and signaled for help. The club members saw her signals and sent a launch to her assistance.
13	Old Chicago, Ill., Lake Michigan.	Yt. Kayooha.....	Dismissed in a heavy squall 16 miles NE. of Chicago Harbor. Keeper was notified by telephone, and, starting at once in power lifeboat to her assistance, found her in tow of the aux. yt. Wizard. However, the Wizard's engine broke down, so she was turned over to lifeboat and towed into Chicago Harbor.
13	Golden Gate, Cal.....	Ywl., no name.....	Got adrift from the yacht Maryland G. and came in through the surf. Brought to station and owner notified.
14	Great Wass Island, Me....	Sc. E. S. Wilson....	Keeper saw her coming under full sail straight for the rocks in dense fog. He attracted her attention and made signs for her to anchor, which she did. He then went alongside in power surfboat and towed her out clear. Two of her passengers were kept at station overnight, and the schooner was towed to Jonesport on the 15th. (See letter of acknowledgment.)
14	Cuttyhunk, Mass.....	Sc. S. M. Bld.....	Stranded on the NW. end of Cuttyhunk Island. Acting keeper telephoned for revenue cutter, which succeeded in hauling the schooner afloat, the surfmen running a hawser between the 2 vessels.
14	Oswego, N. Y., Lake Ontario.	Small sailboat, no name.	A man in a small sailboat was making very awkward work handling her. Surfmen went to him in dinghy and advised him to go nearer shore, which he did.
14	South Haven, Mich., Lake Michigan.	Gas. lch. Flora V....	At anchor 2 miles S. of station, engine disabled. Life-saving crew went to her assistance in surfboat, and, with the help of the tug Edna, towed her to her dock.
14	South Chicago, Ill., Lake Michigan.	Scow, no name.....	Parted towline, and went adrift 3 miles SE. of station. Tug blew signals of distress, and life-saving crew responded in power lifeboat. Upon request of master of tug, one man was transferred from tug to drifting scow, and lifeboat stood by her until tug disposed of the scow in tow and returned for the one adrift.
14	Two Rivers, Wis., Lake Michigan.	Sc. Harvey Ransom.	Towline parted when abreast of station. Surfmen, in small boat, helped run another towline.
15	Monomoy Point, Mass....	Sc. Priscilla.....	Stranded on Shovelful Shoal, 1 mile SW. of station, in thick fog. Keeper employed a volunteer crew (inactive season), went to her assistance, and floated her. Keeper then telephoned for a tug to tow her into port.
15	South Manitou Island, Mich., Lake Michigan.	Gas. lch., no name..	Broke away from moorings and was drifting out of the harbor. Surfboat recovered her, and made her fast again.
15	Plum Island, Wis., Lake Michigan.	Str. Sailor Boy.....	Stranded on Washington Island, 9 miles NW. of station, at 12.15 a. m. Life-saving crew responded to distress signals in power lifeboat. Upon request of master they landed the 9 passengers at Washington Harbor, and telephoned for tugs. Surfmen assisted tugs by handling lines and lightening cargo. She was floated at 3.50 p. m., undamaged.
15	Cape Disappointment, Wash.	Fish boat, no name..	Life-saving crew, in power lifeboat, towed 2 fishermen in a small boat out of a dangerous position near Peacock spit.
16	Pentwater, Mich., Lake Michigan.	Sc. M. A. Gregory...	Surfmen assisted schooner while coming into the harbor in a heavy squall by taking her lines and enabling her to make a safe landing.
16	Cape Disappointment, Wash.	Fish boats (4), no names.	While on patrol duty power lifeboat towed one fish boat out of a dangerous position, and towed 3 others to their nets that had been lost in the breakers.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1900.			
June 17	City Point, Mass.....	Gas. lch. Mabel.....	Adrift 500 yards WSW. of station, engine disabled. Signaled for help, and station launch towed her to Dorchester.
17	do.....	Slp. Ramona.....	Carried away her mainsail and jib stay when 2½ miles east of station. Set her flag union down, and life-saving crew went to her assistance in steamer Relief and towed her to an anchorage off the yacht club at Quincy.
17	do.....	Slp. Cypress.....	Carried away her mainsail and jib 4 miles S.E. of station. Life-saving crew, in steamer Relief, towed her to moorings off the South Boston Yacht Club.
17	do.....	Gas. lch. Magnolia.....	Engine disabled ¼ mile WNW. of station. Life-saving crew, in steamer Relief, towed her to her moorings off Dorchester.
17	Ocean City, N. J.....	Small boat, no name.	Lost bearings. The 2 occupants landed near station and were furnished food and lodging for the night. In the morning keeper helped them launch their boat, and directed them on their way.
17	Louisville, Ky.....	Gas. lch. Chick.....	Engine disabled above the Kentucky chute of the falls. Life-saving crew went to her assistance in small boat and towed her out of danger.
17	Beaver Island, Mich., Lake Michigan.	Str. Martin.....	When 1½ miles off the harbor entrance sounded signals of distress. Keeper went out in small boat and piloted the steamer into harbor to pick up a barge.
17	St. Joseph, Mich., Lake Michigan.	Scow, no name.....	Broke loose from moorings and drifted along side of north pier. Surfmen recovered it.
17	South Chicago, Ill., Lake Michigan.	Gas. lch. Leona Heron.	Moored in a dangerous position 1 mile S. of station, engine disabled. Power lifeboat towed her into Calumet River.
17	Racine, Wis., Lake Michigan.	Skiff, no name.....	Adrift 1½ miles S. of Racine Harbor. Surfmen went out in small boat and recovered it.
17	Cape Disappointment, Wash.	Fish boats (5), no names.	Power lifeboat towed 1 fish boat out of a dangerous position and 4 others to their gill nets, which they had lost in the breakers.
18	City Point, Mass.....	Skiff, no name.....	Picked up adrift, and held for owner.
18	do.....	Slp. Merry Widow.....	Dragged anchor and fouled a yawl anchored nearby. Station crew, in launch, pulled her clear and put her to a spare mooring.
18	Cuttyhunk, Mass.....	Br. sc. Harteny W.....	Stranded 2½ miles W. of station in thick fog. Keeper employed volunteers (inactive season) and went to her assistance in small boat, and took master ashore to telephone to the revenue-cutter Acushnet. The Acushnet arrived about noon and surfmen assisted with hawsers, etc., staying by until 7.30 p. m., but the Acushnet could not pull her off. Keeper then took master's wife and 2 children ashore to the light-house. About 6.30 p. m. on the 19th, the sea having made up, surfmen went out again and brought the crew and their clothing ashore, 5 of them being furnished beds at the station. The schooner was floated at 9.15 p. m. on the 22d.
18	Short Beach, N. Y.....	Gas. lch. Marie F.....	Stranded on the bar 1 mile W of station. Acting keeper with volunteer crew (inactive season) went to her assistance in power small boat, pulled her afloat, and towed her into Freeport.
18	Bulow, Fla.....	Gas. lch. Awixa.....	Came to station, and, with use of tools there, repaired engine.
18	Gilberts Bar, Fla.....	Gas. lch. Ramona.....	Broke steering gear and stranded on the inner bar of St. Lucy Inlet, 2 miles S. of station. Keeper, in power small boat, pulled her afloat, towed her to a safe anchorage, and helped make repairs.
18	Charlotte, N. Y., Lake Ontario.	Canoe, no name.....	Unmanageable in the strong wind and was drifting out into the lake. Surfmen went out in small boat, and towed it to station.
18	Erie, Pa., Lake Erie.....	Slp., no name.....	Stranded ½ mile NW. of station. Surfmen, in power small boat, pulled her afloat.
18	Pentwater, Mich., Lake Michigan.	Gas. lch., no name.....	Hauled out on beach 3 miles N. of station. Surfmen assisted in launching her.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. June 18	Cape Disappointment, Wash.	Fish boats (2), no names.	While on patrol, power lifeboat towed 2 fish boats to their gill nets, which had been lost in the breakers.
19	Newburyport, Mass.	Gas. lch. Monomoy ..	Anchored 6 miles ESE. of station, engine disabled. Owner rowed ashore in tender, and came to station for assistance. Towed her into Newburyport Harbor.
19	City Point, Mass.	Slp. Sintram	Carried away mast when $\frac{1}{2}$ mile NE. of station. Life-saving crew, in launch, towed her to the Columbia Yacht Club float.
19	do	Gas. yt. Beronda	Gasoline gave out when $1\frac{1}{2}$ miles E. of station. Life-saving crew went out in launch, towed her to an anchorage, and landed 14 of the people on board.
19	Cold Spring, N. J.	Slp. Reco	Parted cable and stranded $\frac{1}{2}$ mile W. of station, becoming a total loss. Keeper helped owner to strip her of all spars and rigging.
19	Duluth, Minn., Lake Superior.	Gas. lch. Brownle ..	Adrift $\frac{1}{2}$ mile SW. of station, engine disabled. Towed to the dock.
19	do	Gas. lch. Rex	Broke down near old yacht club, $\frac{1}{2}$ mile S. of station. Surfman, in station launch, towed her in.
19	Muskegon, Mich., Lake Michigan.	Yt., no name	Stranded $1\frac{1}{2}$ miles N. of station at 3.15 a. m. Discovered by patrol, and life-saving crew went to her assistance in surfboat, pulled her afloat, balled her out, and towed her into Muskegon Harbor.
19	Nome, Alaska	Canoe, no name	The 2 occupants, being intoxicated, upset their boat when about $\frac{1}{2}$ mile W. of station. Life-saving crew hurried to the scene in small boat, but the two men were rescued by a boat that was near by at the time of the accident. Surfmen towed the canoe in and turned it over to owner.
19	Coos Bay, Oreg	Sc. Hugh Hogan	In tow of a tug, both vessels anchored off the bar and schooner hoisted her ensign in the rigging. Life-saving crew went out in surfboat and found tug disabled but able to make temporary repairs and take care of herself. Keeper had signal made from schooner to station lookout directing him to telephone for a tug.
19	Humboldt Bay, Cal.	Gas. sc. Lady Mine ..	Stranded near south jetty, $1\frac{1}{2}$ miles SW. of station at 1 a. m. Discovered by patrol, and life-saving crew went to her assistance in surfboat, but as she was in smooth water it was decided to wait until daylight. At 7.15 a. m. station crew went back and ran an anchor out into deep water with a line from her stern. At high water she was floated by a tug, undamaged.
20	Hunniwells Beach, Me.	Gas. lch., no name ..	Became disabled and was drifting on a lee shore. Keeper started at once to her assistance in power lifeboat, and arrived in time to take her in tow before she struck the rocks. Towed to a place of safety, and engine repaired.
20	City Point, Mass.	Gas. lch. Alvalsee ..	Became disabled $1\frac{1}{2}$ mile NE. of station and set ensign union down. Life-saving crew, in station power boat, went to her assistance and towed her into the South Boston Yacht Club.
20	do	Sailboat Columbia ..	Broke rudder, and was towed up abreast the station by another sailboat. Station launch towed her to the Columbia Yacht Club float.
20	Short Beach, N. Y.	Catboat Leaf	Stranded on a sand bar $\frac{1}{2}$ mile NW. of station at 7.30 p. m. Acting keeper went to her assistance in power small boat, ran out an anchor, hauled her off into deep water, and towed her to station, where the 2 occupants remained over night.
20	Hereford Inlet, N. J.	Gas. lch. Coot	Stranded $\frac{1}{2}$ mile S. of station. Keeper procured a volunteer crew (inactive season), and assisted to float her and bring her into the pier at Anglesea.
20	Oswego, N. Y., Lake Ontario.	Gas. lch. Annis	Drifting toward the shore outside the harbor, machinery disabled. Power surfboat towed her into the harbor.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. June 20	Niagara, N. Y., Lake Ontario.	Br. st. yt. Mande...	Adrift 1½ miles NW. of station, crank shaft broken. Station crew, in surfboat, and keeper in power small boat went to her assistance and towed her to the dock at Niagara.
20	.....do.....	Br. gas. lch., no name.	Adrift 3 miles NW. of station, engine disabled. Station crew, in surfboat, and keeper in power small boat, went to her assistance and towed her to the dock at Niagara.
20	Ashtabula, Ohio, Lake Erie.	Gas. lch. Margarette.	Engine broke down 1 mile W. of station. Life-saving crew went out in small boat and towed her into the harbor.
20	Racine, Wis., Lake Michigan.	Gas. lch., no name..	Engine disabled 1½ miles S. of station. Surfmen went out in small boat and towed her to station, where the necessary repairs were made.
21	Charlevoix, Mich., Lake Michigan.	Log raft, no name...	In tow of a tug, broke in two. Surfmen, in small boat, got lines on the part that was adrift, and made it fast to the dock.
21	South Chicago, Ill., Lake Michigan.	Sailboat, no name...	Capsized near entrance to Calumet River. The pier watch notified station, then jumped in and helped the 5 men ashore. As 2 of them were unable to swim, his prompt action probably saved their lives. Station crew hurried to their assistance in power lifeboat, righted the boat, balled her out, and, taking the 5 men in lifeboat, towed her to the station.
21	Two Rivers, Wis., Lake Michigan.	Gas. lch., no name..	Disabled in the channel at 12.40 p. m. Station skiff towed her to moorings. At 1.20 p. m. she broke down again off the harbor pier and was again towed in.
21	Point Adams, Oreg.....	Fish boats (2), no names.	Power lifeboat pulled 2 fish boats out of dangerous places near Clatsop spit.
22	Sandy Hook, N. J.....	Sc. Rebecca M. Walls	Ran on wreck of str. Finance, 2 miles NNE. of station. Keeper procured volunteer crew (inactive season), went to her in power lifeboat, and helped tug Reliance to pull her off.
22	Louisville, Ky.....	Skiff, no name.....	In danger near the Kentucky chute of the falls, 4 men in it. Station crew, in small boat, caught the skiff and towed it into safe waters.
22	Thunder Bay Island, Mich., Lake Huron.	Str. W. P. Thew...	Collided with another vessel and was about to sink, 3½ miles E. of station. Discovered by station watch when fog lifted, and life-saving crew went to her assistance in surfboat, helped transfer baggage to another steamer, took telegrams ashore, sent telephone messages, and rendered other assistance.
22	Duluth, Minn., Lake Superior.	Gas. lch. Robert W.	Broke down 1 mile SW. of station. Towed to the dock.
22	.....do.....	Small boat, no name.	Caught in a squall and partly filled with water, 2 men on board. Surfmen went out in station launch and towed them to boat club float.
22	.....do.....	Gas. lch., no name..	Gasoline exhausted, and launch was drifting ashore. Station launch went to her assistance, and towed her into the slip.
22	Racine, Wis., Lake Michigan.	Skiff Sunset.....	Broke loose from moorings and was drifting down the lake. Recovered and returned to owner.
22	Two Rivers, Wis., Lake Michigan.	Rowboat, no name..	Drifting out of the harbor. Recovered by a surfman and returned to owner.
22	Cape Disappointment, Wash., and Point Adams, Oreg.	Fish boats (2), no names.	While on patrol duty in power lifeboat, life-saving crew rescued 2 fishermen from a capsized boat about 7 miles WNW. of lookout. Saved boat and net, also took another swamped boat in tow, the 2 men having been rescued by other fishermen near by. After getting in over the bar with the 2 boats, gasoline became exhausted and the Point Adams power lifeboat then towed them all to the Cape Disappointment station. The 2 men rescued were furnished a complete outfit of dry clothing.
22	Cape Disappointment, Wash.	Fish boat, no name..	Capsized near cut-off channel. Life-saving crew, in surfboat, rescued both men, who had been swept away from their boat, and saved their boat and net. The 2 men were furnished a complete outfit of dry clothing.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. June 22	Point Adams, Oreg.....	Fish boats (2), no names.	While on patrol in power lifeboat, station crew pulled 2 fish boats out of dangerous positions near the breakers and helped them recover their nets.
23	Galveston, Tex.....	Skiff, no name.....	Picked up adrift, and turned over to owner.
23	Oswego, N. Y., Lake Ontario.	Aux. sc. Minnehaha.	When about 3 miles E. of station, engine stopped and she began to drift toward shore. Life-saving crew went to her assistance in power surfboat, and took her in tow. A surrman went on board, fixed her engine, and ran her to her dock.
23	Louisville, Ky.....	Skiff, no name.....	In danger above the Kentucky chute of the Falls, 4 men in it. Station crew in small boat caught them, and towed them out of danger.
23	Hammond, Mich., Lake Huron.	St. yt. Galatea.....	Stranded 9 miles NW. of station in foggy weather. Keeper was notified by telephone, and life-saving crew left at once in surfboat to go to her assistance. The tug Sea Fox made an unsuccessful attempt to float her, surfboat handling hawsers. Keeper then went 10 miles up the lake after the survey steamer Col. J. L. Luak, and, when she arrived, piloted her in and ran a hawser for her, but it parted. Tug Ogontz came next, and parted her hawser four times. Finally the tug Temple Emery arrived, and surrmen piloted her in as close as possible and ran her steel cable to the yacht. She succeeded in floating the Galatea. (See letter of acknowledgment.)
23	Duluth, Minn., Lake Superior.	Gas. lch. Peggy.....	Broke down near Yacht Club $\frac{1}{2}$ mile S. of station. Towed in to the boat club.
23	Cape Disappointment, Wash.	Fish boat, no name..	Capsized in breakers, $\frac{1}{2}$ miles SSE. of station, and one of the fishermen drowned. (For detailed account, see "Disasters involving loss of life.")
24 25 26	Cross Island, Me.....	Br. sc. Phoenix.....	Stranded on Libby Island, 5 miles SW. of station, in a dense fog. Keeper employed a volunteer crew (inactive season) and went to her assistance in power small boat, with small boat in tow, and helped the crew remove all their personal effects and provisions. Stood by all night, and, on the morning of the 25th, took master to Bucks Harbor to communicate with underwriters. In the afternoon, service crew assisted tugs to float her and take her to a safe anchorage. On the 26th the personal effects of crew and provisions were put back on board. (See letter of acknowledgment.)
24	Middle Island, Mich., Lake Huron.	Sc. Viola.....	Stranded while being towed through channel. Service crew unloaded about 15 cords of wood, kedged the schooner off, and towed her to dock.
24	Cape Disappointment, Wash.	Fish boat, no name.	While on patrol duty, power lifeboat towed a fish boat across cut-off channel where her net had drifted.
25	City Point, Mass.....	Sailboat Gad.....	Mast carried away in a puff of wind. Towed to dock in Dorchester.
26	.....do.....	Gas. lch. Abbie B..	Disabled near station by breaking cylinder. Launch towed her to the Savin Hill Yacht Club.
26	Metomkin Inlet, Va.....	Gas. lch., no name..	Engine broke down $\frac{1}{2}$ miles NW. of station. Keeper went to her assistance in supply boat, and, not being able to start the engine, anchored the launch and took her 25 passengers to the mainland.
26	Saluria, Tex.....	Power boat, name unknown.	Keeper set ranges for the bar and she crossed safely.
26	Charlotte, N. Y., Lake Ontario.	Gas. lch. Prinzallen.	Steering gear broke, and she was drifting down the lake. Power lifeboat towed her in to the station.
26	Cleveland, Ohio, Lake Erie.	Gas. lch. Sophia.....	Ran onto a submerged pile, and, in being pulled off by another launch, a hole was torn in her bottom. Service crew, in power small boat, with a rowboat in tow, proceeded to the disabled craft. By supporting her stern with the rowboat, and the

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. June 26	Cleveland, Ohio, Lake Erie.	Gas. lch. <i>Sophia</i>	bow with the power boat, she was towed to the station in safety, and hauled out on the incline. Repairs were made, and she was launched on the 27th.
26	Portage, Mich., Lake Superior.	Sailboat, <i>Torpedo</i> ...	In the breakers 1 mile E. of station. Life-saving crew found her full of water and pounding. They carried part of her load ashore, balled her out, floated her, and sailed her into the harbor.
26	St. Joseph, Mich., Lake Michigan.	Gas. lch., no name..	On fire $\frac{1}{2}$ mile SW. of station. Life-saving crew hurried to her assistance in surfboat, but the fire was extinguished before their arrival. Towed into the harbor.
26	Cape Disappointment, Wash.	Fish boats (2), no names.	While on patrol, power lifeboat towed 2 fish boats out of dangerous positions near Peacock Spit.
27	Hunnitwells Beach, Me....	Gas. lch., no name..	Drifting ashore, $\frac{1}{2}$ mile E. of station, engine disabled, 7 people on board. Keeper went to their assistance in motor boat, and arrived just in time to take her in tow before she struck the rocks.
27	.....do.....	Gas. lch. <i>Elizabeth</i> ..	Engine disabled, and the 2 men on board had let go the anchor and she was dragging in toward the rocks 2 miles SW. of station. Keeper employed a helper (inactive season) and went at-once to her assistance in motor boat. Towed into the river to a place of safety.
27	City Point, Mass.....	Rowboat No. 21.....	Seven young men, 3 of whom could not swim, started out in a rowboat, and when about 300 yards from the station, the boat capsized. Lookout saw the accident and life-saving crew hastened to their assistance in the 2 station power boats. The 3 men, who could not swim, had gone down twice, and, as they were going down the third time, each one was caught by surfmen who jumped overboard. They were pulled into the power boats, and taken to the station. Three lives were undoubtedly saved by the prompt action of the life-savers. (See letter of acknowledgment.)
27	.....do.....	Slp. <i>Transit</i>	Collided with another sloop down in Broad Sound, and bowsprit and mast carried away. Towed up off station, and keeper asked to take charge. Station power boat then towed her to the shipyard at Neponset.
27	.....do.....	Gas. lch., no name..	Gasoline exhausted when $1\frac{1}{2}$ miles SW. of station. Signaled for help and station power boat towed her to moorings off City Point.
27	Louisville, Ky.....	Skiff, no name.....	In danger at the head of the Indiana chute of the falls. Station crew, in small boat, caught them and put the 2 occupants ashore.
27	.....do.....	Skiff <i>Orval</i>	Two boys in a skiff were caught by station crew when about 30 feet from the cross dam of the Indiana chute of the falls. If they had gone over it would have been certain death. They and their boat were taken to station safely.
27	.....do.....	Gas. lch., no name..	Disabled, and in danger between the Kentucky and Indiana chutes of the falls, 6 men on board. Station crew caught them and towed them to station.
27	.....do.....	Gas. lch. <i>Teddy R.</i> ..	Disabled, and in danger near the Kentucky chute of the falls, 3 men on board. They were caught by boat's crew and towed to station.
27	Pentwater, Mich., Lake Michigan.	Gas. lch. <i>Carl C.</i>	Broke down $\frac{1}{2}$ mile NW. of station. Life-saving crew went out in surfboat and towed her into the harbor.
27	Jackson Park, Ill, Lake Michigan.	Slp. yt. <i>New Illinois</i> .	Stranded on Morgan Shoal, $2\frac{1}{2}$ miles N. of station. Life-saving crew went to her assistance in power lifeboat, and tried to pull her afloat, but were unsuccessful. Later the gasoline yacht <i>Swastika</i> offered assistance, and by both pulling together she was floated and towed out into clear water.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909 June 28	Vermillion, Mich., Lake Superior.	Str. J. J. Sullivan...	Stranded 7½ miles E. of station in thick fog. Keeper was notified by telephone. Life-saving crew went to her assistance in surfboat, and assisted by running lines and wire cables from steamer to tug. After about 5 hours' work she was floated undamaged.
28	Duluth, Minn., Lake Superior.	Ywl., no name.....	Parted its painter and went adrift from the gasoline launch Trianon. Picked up by power lifeboat, and towed to the Boat Club.
28	.....do.....	Canoe, no name.....	Out in the harbor basin with 2 young girls as occupants, became unmanageable, and was drifting across the harbor. Keeper, in station launch, towed them to Boat Club.
28	.....do.....	Rowboats (15), no names.	This string of 15 rowboats, all fastened together, broke away from the Boat Club launch and were adrift. Picked up and towed to the Boat Club.
29	City Point, Mass.....	Catboat Jabberwock.	During fresh NW. breeze, lookout saw that this catboat was dragging her anchor. Service crew went to her in power boat, hove up the anchor, which was badly fouled, towed her up near station, and anchored her again with a long scope.
29	Santa Rosa, Fla.....	Str. Nellie and bge. Sport.	Tug, with barge in tow, stranded 1 mile E. of station. Keeper employed helper (inactive season), and went to their assistance in power surfboat. By holding the barge up to windward with power surfboat, the tug succeeded in backing off.
30	Newburyport, Mass.....	Small boat, no name.	The 4 men in this boat found it impossible to get up the river against the ebb tide. Small boat from station went to their assistance and brought them ashore.
30	City Point, Mass.....	Gas. lch., no name..	Broke down in Pleasure Bay, ¾ mile N. of station, at 9 p. m. June 30. The 4 men on board worked at engine all night, but not being able to get it started, came to station in morning and asked for a tow back to Long Island. Station power boat towed them back.
30	Fort Lauderdale, Fla.....	Rowboat, no name..	Picked up adrift, towed to station, and hauled out on the beach.
30	Brazos, Tex.....	Sc. Molly.....	Found bottom up on July 1 after a storm, ¼ mile from end of wharf at Isabel, Tex. Her crew of 2 were lost. (For detailed account see "Disasters involving loss of life.")
30	Oswego, N. Y., Lake Ontario.	Aux. sc. Minnehaha.	Engine became overheated and stopped about ¼ mile N.E. of station. Power surfboat towed her to dock in the harbor.
30	.....do.....	Br. sc. St. Louis....	Working into the harbor, missed stays, and swung around against the breakwater and beacon light-house, ¼ mile NW. of station. Life-saving crew went to her assistance in power surfboat, got out lines to keep her from damaging light-house, hove up anchor, and got a tug to tow her to the dock.
30	Duluth, Minn., Lake Superior.	Rowboat, no name..	Stolen by 3 boys. Owner asked keeper to go after them and recover his boat. Keeper took owner in launch, and overtook the boys 1 mile SW. of station.
30	Jackson Park, Mich., Lake Michigan.	Rowboat, no name..	Swamped during night ¼ mile E. of station, drowning its 2 occupants. (For detailed account see "Disasters involving loss of life.")

MISCELLANEOUS SERVICES OF LIFE-SAVING CREWS.

In the following tables are shown the services performed by the station crews that had no relation to shipwrecks. The classification of such services includes 10 headings, namely: Miscellaneous rescues, Aid to the sick and injured, Succor afforded at stations, Cases of

resuscitation, Recovery of bodies, Recovery of property, Assistance at fires, Transportation furnished, Assistance to other branches of the Government, and Unclassified service.

Services of crews (miscellaneous).

MISCELLANEOUS RESCUES.

Date.	Station.	Persons rescued.	Circumstances.
1908.			
July 4	Buffalo, N. Y., Lake Erie...	A man.....	Fell off a dock opposite the station.
5	St. Joseph, Mich., Lake Michigan.	A colored man.....	Taken with cramps while swimming.
8	Grand Haven, Mich., Lake Michigan.	A boy.....	In danger of drowning while swimming.
10	Erie, Pa., Lake Erie.....	George Hegel.....	Fell off a pier while fishing.
11	Buffalo, N. Y., Lake Erie....	A sailor belonging to the steamer Ossl- trage.	Fell overboard while steamer was pass- ing the station.
18	Old Chicago, Ill., Lake Mich- igan.	Four members of Illi- nois Athletic Club.	Became exhausted while participating in a swimming contest. Picked up by station power boat.
20	Fairport, Ohio, Lake Erie...	A night watchman....	Fell into the water from a coal dock.
21	Milwaukee, Wis., Lake Mich- igan.	A woman.....	Fell into the water while stepping from a dock into a small boat.
22	Racine, Wis., Lake Michigan	A man by the name of Bradly	About to drown while swimming out- side the pier.
23	Harbor Beach, Mich., Lake Huron.	An intoxicated man...	Staggering about the dock and in dan- ger of falling into the water. Taken in charge by a surfman.
26	Pentwater, Mich., Lake Michigan.	A boy.....	About to drown in the lake.
27	Racine, Wis., Lake Michigan	.....do.	Went beyond his depth while in bath- ing.
29	Nome, Alaska.....	A boy named Archie Muckle.	Rescued from drowning in Snake River.
31	Michigan City, Ind., Lake Michigan.	Two men.....	Unable to get off a pier on account of a high sea.
Aug. 2	Townsend Inlet, N. J.....	A woman and 2 men..	Got beyond their depth while in bath- ing, and were carried seaward by the current.
2	Point Bonita, Cal.....	A soldier.....	While trying to climb a cliff, got into a position about 100 feet from its base where he could get neither up nor down. He was rescued by means of a line lowered from the top of the cliff.
5	Point of Woods, N. Y.....	A 6-year-old boy.....	Adrift in a rowboat, with one oar gone.
5	Racine, Wis., Lake Michigan.	William K. A. Besser....	Taken with cramps while swimming in the lake. (See also Cases of resuscita- tion.)
6	Nahant, Mass.....	Two men.....	Entrapped by the tide on a ledge near the station.
8	Niagara, N. Y., Lake Onta- rio.	A soldier.....	Fell off the crib near the station.
11	Charlotte, N. Y., Lake On- tario.	A man.....	Had jumped overboard from the steamer Kingston when that vessel collided with the steamer Titania.
13	Oak Island, N. Y.....	An elderly lady and a child.	Got beyond their depth while in bath- ing. It was necessary to resuscitate the woman. (See also Cases of resusci- tation.)
13	White River, Mich., Lake Michigan.	A young woman.....	Became exhausted while swimming across the river.
14	Sea Isle City, N. J.....	A woman bather.....	Carried seaward by current. Rescued by surfman, who swam to her assist- ance.
16	Nahant, Mass.....	A man and his wife...	Entrapped on the rocks by the incoming tide.
16	Brentons Point, R. I.....	A man.....	Became entangled in seaweed, and was about to sink the third time when res- cued by keeper in a small boat.
16	Golden Gate, Cal.....	Doctor Reil.....	Became exhausted while experimenting with a device for going through the surf.
17	Portage, Mich., Lake Super- ior.	Three women and 4 men.	In danger of being washed off the break- water by the high seas.
17	Two Rivers, Wis., Lake Michigan.	A 10-year-old boy.....	Unable to swim; got beyond his depth while in bathing.
18	Cuttyhunk, Mass.....	A man learning to swim.	Got beyond his depth.
25	Racine, Wis., Lake Michigan.	An exhausted swim- mer.	Supported by keeper, who was swim- ming near by, until the surfboat ar- rived.

Services of crews (miscellaneous)—Continued.

MISCELLANEOUS RESCUES—Continued.

Date.	Station.	Persons rescued.	Circumstances.
1908.			
Aug. 29	City Point, Mass.....	Four swimmers.....	Became exhausted while participating in a swimming contest.
29	Frankfort, Mich., Lake Michigan.	A man.....	Fell overboard from a small boat.
29	Jackson Park, Ill., Lake Michigan.	.....do.....	Clinging to the spar buoy marking Oakland shoal. Rescued by power lifeboat.
29	Racine, Wis., Lake Michigan.	A man with suicidal intent.	Prevented by surfmen from jumping off the pier.
30	Virginia Beach, Va.....	Three bathers.....	Being swept out to sea by the current.
Sept. 2	Kenosha, Wis., Lake Michigan.	A painter.....	Staging on which man was standing while painting a ship was carried away and he was thrown into the water.
10	Two Rivers, Wis., Lake Michigan.	A laborer.....	Fell off a pier.
11	Sheboygan, Wis., Lake Michigan.	A woman.....	Responding to cries for help while on patrol, a surfman found a man trying to throw a woman over a bluff. The surfman prevented the consummation of the act, but the woman's assailant escaped.
13	Racine Wis., Lake Michigan.	A 15-year-old girl.....	Fell from a pier into the lake.
Oct. 11	Old Chicago, Ill., Lake Michigan.	Four workmen.....	Rescued by power lifeboat from an old crib at the outer end of the breakwater.
25	.....do.....	A workman.....	Rescued by power lifeboat from the outer end of the breakwater.
Nov. 2	Galveston, Tex.....	Jack Litola.....	Fell between the side of a ship and the wharf.
8	South Chicago, Ill., Lake Michigan.	A man.....	Unable to swim: fell overboard while fishing from the wharf.
14	Point Bonita, Cal.....	A soldier.....	While trying to climb a cliff, got into a position, about 100 feet from its base, where he could get neither up nor down. He was rescued by means of a line lowered from the top of the cliff. A similar rescue was performed at this place August 2.
24	Brant Rock, Mass.....	A man.....	Lost in fog and darkness in a salt marsh. Piloted to his home by station watch.
Dec 12	Green Run Inlet, Md.....	.....do.....	Rescued by a surfman in a skiff, his boat having capsized and sunk in 7 feet of water.
1909.			
Feb. 13	Atlantic City, N. J.....	A little girl.....	Fell into a deep hole and was about to sink when pulled out by a surfman.
Mar. 7	.....do.....	A small boy.....	Fell into a pool.
22	White River, Mich., Lake Michigan.	A man.....	Broke through the ice while fishing. Surfman threw him a line from a boat and pulled him out.
Apr. 9	Golden Gate, Cal.....	A man and a woman..	Being carried seaward by the undertow while in bathing. Station crew, in surfboat, pulled them out as they were becoming exhausted.
25	Old Chicago, Ill., Lake Michigan.	Eighteen persons.....	Taken from the breakwater in power lifeboat.
30	South Haven, Mich., Lake Michigan.	A man.....	Rescued from a small cottage that had floated off its foundation and landed in a swamp.
May 27	Frankfort, Mich., Lake Michigan.	A member of the crew of a dredge.	Fell overboard. Two surfmen, who were near by, plunged in to his rescue and swam ashore with him.
June 13	Oswego, N. Y., Lake Ontario.	A boy.....	Fell off a pier near the station.
22	South Haven, Mich., Lake Michigan.	A young man.....	Fell into the river near the station. Picked up by surfboat.
27	Michigan City, Ind., Lake Michigan.	A woman.....	Fell out of a rowboat.
27	South Chicago, Ill., Lake Michigan.	A small boy.....	Adrift on a raft with the wind blowing offshore.
30	Aranzas, Tex.....	Eleven persons.....	Rescued by keeper and a volunteer crew (inactive season) from St. Joseph Island. A sudden rush of water before daylight had swept away their boats, tents, and clothing, and left them helpless. Cold and wet, they were obliged to cling to a railroad trestle, the only place out of water, until the surfboat arrived.

Services of crews (miscellaneous)—Continued.

AID TO THE SICK AND INJURED.

Date.	Station.	Persons receiving attention, and circumstances of sickness or injury.	Service rendered.
1908. July 3	Kewaunee, Wis., Lake Michigan.	An old man found lying on the sidewalk in a pool of blood.	Discovered by the patrol at 1.40 a. m. and carried to a hotel. The man died at 6.30 a. m. of the same day.
12 } 13 }	Saluria, Tex.	{ A ranchman taken with fainting spells.	{ Given stimulants and other restorative treatment, and on the 13th carried to Port Lavaca in the supply boat and placed under the care of a physician.
14	Ashtabula, Ohio, Lake Erie.	A boy who had burned his foot while playing around a bonfire.	Wound dressed and boy taken to his home.
15	Watch Hill, R. I.	A man who had narrowly escaped drowning by the capsizing of a sailboat.	Medical attention given.
19	Newburyport, Mass. ...	A man who had been washed from a jetty while fishing.	Given stimulants and dry clothing.
24 } 25 } 25 }	Point of Woods, N. Y. ...	{ An aged woman lying at the point of death.	{ Carried a man to mainland on two occasions to procure oxygen for the woman.
25	Golden Gate, Cal.	A man who had fallen over a 50-foot cliff.	Carried by crew to station, and sent thence to the hospital by ambulance.
29	Jackson Park, Ill., Lake Michigan.	A girl who had fallen off a wharf.	Given restoratives and dry clothing.
29	do.	A boy wounded in the leg...	Injury dressed and boy taken to his home.
Aug. 5	Pentwater, Mich., Lake Michigan.	An 8-year-old boy whose foot had caught in a hole in the pier planking.	Released boy by prying up planks.
7	Cedar Creek, N. J.	A man who had cut his hand while working with an engine on a launch.	Flow of blood stopped and wound bandaged.
10	Sandy Point, R. I.	A man taken sick while fishing.	Medicine administered and hot-water bags applied.
16	Waaddah Island, Wash.	Several persons quarantined on Tatoosh Island.	Medicine furnished.
16	Fort Point, Cal.	A man with a lacerated wound of the scalp.	Injury dressed.
18	Jackson Park, Ill., Lake Michigan.	A man who had fallen into the lake.	Stimulants given and dry clothing furnished.
19	Saluria, Tex.	Keeper of Matagorda light station; injured by being thrown from a horse.	A surfman was dispatched to his aid with medicines.
21	Aransas, Tex.	A man with a catfish fin run through his hand.	Fin extracted and wound bandaged.
27	Chicamacomico, N. C. ...	A man suffering from a gunshot wound in the leg.	Carried to station by team, where wound was dressed. The man was then taken to Manteo to a surgeon.
Sept. 5	South Haven, Mich., Lake Michigan.	A man who had a finger cut off while working with a carpenter's tool.	Injury dressed.
8	Gloucester, Mass.	A small boy who had broken his arm.	Assistance given to surgeon who set the arm.
16	Deer Park, Mich., Lake Superior.	A sick girl.	The grandmother of the girl, who lived 3 miles from the station, was notified of her illness by messenger.
17	Blue Point, N. Y.	A woman ill of chills and cramps.	Medicine administered.
25	Cross Island, Me.	A man who had suddenly been taken dangerously ill.	Went for physician; also carried the doctor back to his home.
Oct. 8	Assateague Beach, Va. ...	A sick man.	Brought ashore from the steamer E. Warren Reed, and summoned a physician. The sick man was cared for over-night and put back aboard ship next morning.
10	Point of Woods, N. Y. ...	An officer of the law, injured while making an arrest.	Injury dressed.
11	Southside, Cal.	A boy who had been struck on the head by a rock.	Injury treated and boy carried 3 miles to his home.
16	Golden Gate, Cal.	A woman who had taken poison with suicidal intent.	Taken to hospital in an automobile, where she died from the effects of the poison.
22	Buffalo, N. Y., Lake Erie.	A man seized with a fit while on the break wall.	Carried in power boat to a landing, where an ambulance was waiting to take him to a hospital.
Nov. 6	Core Bank, N. C.	A fisherman taken ill.	Medicine administered.
7	Manomet Point, Mass. ...	A man who had an attack of heart failure while fishing from a dory.	Brought to station in a power boat and given effective treatment.

Services of crews (miscellaneous)—Continued.

AID TO THE SICK AND INJURED—Continued.

Date.	Station.	Persons receiving attention, and circumstances of sickness or injury.	Service rendered.
1908.			
Nov. 11	Mantoloking, N. J.....	A sick sailor from the schooner Benj. C. Frith.	Answering distress signals, station crew pulled out 2 miles to vessel and brought sick man ashore. He was then sent to a hospital.
14	Newburyport, Mass....	A boy accidentally shot with a rifle.	Brought to the station and taken thence to a hospital, where the bullet was extracted.
Dec. 2	Deer Park, Mich., Lake Michigan.	A man taken ill while on a hunting trip.	The man tried to reach the station, but gave out with nearly 4 miles yet to go. Keeper took a team and brought him to station, where proper attention was given him.
3	Cleveland, Ohio, Lake Erie.	A watchman on the wrecked steamer John C. Pringle, taken sick.	Treatment administered at the station and money given man to pay for further medical assistance.
7	Harbor Beach, Mich., Lake Michigan.	A sailor injured by falling down the hold of the steamer Lagonda.	Brought to station in power lifeboat. Kept at station under a physician's care until the 11th.
17	Coquille River, Oreg....	An injured man (nature of injury not stated).	Carried on a stretcher to a physician.
27	Fort Lauderdale, Fla..	A sick man belonging to the crew of auxiliary yacht Ruby.	Medicines furnished.
28	White Head, Me.....	A resident of White Head, Me., who was ill.	Two surfmen went to Spruce Head in a dory and brought a physician to the sick man.
28	Rockaway Point, N.Y..	A boy shot through the leg while gunning.	Wound dressed and boy sent to hospital.
1909.			
Jan. 4	Aransas, Tex.....	Two men run down by a work car while laboring on a jetty.	Conveyed on cots to a tug, which carried them to Rockport for surgical attention.
5	Lewes, Del.....	A man taken seriously ill while on his way home in a storm.	Discovered by station lookout. Three surfmen went to his aid and took him to his home.
18	Damiscove Island, Me..	A resident of Damiscove Island, who was ill.	Carried a physician to and from Boothbay Harbor.
22	Hunthwells Beach, Me..	Assistant keeper of Seguin Island light, who had been taken suddenly ill.	Physician carried out to light-house.
23	Damiscove Island, Me..	Mr. Greenlaw (died late in afternoon of this date).	Physician brought from Boothbay Harbor.
25	Point Reyes, Cal.....	A man, who had been severely burned by the explosion of a lamp.	Burns treated and dressed.
27	Poyners Hill, N. C....	A sick woman.....	Physician brought from Poplar Branch to bedside of sick woman, and carried back.
Feb. 8	Fourth Cliff, Mass....	A man, who had an ice pick accidentally run through his foot while trying to save lumber from the surf.	Injury dressed, and man taken to his home.
Mar. 3	Hunthwells Beach, Me..	Keeper of Pond Island light station, taken ill, and in need of medicine and other supplies.	Responding to a distress signal, the station keeper learned of his needs and carried the necessary articles to the light station.
7	Stratmsmouth, Mass....	Keeper of Stratmsmouth Island light, who was ill.	Physician carried out to light-house and back.
16	Burnt Island, Me.....	A sick woman.....	Physician brought from Port Clyde, and carried back.
22	.....do.....	A sick woman and her nurse.	Carried to Port Clyde in power small boat to procure medical attention.
Apr. 1	Point of Woods, N. Y..	A carpenter, who had run a splinter into his finger.	Not being able to extract the splinter, keeper carried the man to the mainland to a physician.
3	Sleeping Bear Point, Mich., Lake Michigan.	A woman on North Manitou Island, sick and in need of medical treatment.	Physician summoned.
6	Two Rivers, Wis., Lake Michigan.	A sick woman.....	Carried from her house to a launch, to be taken to a hospital.
12	Barnegat, N. J.....	A man who had been taken with fits.	Surfmen assisted to keep him quiet during the night, and summoned a physician next day.
13	Saluria, Tex.....	Foreman of working crew at Port O'Connor, taken ill.	Carried to port Lavaca to a physician.
16	Fort Lauderdale, Fla..	A woman, who had fainted..	Revived by use of cold water.

Services of crews (miscellaneous)—Continued.

AID TO THE SICK AND INJURED—Continued.

Date.	Station.	Persons receiving attention, and circumstances of sickness or injury.	Service rendered.
1908.			
Apr. 16	Fort Lauderdale, Fla.	A boy, who had injured his foot in a bicycle accident.	Injury dressed.
16	Golden Gate, Cal.	A woman, who had attempted suicide.	Carried to hospital in automobile.
18	Sheboygan, Wis., Lake Michigan.	A boy, who had a finger cut off.	Bandages and medicines furnished, and physician assisted in dressing wound.
20	Little Egg, N. J.	Sick mother of light keeper.	Went to Tuckerton in power surfboat during a storm and brought a physician; also, carried him back to his home.
May 5	Wachapreague, Va.	A man, injured in the leg while working with a gasoline engine.	Injury dressed.
5	do.	A man, taken ill with pains in stomach and chest.	Effective treatment administered by application of mustard plasters.
19	Brazos, Tex.	A man with a badly crushed hand.	Injury dressed.
21	Grand Haven, Mich., Lake Michigan.	Two men, badly injured in a railroad wreck.	Helped to remove men from wreck, and gave them "first aid."
26	City Point, Mass.	Master and mate of schooner Mentor, taken ill aboard ship.	Summoned a physician, and carried him to and from schooner.
June 16	Jackson Park, Ill., Lake Michigan.	A woman, who had swallowed carbolic acid with suicidal intent.	Members of the station crew forced raw egg and whisky down her throat, and hurried her to a hospital. The prompt and heroic measures resorted to undoubtedly saved her life.
18	Manistee, Mich., Lake Michigan.	A man, who had a finger cut off while working on a pile driver.	Injury cleansed and dressed.
21	Portage, Mich., Lake Superior.	A sick sailor from the Standard Oil barge No. 86.	Medicine furnished.
25	Middle Island, Mich., Lake Huron.	Master of schooner Viola, suffering from an injured arm.	Liniment applied.
27	City Point, Mass.	A man, whose hand had been crushed in machinery.	Injury cleansed and dressed.
27	W a a d a h Island, Wash.	Sick wife of chief electrician at U. S. Navy wireless station, Talooch Island.	Carried sick woman and her husband to Neah Bay to a physician, and thence to a hospital in Port Townsend—a distance of 100 miles. The trip was made in the power lifeboat.
28	Humboldt Bay, Cal.		
30	Kenosha, Wis.	A light keeper, whose hand had been crushed.	Injury bandaged.
		A boy, who had sprained his arm diving off a pier.	Injury treated.

SHELTER, SUBSISTENCE, AND CLOTHING PROVIDED.

Date.	Station and locality.	Persons receiving succor.	Circumstances of distress, nature of service rendered, etc.
1908.			
July 6	Thunder Bay Island, Mich., Lake Huron.	5 young men	Overtaken by bad weather while en route to Georgian Bay in small open boat. Sheltered overnight.
15	Tathams, N. J.	An old man.	Drenched while landing through the surf. Sheltered overnight.
30	Metomkin Inlet, Va.	A party of men, women, and children.	Driven by storm to seek shelter at station for the night.
30	Cape Lookout, N. C.	5 men and 2 women.	Compelled by bad weather to leave their power boat and seek shelter at station, where they remained 2 nights.
Aug. 5	Forked River, N. J.	2 men, 3 women, and 2 children.	Came to station in a small boat seeking shelter overnight because of bad weather.
20	Thunder Bay Island, Mich., Lake Huron.	6 men.	Prevented by bad weather from leaving island. Sheltered for the night, and towed to mainland next morning.
26	Avalon, N. J.	5 men.	Tent occupied by party blew down. Cared for overnight and given food.
31	Cape Lookout, N. C.	A large party of fishermen.	Driven from their huts by wind and tide; sheltered overnight.
Sept. 2	Sandy Hook, N. J.	1 man.	A wayfarer; inadvertently left on Hook. Sheltered overnight.

Services of crews (miscellaneous)—Continued.

SHELTER, SUBSISTENCE, AND CLOTHING PROVIDED—Continued.

Date.	Station and locality.	Persons receiving succor.	Circumstances of distress, nature of service rendered, etc.
1908.			
Sept. 8	Biscayne Bay, Fla.....	A colored woman.....	Had lost her way. Sheltered overnight and carried home in power launch.
17	Chatham, Mass.....	2 gunners.....	Cut off from mainland by rising tide. Sheltered for the night and carried to Chatham next day.
19	Portage, Mich., Lake Superior.	6 men.....	Given shelter for the night.
22	Pea Island, N. C.....	A man.....	Sheltered overnight.
30	Sabine Pass, Tex.....	An old man.....	Found in a mentally unbalanced condition wandering in the marshes; given dry clothing and cared for until October 3, when his wife came and took him away.
Oct. 20	Tathams, N. J.....	2 gunners.....	Lost in the smoky weather; sheltered overnight.
26	South Brigantine, N. J.	2 men.....	Left on the beach by a launch; sheltered overnight and taken to Atlantic City in power boat next morning.
Nov. 2	Nags Head, N. C.....	Shipwrecked sailor....	Martin Olsen, from the wrecked schooner Flora Rogers; afforded food and shelter for 5 days.
16	Indian River Inlet, Fla.	5 sailors.....	Left on beach overnight from the fishing schooner Marion R.; given food and shelter.
17	Lewes, Del.....	12 shipwrecked sailors.	Landed at station from British bark Osberga; furnished food and shelter for the night.
27	Forked River, N. J.....	2 gunners.....	Given food and shelter for the night.
Dec. 4	Little Beach, N. J.....	A man and boy.....	In small launch and not well acquainted with channel; given food and shelter for the night.
5	Wood End, Mass.....	2 fisherman.....	Unable to reach home on account of bad weather; given food, dry clothing, and a night's lodging.
12	Pecks Beach, N. J.....	A weary traveler.....	Sheltered overnight.
19	San Luis, Tex.....	2 men and boy.....	In automobile which broke down near station; given food and night's lodging.
23	Core Bank, N. C.....	6 persons.....	Compelled to come ashore from gasoline launch on account of high winds; given supper and shelter for the night.
30	Sandy Hook, N. J.....	1 man.....	Left on Hook for the night; given shelter.
1909.			
Jan. 16	Hereford Inlet, N. J.....	.....do.....	On business from Atlantic City; sheltered overnight.
21	Plum Island, Wis., Lake Michigan.	2 fishermen.....	Unable, on account of slush ice, to cross the bay to their homes; fed and lodged overnight.
25	Burnt Island, Me.....	1 man.....	Father of a man drowned in the vicinity; given food and shelter overnight and transportation to Friendship.
Feb. 1	Point of Woods, N. Y..	4 women and 1 man...	Given shelter overnight, their power boat having stranded on Fire Island.
3	Blue Point, N. Y.....	2 men and 1 woman...	Given shelter overnight, their launch having been frozen in at Fire Island.
10	Plum Island, Wis., Lake Michigan.	A mail carrier.....	Detained by slush and ice; given shelter.
15	Bulow, Fla.....	2 men, 2 women, and 5 children.	Aboard the launch Vixen. They sought shelter at the station from an approaching storm, their vessel having no cabin.
Mar. 6	Core Bank, N. C.....	A gunner.....	Succored overnight.
8	Cedar Creek, N. J.....	2 gunners.....	Sheltered overnight, their launch having become disabled.
15	Little Beach, N. J.....	4 men.....	Overtaken by night while out in an open boat; afforded shelter.
25	Orleans, Mass.....	A liveryman.....	Unable to return along the beach with team to his place of business on account of high tide; man and team cared for.
25	Chicamacomico, N. C..	3 persons.....	A government surveying party; sheltered for 3 nights.
Apr. 6	Nags Head, N. C.....	5 persons.....	A government surveying party; given food and shelter.
10	Forked River, N. J.....	4 men.....	Unable to cross the bay in small boat because of bad weather; sheltered overnight.
11	Little Beach, N. J.....	1 man.....	Overtaken by night in small boat and unacquainted with channel; given shelter.
22	Sandy Hook, N. J.....	2 sailors.....	From the knockabout Lilly, which sank off Monmouth Beach; sheltered overnight.
22	Thunder Bay Island, Mich., Lake Huron.	2 men.....	Caught in storm in a small launch; sheltered overnight.
23	Middle Island, Mich., Lake Huron.	.....do.....	In small gasoline launch; stopped in harbor for shelter; given food and night's lodging.

Services of crews (miscellaneous)—Continued.

SHELTER, SUBSISTENCE, AND CLOTHING PROVIDED—Continued.

Date.	Station and locality.	Persons receiving succor.	Circumstances of distress, nature of service rendered, etc.
1909. Apr. 25	Bethel Creek, Fla.....	A party of 10—men, women, and children.	Caught in heavy rainstorm while returning from church; sheltered overnight.
27	Thunder Bay Island, Mich., Lake Huron.	4 sailors.....	Composing the crew of the fishing tug Fannie A., which sought shelter at the station dock from a storm; given dinner.
May 9	Hereford Inlet, N. J.	3 men.....	Sheltered overnight.
16	Pea Island, N. C.	2 men.....	Overtaken by bad weather; sheltered overnight.
18	Chester Shoal, Fla.....	A party of 6.....	Went out in open boat, sought shelter at the station because of threatening weather; cared for overnight.
25	Muskeget, Mass.	1 man.....	In small boat anchored near the station for the night; furnished lodging.
June 4	Pea Island, N. C.....	4 men.....	Overtaken by fresh breeze, which prevented them from returning to their homes; succored for the night.
10	New Inlet, N. C.....	4 persons.....	A Coast Survey party; fed and lodged 2 nights.
12	Pea Island, N. C.....	4 men.....	Fed and sheltered overnight.
14	Maddequet, Mass.....	A fisherman.....	Drifted away from his vessel in fog and landed on the beach; cared for overnight and taken to Nantucket, where transportation to New Bedford was procured for him.
30	Aransas, Tex.....	7 persons.....	Given shelter overnight, their tents having been washed down by storm.

CASES OF RESUSCITATION.

Date.	Station.	Persons resuscitated.	Nature of service, etc.
1908. July 11	Charlotte N. Y., Lake Ontario.	James Serth, Windsor Beach, N. Y.	While in bathing at Windsor Beach, was taken with a fit. Fortunately, when the attack seized the lad, he was in but 2 feet of water, and some boys, evidently his companions, succeeded in getting him ashore. The station crew was notified of the circumstances by telephone. When they took charge of the boy he was breathing, but 15 minutes' artificial respiration was required to fully restore him—hot-water bags being meanwhile employed to impart warmth to the body. About a gill of water was expelled from his stomach. It was stated that he had been in the water 2 minutes when rescued.
19	Watch Hill, R. I.....	John Nagle, Norwich, Conn.	Became exhausted and sank while swimming out to a raft anchored offshore. He was pulled up on the raft by friends just as he was about to go down the third time. Two surfmen, who were on the beach at the time, brought the man ashore in a boat and began resuscitative operations. Although he was breathing when rescued, 2 quarts of water were expelled through his mouth on turning him on his stomach the first time, and 1 quart the second time. A physician was summoned and assisted in administering restoratives. As the patient was very weak, he was taken to the station and put to bed. Four hours later he was removed to his home.
Aug. 5	Racine, Wis., Lake Michigan.	William K. Abesser, 900 Park avenue, Racine, Wis.	Taken with cramps while swimming in the lake about 100 yards E. of the station. The surfman who was on the pier watch saw the man struggling, and, after sounding the alarm, jumped in to his assistance, but 2 of the station crew, in a skiff, were the first to reach him. Mr. Abesser was unconscious and about to go down for the last time when rescued. The life-savers worked the service method of resuscitation for half an hour before he was out of danger. A pint of water was expelled from his stomach. He was given stimulants and put to bed with hot-water bags. Several hours later he was able to leave for his home.

Services of crews (miscellaneous)—Continued.

CASES OF RESUSCITATION—Continued.

Date.	Station.	Persons resuscitated.	Nature of service, etc.
1908. Dec. 13	Oak Island, N. Y.	Mrs. C. S. Nickerson, Irvington, N. J.	Went beyond her depth while in bathing. The station crew was attracted by the cries of people on the beach, and a surfman, with the aid of one of the bathers, brought the lady ashore. She was gasping for breath when rescued. After a half hour's vigorous resuscitative work, during which time a gill of water was expelled from her stomach, she was revived sufficiently to be carried to her home, where the crew continued restorative treatment. The patient, who was 70 years of age, was under a physician's care 5 days before she completely recovered.
14	Coquille River, Oreg.	Grant Ames, Bandon, Oreg.	While Mr. Ames was riding horseback along the beach a heavy breaker knocked his horse down and threw him into the surf. He was washed in and out several times before a friend, who was riding with him at the time, succeeded in pulling him out. The rescuer expelled about a pint of water from his stomach, but was unable to resuscitate him, so he left the apparently lifeless body on the beach and rode to the station lookout tower, 3½ miles distant, for assistance. The life-saving crew responded immediately, and after 1½ hours' artificial respiration, the patient showed signs of life. Stones were heated in the meantime and used to impart warmth to the body. At the end of 4 hours' vigorous resuscitative operations Mr. Ames was breathing normally. At this time he was removed to his home and placed under the care of his family physician. About 4 o'clock of the following day he suddenly expired. His death was attributed to heart failure.
1909. Jan. 6	Atlantic City, N. J.	Mr. Albertus, an actor at the Savoy Theater, Atlantic City, N. J.	The man requiring the services of the life-saving crew in this instance got into difficulty while trying to demonstrate his ability to free himself from a strait-jacket while under water. He made three attempts, all of them unsuccessful. The first plunge was taken from the Royal Palace Hotel pier and the second from a boat that had picked him up following his first trial. His third attempt was witnessed by the station crew, who had thought it best to be on hand. The wisdom of their precaution was soon apparent, for they shortly had occasion to haul him into the surfboat in an unconscious condition, the temperature of the water being near the freezing point. They took him to the hotel, removed the strait-jacket and his clothing, wrapped him in blankets, and then carried him to the station. His body and limbs were vigorously rubbed, but the result was not satisfactory, his muscles being contracted as with cramps. It was not until his legs had been rubbed in the bath tub partially filled with warm water and alcohol and his body bathed with diluted whisky that his blood began to circulate properly. He was soon thereafter restored to his normal condition.
Apr. 29	Penneys Hill, N. C.	A child of Mr. L. R. White.	The patient in this case was an infant 11 months old, who had fallen into a tub of water. News of the accident was received at the station, and the keeper hastened to Mr. White's residence, ½ mile distant. A Mr. Turner had succeeded in expelling most of the water from the child's stomach. The keeper put him through the method of resuscitation, and in a few minutes he was breathing normally.
May 22	Nome, Alaska.	John Azulvik, a native boy.	Fell from a lighter into the icy waters of Snake River. The boy immediately came to the surface, and was swept about 400 yards downstream by the swift current.

Services of crews (miscellaneous)—Continued.

CASES OF RESUSCITATION—Continued.

Date.	Station.	Persons resuscitated.	Nature of service, etc.
1909. May 22	Nome, Alaska.....	John Azulvik, a native boy.	A member of the station crew, who had heard the lad's cries, appeared on the scene just as a sailor pulled him out of the water in an unconscious condition. The surferman at once began resuscitative operations—2 quarts of water being expelled from his stomach—and in about 30 minutes he showed signs of recovery. The rescuers then removed him to a house near the scene of the accident, where they rubbed him vigorously, gave him stimulants, and put him to bed.
June 20	Ocean City, Md.....	Frank Clappsaddle, Baltimore, Md.	Became exhausted while swimming, and was in danger of being swept against a pier. A man named Herman Downing swam to Clappsaddle's assistance, but was himself overcome by the current. At this critical juncture 2 men, who had witnessed Downing's attempt to help the swimmer, plunged in to the rescue. Before they reached the imperiled man, members of the Ocean City and Isle of Wight life-saving crews arrived on the scene and threw lines from the pier, which the rescuers secured and fastened about the bodies of the helpless men. As soon as they were taken from the water the members of the service began resuscitative operations, in which they were assisted by a physician. It required 1½ hours rigorous treatment to restore Clappsaddle, who was apparently lifeless, having been under water several minutes. Downing was restored by the use of stimulants.

RECOVERY OF BODIES.

[The drownings in these cases occurred beyond the scope of the service.]

Date.	Station.	Identity of bodies.	Circumstances, etc.
1908. July 1	Old Chicago, Ill., Lake Michigan.	Not identified.....	Found floating at harbor entrance. Turned over to city authorities.
5	Avalon, N. J.....	Mary Golden, Philadelphia, Pa.	Drowned off Anglesea on the 4th. Found on beach 5 miles south of Avalon station. Relatives and coroner notified.
5	Niagara, N. Y., Lake Ontario.	James A. Rice.....	Drowned Oct. 29, 1907. Found by a civilian and turned over to keeper to await arrival of coroner.
5	Cleveland, Ohio, Lake Erie.	Paul Papenful, Cleveland, Ohio.	Fell off a pier. Body recovered with grapnels.
5	Louisville, Ky.....	W. M. Krahl and Harold Murray, Louisville, Ky.	Drowned while in bathing. Station crew recovered the body of the first-named lad, and the other was found by fishermen.
5	Racine, Wis., Lake Michigan.	John and Herman Severin, Racine, Wis.	Drowned in Root River. Bodies recovered with grapnels.
7	Cleveland, Ohio, Lake Erie.	A. Stahl, Cleveland, Ohio.	Drowned in the lake. Body recovered with grapnels.
7	Louisville, Ky.....	James Bradford, Louisville, Ky.	Drowned in the canal. Body recovered with grapnels.
10	Kenosha, Wis., Lake Michigan.	Joe Blizk.....	Drowned in Pike Creek. Body recovered with grapnels.
12	Niagara, N. Y., Lake Ontario.	Not identified.....	Found afloat near station. Delivered to coroner.
12	Old Chicago, Ill., Lake Michigan.	Mrs. Florence Van Beuren, Chicago, Ill.	Fell into the lake. Body recovered and turned over to city authorities.
13	Cleveland, Ohio, Lake Erie.	Frank Meese, Cleveland, Ohio.	Taken with cramps while swimming. Body recovered with grapnels.
13	Holland, Mich., Lake Michigan.	Frank D. Woodward, Lebanon, Ind.	Drowned in the lake. Body picked up by seine.
13	Milwaukee, Wis., Lake Michigan.	John Douglas, wheelman on steamer Virginia.	Fell overboard at fire drill. Body recovered and taken to the morgue.

Services of crews (miscellaneous)—Continued.

RECOVERY OF BODIES—Continued.

Date.	Station.	Identity of bodies.	Circumstances, etc.
1908			
July 15	Watch Hill, R. I.	Leslie and Walter Sis- son, Westerly, R. I.	Assistance rendered in recovering the bodies of these two boys, who were drowned from a capsized sailboat.
15	Jackson Park, Ill., Lake Michigan.	Joe Netecky, Chicago, Ill.	A 12-year-old boy. Drowned off Casino pier.
16	Spring Lake, N. J.	W. S. Krams, Spring Lake, N. J.	Drowned on the 14th while in bathing.
16	Ashtabula, Ohio, Lake Erie.	Walna Hjerpe.....	A 6-year-old boy. Drowned while in bathing. Resuscitation attempted.
16	Milwaukee, Wis., Lake Michigan.	E. H. Field, private, Twenty-seventh Infantry.	Drowned from capsized sailboat. Body picked up by tug and delivered to keeper, who turned it over to the coroner.
18	Buffalo, N. Y., Lake Erie.	Unknown.....	Drowned in Colt slip. Body recovered with grapnels.
18	Louisville, Ky.....	Albert Braker, Jeffersonville, Ind.	Drowned while in bathing. Body recovered with grapnels.
19	Cleveland, Ohio, Lake Erie.	William Freeburn, Cleveland, Ohio.	Drowned on the 18th while in swimming. Body recovered with grapnels.
19	South Chicago, Ill., Lake Michigan.	Unknown.....	Drowned in Calumet River. Body recovered with grapnels.
19	Old Chicago, Ill., Lake Michigan.	Paul Hartman, Chicago, Ill.	Drowned 1 mile N. of station. Body recovered before arrival of life-savers. Resuscitation attempted.
20	Buffalo, N. Y., Lake Erie.	C. J. Brady.....	Drowned 2 miles E. of station. Body recovered with grapnels.
20	Fairport, Ohio, Lake Erie.	John Cobins, Buffalo, N. Y.	Fell off a dock. Body recovered with grapnels. Resuscitation attempted.
21	Buffalo, N. Y., Lake Erie.	Robert Pwebles, Buffalo, N. Y.	Drowned on the 18th at the outer break wall. Found floating and turned over to medical examiner.
22	Louisville, Ky.....	Clarence Price.....	A 9-year-old colored boy. Drowned in river. Found by fishermen floating in lake.
23	Milwaukee, Wis., Lake Michigan.	A 9-months-old girl baby. Unknown.	Turned over to keeper to be taken to morgue.
24	St. Joseph, Mich., Lake Michigan.	Not identified.....	Body of a man recovered and resuscitation attempted.
24	Sheboygan, Wis., Lake Michigan.	John Krubosheck.....	Found by steamer Frederick Kohn. Turned over to keeper for delivery to the city authorities.
25	Louisville, Ky.....	Annabelle Varble, Louisville, Ky.	Drowned 6 miles from station. Body recovered by fishermen and turned over to keeper.
25	Milwaukee, Wis., Lake Michigan.	John Bechtel.....	Drowned on June 28. Found by patrol floating near beach.
26	Cleveland, Ohio, Lake Erie.	Mrs. Nellie Smith and Miss Rose Morgan, Cleveland, Ohio.	Fell off the breakwater. Bodies recovered by diving and the use of grapnels. Resuscitation attempted.
27	Louisville, Ky.....	James T. Garvey, Louisville, Ky.	Discovered by a night watchman floating in the river. Turned over to keeper.
28	Kenosha, Wis., Lake Michigan.	John Langerman.....	Found on beach.
29	Sturgeon Bay Canal, Wis., Lake Michigan.	Mrs. George Stefany and Edwin Benson.	Drowned from capsized sailboat. Bodies recovered with grapnels.
30	Oswego, N. Y., Lake Ontario.	Mildred Sutton.....	Drowned in Oswego River on the 27th. Body found afloat and turned over to undertaker.
30	Buffalo, N. Y., Lake Erie.	James Rogers.....	Drowned outside of Erie basin break wall. Body recovered with grapnels and delivered to coroner.
Aug. 1	Golden Gate, Cal.....	Not identified.....	Found by station crew floating between Seal Rocks and Point Lobos.
1	Arena Cove, Cal.....	— Crawford.....	A 12-year-old boy. Fell about 100 feet while climbing down a bluff, and was killed. Body cared for until arrival of relatives.
2	Galveston, Tex.....	William Westerfield, attached to British steamer Memphian.	Drowned while in swimming. Body recovered within 5 minutes from time he sank, but efforts to resuscitate him were unsuccessful.
2	St. Joseph, Mich., Lake Michigan.	John McCarthy, Chicago, Ill.	Drowned from capsized boat. Body recovered within 20 minutes from time he sank, but efforts to resuscitate him were unsuccessful.
4	Ocean City, Md.....	E. W. Crowe, Baltimore, Md.	Drowned on the 2d while in bathing. Body discovered afloat. A surferman swam out and brought it ashore. Turned over to coroner.
4	Erie, Pa., Lake Erie....	John Donnly, Erie, Pa.	Fell off a public dock. Body recovered and resuscitation attempted.
4	Kenosha, Wis., Lake Michigan.	Jean Decent.....	Drowned on the 2d. Body recovered with grapnels.

Services of crews (miscellaneous)—Continued.

RECOVERY OF BODIES—Continued.

Date.	Station.	Identity of bodies.	Circumstances, etc.
1908.			
Aug. 6	South Chicago, Ill., Lake Michigan.	William Davis, Chicago, Ill.	A 12-year-old boy. Drowned while in bathing. Body recovered and resuscitation attempted.
7	Milwaukee, Wis., Lake Michigan.	Emil Klevetter, Peshigo, Wis.	Washed off the breakwater. Body recovered with grapnels and resuscitation attempted.
8	Old Chicago, Ill., Lake Michigan.	Russel Feinfeld, Chicago, Ill.	A 14-year-old boy. Drowned while in bathing. The body was recovered by surfmen in a very few minutes, but efforts at resuscitation were unsuccessful.
12	Cleveland, Ohio.....	A woman's head. Not identified.	Found by workmen on breakwater, floating nearby. Turned over to keeper for delivery to the police.
12	Marquette, Mich., Lake Superior.	Charles Foresman and Henry Rose, Marquette, Mich.	Drowned about 1½ miles N. of the station. Recovered with grapnels.
12	Milwaukee, Wis., Lake Michigan.	Infant. Unidentified.	Found on station incline, and taken to the morgue.
14	.....do.....	.....do.....	Do.
16	Big Sandy, N. Y., Lake Ontario.	Frank Garahan, Oswego, N. Y.	Drowned in Stony Creek. Recovered by station crew in power surfboat.
17	Fort Lauderdale, Fla....	An unknown man....	Knocked off a lighter. Keeper assisted to recover the body, and attempted to resuscitate him, but the effort was unsuccessful.
17	Charlotte, N. Y., Lake Ontario.	Harry Denny, Watertown, N. Y.	Fell overboard from steamer Caspian. Body recovered, and resuscitation attempted.
17	Cleveland, Ohio, Lake Erie.	Mrs. Dell Flemming, Cleveland, Ohio.	Drowned. Body recovered with grapnels.
17	Portage, Mich., Lake Superior.	An unknown man....	Washed off the breakwater. Body recovered with grapnels.
17	Duluth, Minn., Lake Superior.	Alphonse Letourman, Duluth, Minn.	Fell off a raft. Body recovered with grapnels.
19	Niagara, N. Y., Lake Ontario.	Mrs. William Pagels, Buffalo, N. Y.	Discovered afloat by lookout. Delivered to coroner.
20	Cleveland, Ohio, Lake Erie.	J. Verdonsky, Cleveland, Ohio.	An 8-year-old boy drowned in Ohio canal, 7 miles from station.
24	.....do.....	E. Melz, Cleveland, Ohio.	Drowned on the 23d. Body recovered with grapnels.
26	White Head, Me.....	John Whitney, Rockland, Me.	Drowned at Crescent Beach, 7 miles from station.
26	Erie, Pa., Lake Erie.....	Mathew Dengler, Erie, Pa.	Drowned in the city reservoir. Body recovered with grapnels.
27	Sandy Hook, N. Y.....	Walter Weinmann, Brooklyn, N. Y.	Found on the beach by surfman, and coroner notified.
28	Nahant, Mass.....	Mrs. Timothy Flynn, Little Nahant, Mass.	Body discovered by patrol rolling in the undertow. Recovered and delivered to coroner.
28	Kenosha, Wis., Lake Michigan.	Not identified.....	Body of a man found ¼ mile N. of station. He had evidently committed suicide.
29	Fourth Cliff, Mass.....	An unknown man....	Drowned in a creek across the river from the station. Body recovered, and resuscitation attempted.
Sept. 6	Galveston, Tex.....	John Moore.....	Drowned at Redfish reef, 18 miles from station. After dragging for 2 hours, the station crew recovered the body, and turned it over to the relatives.
8	Ilwaco Beach, Wash.....	F. Sullivan.....	Killed in the act of performing a high dive at the Astoria annual regatta, August 27. Body was washed ashore 3½ miles N. of station. Coroner notified.
13	South Chicago, Ill., Lake Michigan.	An unknown boy....	Drowned while swimming in Calumet River 2 miles from station. Body recovered with grapnels and delivered to city authorities.
24	Old Chicago, Ill., Lake Michigan.	An unknown man....	Fell from a wharf.
25	Wachapreague, Va.....	"Water Bill," Wachapreague.	Body discovered by a surfman floating in the channel. Recovered and relatives notified.
25	Grays Harbor, Wash.....	An unknown man....	Body found floating in the breakers.
28	Frankfort, Mich., Lake Michigan.	Frank Gould, Breeds-ville, Mich.	Fell between a ferryboat and the slip. Body recovered and resuscitation attempted.
Oct. 5	Seabright, N. J.....	— Thorbey, a sailor.	Washed overboard from the yacht Hurricane. Body drifted ashore near the station.
7	Cleveland, Ohio, Lake Erie.	Albert S. Stram, Lorain, Ohio.	Body found floating in the East Basin. Recovered by keeper and sent to morgue.

Services of crews (miscellaneous)—Continued.

RECOVERY OF BODIES—Continued.

Date.	Station.	Identity of bodies.	Circumstances, etc.
1908.			
Oct. 11	Galveston, Tex.	Joe Walker, a sailor attached to the British steamer Iowa.	Struck the water flat on his stomach in diving from the steamer's masthead and was drowned. Body recovered with grapnels.
14	Old Chicago, Ill., Lake Michigan.	Mrs. Ina Glass, 169 North street, Chicago.	Found by station crew in surfboat about 1 mile N. of station.
16	Erie, Pa., Lake Erie.	Alexander Harley, jr., 228 East Twelfth street, Erie, Pa.	Fell off a dock 2½ miles SW. of station. Body recovered with grapnels.
17	Ludington, Mich., Lake Michigan.	Mrs. L. L. Jackson, New York.	Found in the surf by a patrolman. Delivered to undertaker.
19	Duluth, Minn., Lake Superior.	An unknown man.	Found by surfmen in the water near the beach, about 1 mile N. of station. Turned over to city authorities.
24	St. Joseph, Mich., Lake Michigan.	.....do.....	Discovered floating down the river and recovered by surfmen.
Nov. 16	White River, Mich., Lake Michigan.	Julius A. Salomonson and 2 other men (names unknown).	Lost their lives while tending some fish nets. Bodies recovered with grapnels.
20	Buffalo, N. Y., Lake Erie.	John Stahnki, 66 Main street, Buffalo, N. Y.	Drowned from Anchor Line dock. Body recovered with grapnels.
26	Fort Lauderdale, Fla.	3 unknown men.	Drowned at Pamia Beach. Keeper assisted to recover the bodies.
Dec. 16	Vermillion, Mich., Lake Superior.	A sailor. Not identified.	Body found by mail carrier 4 miles E. of station, it having been washed up on the beach. Taken to station to be held for civil authorities.
25	Racine, Wis., Lake Michigan.	Edward Goodman, Waukesha, Wis.	Found on the beach 4 miles N. of station. Delivered to civil authorities.
1909.			
Jan. 26	Frankfort, Mich., Lake Michigan.	Not identified.	Found in Betsie Lake—having been in the water 8 or 10 weeks.
29	Point Betsie, Mich., Lake Michigan.	Julius Dory.	Body found in the surf 6 miles N. of station by a pedestrian, it having washed inshore from the wrecked fish tug Rhine. The keeper was notified, and with the aid of the man who found the body, it was delivered to the proper authorities.
Feb. 1	High Head, Mass.	Not identified.	A surfman found part of a body, consisting of the legs and part of the hips, in the surf. It appeared to have been in the water long time.
28	Michigan City, Ind., Lake Michigan.	William Mewes, Michigan City, Ind.	Broke through the ice. Body recovered and resuscitation attempted.
Mar. 26	Golden Gate, Cal.	Not identified.	Discovered floating in the surf by a policeman. Station crew secured the body and held it until the arrival of the coroner.
Apr. 15	Milwaukee, Wis., Lake Michigan.	.....do.....	Discovered in the surf by station watch. Recovered and taken to morgue.
21	Old Chicago, Ill., Lake Michigan.	.....do.....	Picked up by station crew ¼ mile SW. of station.
28	Buffalo, N. Y., Lake Erie.	.....do.....	Discovered fast in the rocks outside of breakwater. A derrick scow was employed to lift 2 large stones before the badly decomposed body could be extricated. Turned over to medical examiner.
30	Fairport, Ohio, Lake Erie.	Jerome Murdock, Midland, Mich.	The body, which was badly decomposed, was drifting down the river when seen by surfmen. Taken to station to await further disposition.
May 6	Cleveland, Ohio, Lake Erie.	J. T. Martin and John O'Donnell, Cleveland, Ohio.	Two of the crew of the wrecked tug George A. Floss who sank with the vessel. Bodies recovered when tug was raised.
6	Milwaukee, Wis., Lake Michigan.	August B. Ruge, Fourth and Washington streets, Milwaukee, Wis.	Body picked up in the lake.
9	Charlotte, N. Y., Lake Ontario.	Not identified.	Body found in the lake, and delivered into the custody of the keeper to be held for the coroner.
10	Two Rivers, Wis., Lake Michigan.	John Barlso, Sheboygan, Wis.	Drowned from capsized boat. Body recovered and resuscitation attempted.
11	Manistee, Mich., Lake Michigan.	Ellis Taber.	Body recovered with grapnels in 45 feet of water.
16	Erie, Pa., Lake Erie.	Bernard Cohen, Erie, Pa.	Body found afloat near the station.
16	Jackson Park, Ill., Lake Michigan.	Theodore Heinrich, Chicago, Ill.	Fell out of a boat. Body recovered and resuscitation attempted.

Services of crews (miscellaneous)—Continued.

RECOVERY OF BODIES—Continued.

Date.	Station.	Identity of bodies.	Circumstances, etc.
1909.			
May 17	Milwaukee, Wis., Lake Michigan.	A. McLennan, mate of the car ferry, Milwaukee, Wis.	Raft from which he was painting the car ferry capsized and he was drowned. Body recovered with grapnels.
17	Kewaunee, Wis., Lake Michigan.	Clyde Allie, Kewaunee, Wis.	Fell from a boat. Body recovered with grapnels and resuscitation attempted.
19	Great Egg, N. J.	Not identified.	Found in the surf by patrol.
21	Currituck Beach, N. C.	do.	Found in the surf by patrol. Surfmen made a box for the body and buried it near the station, as it was badly decomposed.
22	Old Chicago, Ill., Lake Michigan.	Ray Gatzke, Chicago, Ill.	Fell from retaining wall. Body recovered with grapnels.
25	Monmouth Beach, N. J.	Not identified.	Found in the surf.
26	City Point, Mass.	Unknown.	Picked up afloat and turned over to harbor police.
30	Milwaukee, Wis., Lake Michigan.	S. Grunski, Milwaukee, Wis.	Skiff capsized, and the occupant was drowned. Body recovered by surfmen.
30	Southside, Cal.	Unknown.	Committed suicide with a revolver. A surfman took charge of the body until the arrival of the coroner.
31	Milwaukee, Wis., Lake Michigan.	Otto Firnohr, Milwaukee, Wis.	Fell from the breakwater. Body recovered with grapnels.
June 5	Old Chicago, Ill., Lake Michigan.	Not identified.	Found floating in the lake about $\frac{1}{2}$ mile N. of station.
6	Louisville, Ky.	Donald Leroy Sale.	A 12-year-old boy. Drowned 8 miles SW. of station. Body recovered and turned over to relatives.
8	do.	Gilbert Lyons.	A 16-year-old boy. Drowned 1 mile W. of station. Surfmen hurried to the scene, took charge of the body, which had been taken from the water by his companions, and attempted to resuscitate the boy.
8	Point Adams, Oreg.	Unknown.	Keeper was notified that a body was tied up at the Desdemona Sands light-house to keep it from drifting away. Taken to station and held for coroner.
11	Fort Point, Cal.	Mrs. Caroline Steinman, San Francisco, Cal.	Found on the beach by a man. The keeper, who was notified, detailed a surfman to guard the body until the coroner arrived.
12	Grand Haven, Mich., Lake Michigan.	Burt Pipple.	Drowned from a capsized rowboat. Life-saving crew hurried to the scene, took charge of the body, which had been recovered before their arrival by persons near by, and attempted to resuscitate the man.
13	Charlotte, N. Y., Lake Ontario.	James Serth.	Fell off a pier. Body recovered and resuscitation attempted.
14	do.	Henry Barrett, Irondequoit, N. Y.	Fell into a boat slip. Body recovered and resuscitation attempted.
14	Old Chicago, Ill., Lake Michigan.	Not identified.	Picked up by U. S. steamer Search and turned over to the life-saving crew for delivery to the city authorities.
17	Frankfort, Mich., Lake Michigan.	H. Arman, Frankfort, Mich.	Fell off a pier. Station crew recovered the body within 8 minutes, but was unable to resuscitate him.
17	Milwaukee, Wis., Lake Michigan.	Stanly Spasoski.	Drowned while at work loading a steamer during the night. Body recovered by surfmen.
19	Napeague, N. Y.	Not identified.	Keeper found a badly decomposed body in the surf. Delivered to coroner.
19	Duluth, Minn., Lake Superior.	do.	Found floating in one of the slips. Taken ashore and turned over to police.
20	Napeague, N. Y.	do.	A surfman found a badly decomposed body on the beach. Turned over to coroner.
20	Ashtabula, Ohio, Lake Erie.	Unknown.	Drowned in a boat slip $\frac{1}{2}$ miles SE. of station. Body recovered and resuscitation attempted.
21	Louisville, Ky.	Norbert Watkins.	Drowned on the 20th, 8 miles SW. of station. Body recovered by station crew.
21	St. Joseph, Mich., Lake Michigan.	Unknown.	Station crew picked up the body of a young girl floating down the river.
23	Evanston, Ill., Lake Michigan.	do.	A small boy fell off a pier. Body recovered and resuscitation attempted.
25	Erie, Pa., Lake Erie.	do.	Drowned $\frac{1}{2}$ miles ESE. of station. Station crew hurried to the scene, took charge of the body, which had been recovered by the man's companions, and attempted to resuscitate him.
27	Hereford Inlet, N. J.	Wm. Brown, Anglesea, N. J.	Drowned while in bathing. Body recovered by keeper and delivered to proper authorities.

Services of crews (miscellaneous)—Continued.

RECOVERY OF BODIES—Continued.

Date.	Station.	Identity of bodies.	Circumstances, etc.
1909. June 27	South Chicago, Ill., Lake Michigan.	Not identified.....	A fisherman caught a body on his hook. Turned over to station crew for delivery to the police.
28	Fairport, Ohio, Lake Erie.	Unknown.....	A sailor from the steamer Chemung. Drowned while in swimming. Body recovered and turned over to proper authorities.
28	Old Chicago, Ill., Lake Michigan.	James Annacoli, Chicago, Ill.	Drowned 1½ miles S. of station while in swimming. Body recovered and delivered to proper authorities.
30	Jackson Park, Ill., Lake Michigan.	J. C. Olsen, Chicago, and Nellie J. Haakman, Pullman, Ill.	Drowned from a capsized boat. Station crew, in surfboat, hastened to the scene, recovered the bodies, and attempted resuscitation.

RECOVERY OF PROPERTY.

Date.	Station.	Description of property.	Circumstances of loss, recovery, etc.
1908. July 6	Ludington, Mich., Lake Michigan.	Bag of U. S. mail.....	Lost overboard from mail steamer. Recovered by dragging.
15	Point Adams, Oreg.....	Fish net, value \$250....	Drifted against a buoy and fishermen were unable to clear it. Station crew, in power lifeboat, pulled it clear of the buoy.
17	Velasco, Tex.....	2-horse team.....	Extricated from quicksands.
19	Frankfort, Mich., Lake Michigan.	Pocketbook.....	Found by a surferman. Supposed, from papers it contained, to have been lost by M. P. Peterson.
20	Point Adams, Oreg.....	2 fish nets, value \$500.	Found by station crew; owners notified.
24	Rocky Point, N. Y.....	82 bundles of laths.....	Adrift when recovered. Marine underwriter notified.
29	Old Chicago, Ill., Lake Michigan.	Horse and buggy, value \$310.	Fell off a wharf. Buggy and harness recovered with surfboat. The horse was drowned.
Aug. 2	Ashtabula, Ohio, Lake Erie.	Automobile.....	Embedded to the axles in sand. Hauled out on firm ground with tackles and sand anchor.
8	Ilwaco Beach, Wash.....	Part of fish net, value \$10.	Discovered in surf by patrol. Held for a claimant.
9	Sandy Point, R. I.....	Horse.....	Had broken away from its driver. Captured and returned.
13	Point Adams, Oreg.....	Log raft, value \$50,000.	Went adrift from its moorings and stranded. Keeper notified owner, and helped to secure raft, using the powerboat.
14	Cape Disappointment, Wash.	Gill net, value \$300....	Found by station crew, who towed the owner to the spot where it had been discovered.
23	Manomet Point, Mass...	Automobile.....	Stuck in the sand. Hauled out to the hard road with tackles.
27	Lone Hill, N. Y.....	2 fish nets.....	Assisted 2 aged fishermen in their efforts to recover their nets.
Sept. 6	Golden Gate, Cal.....	Horse and buggy.....	The horse ran away and got into a mire, where it was about to drown. Both horse and buggy were pulled out with tackles and lines.
6	Southside, Cal.....	Horse.....	In a dangerous position in a swamp in the Spring Valley Reservation.
13	Plum Island, Mass.....	Cranberries, value \$60.	Notified owner of cranberry bog that about 40 people were picking his berries. The thieves were apprehended before they could make off with their plunder.
15	Forked River, N. J.....	Sailor's chest.....	Found on the beach. It bore the name "Andrew Bundersen" painted on the lid, and contained one pair of overalls.
16	Long Beach, N. J.....	Horse and wagon.....	Extricated from quicksands.
20	Oswego, N. Y., Lake Ontario.	Horse, value \$100.....	Discovered swimming in the river alongside the dock, having evidently fallen in. The keeper, in the powerboat, placed a line around the animal's neck and towed it to a safe landing.
27	Chicamacomico, N. C....	A barrel of linseed oil..	Found on the beach. Turned over to wreck master.

Services of crews (miscellaneous)—Continued.

RECOVERY OF PROPERTY—Continued.

Date.	Station.	Description of property.	Circumstances of loss, recovery, etc.
1908. Sept. 27	Duluth, Minn., Lake Superior.	Anchor.....	Upon request of the Tomlinson Transportation Co. the station crew located and buoyed an anchor lost by one of the company's steamers.
28	Point of Woods, N. Y.	Fish net.....	Found in the surf. Held for claimant.
Oct. 11	Sturgeon Point, Mich., Lake Huron.	2 fish nets.....	Set in the surf, and in danger of being destroyed. Recovered with surfboat.
13	Fairport, Ohio, Lake Erie.	Gold watch, value \$40.	Lost overboard. Recovered with grapnels.
16	Niagara, N. Y., Lake Ontario.	Fish trap.....	Stranded near the station. Pulled into shoal water and taken apart.
19	Middle Island, Mich., Lake Huron.	Several thousand feet of hard-wood plank.	Recovered from water and held for claimant.
21	Bonds, N. J.	2 wagon loads of pine boards.	Recovered from surf and held for claimant.
21	Brigantine, N. J.	150 feet of pine boards.	Do.
25	Sturgeon Point, Mich., Lake Huron.	200 feet of white pine lumber.	Do.
Nov. 4	Two Rivers, Wis., Lake Michigan.	Buggy, value \$10.....	Found in the surf by the station patrol. Pulled out of water, and the city police notified.
5	Two Heart River, Mich., Lake Superior.	Fertilizer spreaders....	Picked up from surf and held for claimant.
10	Plum Island, Wis., Lake Michigan.	Horse.....	Fell into the water from a ferryboat. Animal towed ashore with surfboat.
Dec. 2	Galveston, Tex.	2 tarpaulins, value \$25.	Station watch discovered a thief taking the articles named from the British steamer Yucatan. Tarpaulins recovered and returned to vessel.
5	Tawas, Mich., Lake Huron.	Trap net, worth \$50....	Entangled, and would have been lost but for the assistance of the station crew.
23	Manomet Point, Mass...	Lobster car and a quantity of lobsters.	Broke adrift from moorings. Hauled out of breakers.
27	Southside, Cal.	Automobile.....	Ran off a boulevard into the water. Recovered with lines and tackles.
1909. Jan. 23	Sandy Hook, N. J.	2 pieces of gill net.....	Picked up on the beach and returned to owner.
24	Sandy Hook, N. J.	Case of lard.....	Found on the beach. Supposed to have come from the wrecked steamer Finance.
Feb. 5	Point Reyes, Cal.	Cow.....	Mired in a creek. Hauled out with a horse and sled.
14	Yaquina Bay, Oreg.....	Contents of a piano store.	The store was partially wrecked by a landslide, and was in danger of collapsing. Station crew helped to remove the contents of the building.
21	Golden Gate, Cal.	Automobile.....	Extricated from quicksands with station team.
23	Louisville, Ky.....	Barrel of whisky.....	Had rolled overboard from a wharf boat.
26	do.	Hog.....	Had fallen overboard, and was swimming when recovered.
27	Grays Harbor, Wash....	Horse.....	Had fallen overboard from a steamer.
Mar. 11	Louisville, Ky.....	Jackass.....	Had fallen overboard from a river steamer.
12	Core Bank, N. C.	Horse.....	Strayed away from the Cartaret Club, and came to the station. Caught and returned to owner.
17	Metomkin Inlet, Va.....	Cow, value \$40.....	Rescue 1 from a mire.
21	Core Bank, N. C.	Hog.....	Discovered in the sound, swimming toward the mainland. Rescued with a small boat.
21	Fort Point, Cal.	Raft, value \$235.....	Discovered adrift. Recovered with power lifeboat.
28	Chatham, Mass.....	Spar.....	Found on the beach by the patrol. Turned over to wreck commissioner.
Apr. 9	Newburyport, Mass.....	Horse and loaded wagon.	Mired in Plum Island Basin. Wagon load carried to firm ground with station team, after which horses and vehicle were released.
20	Two Mile Beach, N. J....	Rudder and tiller of power boat.	Found on the beach, and returned to owner.
29	Duluth, Minn., Lake Superior.	Quantity of lumber....	Owned by the Duluth Boat Club. Station crew assisted the care taker of the club to keep lumber from floating off the beach.
29	Frankfort, Mich., Lake Michigan.	Lumber.....	Set adrift by strong winds and about to be swept out into the lake. Station crew worked 2 days to help save it.

Services of crews (miscellaneous)—Continued.

RECOVERY OF PROPERTY—Continued.

Date.	Station.	Description of property.	Circumstances of loss, recovery, etc.
1909.			
Apr. 29	Kenosha, Wis., Lake Michigan.	Several timbers belonging to pier contractors.	Picked up adrift and made secure.
30	St. Joseph, Mich., Lake Michigan.	Hunting dog.....	Fell off a pier. Rescued by a surfman in a small boat.
30	Two Rivers, Wis., Lake Michigan.	Dock piling, value \$57.	Drifting out into lake. Recovered with small boat.
30	Kewaunee, Wis., Lake Michigan.	Cement caisson, value \$600.	Belonging to Corps of Engineers. Broke loose, and was drifting out into the lake when recovered. Towed in and moored to station dock.
May 2	San Luis, Tex.....	Automobile.....	Became disabled on the beach. Keeper hitched station horse to machine and hauled it clear of incoming tide.
2	Point Betsie, Mich., Lake Michigan.	4 large timbers.....	Valued at several hundred dollars. Found on beach $5\frac{1}{2}$ miles N. of station. Owner notified.
8	Manistee, Mich., Lake Michigan.	Saw logs, value \$50....	Drifting down the river. Picked up and held for claimant.
20	Cape Disappointment, Wash.	Gill net, value \$350....	Lost in the breakers. Recovered with power lifeboat, and returned to owner.
20	Point Adams, Oreg.....	Gill net.....	Located by station crew, who notified owners of discovery, and stood by in the power lifeboat while they recovered the net.
23	Sandy Point, R. I.....	Horse and wagon.....	Animal got loose from a hitching-post and strayed away. Found by patrol, and stabled overnight.
24	Salsbury Beach, Mass...	Car of lobsters and 20 lobster pots.	Picked up on beach and returned to owner.
June 2	Cape Disappointment, Wash.	Gill net, value \$300....	Lost in breakers. Power boat towed owners of net into North channel, and helped them to recover their property.
3	do.....	Gill net, value \$350....	Do.
4	do.....	2 gill nets, value \$700..	One of the nets was located by station crew in power lifeboat, and the owners were assisted in recovering it. The other net was recovered with surfboat.
8	do.....	Gill net, value \$350....	Lost in the breakers. Power boat towed owners of net into North channel, and helped them to recover their property.
14	Louisville, Ky.....	Cow, value \$50.....	Jumped overboard from a steamer. Towed ashore with one of the station boats.
15	Cape Disappointment, Wash.	Gill net, value \$300....	Picked up by crew in surfboat.
16	do.....	Gill net, value \$350....	Recovered from the breakers.
21	do.....	do.....	Do.
22	Harbor Beach, Mich., Lake Huron.	Horse and wagon, value \$150.	The horse, an unruly animal, was about to back off the dock when a surfman succeeded in getting him under control.
30	Aransas, Tex.....	Contents of buildings endangered by flood.	Saved during gale of wind, and while tide was rising.

ASSISTANCE AT FIRES.

Date.	Station.	Object on fire.	Circumstances of fire, service rendered, etc.
1908.			
July 2	Golden Gate, Cal.....	Dwelling.....	Discovered by station lookout. Flames held in check pending arrival of fire company.
11	Old Chicago, Ill., Lake Michigan.	Breakwater.....	One-third mile S. of station. Discovered by lookout, and fire tug summoned. Station crew held flames in check until arrival of tug.
17	Lewes and Cape Henlopen, Del.	Pier.....	Discovered by keeper of Lewes station, who, with the aid of the keeper of the Cape Henlopen station and several employees of the Marine Hospital station, extinguished the flames.
17	Southside, Cal.....	Brush.....	In Spring Valley Reservation. Discovered by lookout, and extinguished by station crew unassisted.

Services of crews (miscellaneous)—Continued.

ASSISTANCE AT FIRES—Continued.

Date.	Station.	Object on fire.	Circumstances of fire, service rendered, etc.
1908.			
Apr. 18	Gloucester, Mass	A camper's tent and contents.	Keeper assisted, with station fire extinguisher, in putting out flames.
31	Old Chicago, Ill., Lake Michigan.	Breakwater	Discovered by lookout and extinguished by surfmen.
Aug. 1	Charlevoix, Mich., Lake Michigan.	Pumping station	Flames subdued by crew with fire extinguishers.
1	South Haven, Mich., Lake Michigan.	Light and water plant.	Discovered by station lookout, and fire department notified. Crew rendered valuable assistance.
5	Fire Island, N. Y.	Beach grass	Put out by station crew unassisted.
5	Racine, Wis., Lake Michigan.	Pier	Fire extinguished by surfmen before it had made much headway.
8	Newburyport, Mass	Dwelling	House situated on Light-house Point. Valuable assistance rendered.
16	Sullivans Island, S. C. ...	Woodshed	Station crew prevented flames from spreading to adjoining residences.
20, 21	Pamet River and Highland, Mass.	Beach grass	Crews of the stations named worked 2 days assisting to subdue the fire.
21	Coquille River, Oreg.	Dwelling	Residence in Bandon, Oreg. Station crew helped to operate the town's fire apparatus.
24	South Haven, Mich., Lake Michigan.	Government pier	Discovered by a surfman soon after the fire started, and extinguished without difficulty.
26	Erie, Pa., Lake Erie	Brush	Put out by station crew after an hour's hard work.
26	Bois Blanc, Mich., Lake Huron.	Forest	Station crew fought fire in cooperation with private citizens.
27	Point Betsie, Mich., Lake Michigan.	.....do	Flames threatened nearby cottages. Crew worked with occupants of the cottages in extinguishing the flames.
Sept. 3	Portage, Mich., Lake Superior.	.....do	Assisted in fighting fire for 11 hours before it was brought under control.
6	Nome, Alaska	Office structure	Assisted fire department in subduing flames.
14	Bois Blanc, Mich., Lake Huron.	Forest	Summoned by distress signals from light-house. Station crew went to scene of fire in lifeboat, and worked continuously for 20 hours before the fire was put out.
15	Ocracoke, N. C.	Dwelling	Worked with buckets and extinguishers, but was able to save only the furnishings on the first floor. The house was totally destroyed.
22 to 27	Crisps, Mich., Lake Superior.	Forest	Fought fire from the 22d to 27th, inclusive, and saved much valuable property.
23	Nahant, Mass	Hotel	Building situated on Bass Point. Fire discovered by patrol at 4.30 a. m. Caretaker of hotel aroused and fire alarm rung.
26	Ocean City, Md.	Hotel, store, and dwelling (3 buildings).	Helped to get flames under control.
27	Old Chicago, Ill., Lake Michigan.	Breakwater	Blaze discovered by lookout, who notified the fire department.
Oct. 2	Southside, Cal.	Brush	In Spring Valley Reservation. Fire brought under control by station crew after an hour's hard work. It broke out later, but was finally extinguished.
15 to 23	Crisps, Mich., Lake Superior.	Forest	Fire fought by station crew from the 15th to the 23d, inclusive.
16, 17	Vermillion, Mich., Lake Superior.	.....do	Fire fought by station crew on the 16th and 17th.
18 to 24	Bois Blanc, Mich., Lake Huron.	.....do	Fire fought by station crew from the 18th to the 24th, inclusive.
20	Blue Point, N. Y.	Beach grass, and woods.	Several cottages endangered. Fire extinguished by station crew unassisted.
22 to 24	Erie, Pa., Lake Erie	Forest	Fire fought by station crew from the 22d to the 24th, inclusive.
27	Sallsbury, Mass	75 cottages	Discovered by station watch at 12.30 a. m. Fire department, police, and neighborhood aroused by crew, who also helped to fight the flames. All the cottages were consumed.
31	Charlotte, N. Y.	40 cottages	Buildings situated $\frac{1}{2}$ mile from station. Four members of life-saving crew assisted in fighting the flames.
Nov. 3	Bois Blanc, Mich., Lake Huron.	Forest	Station crew assisted citizens in fighting fire.
5	Erie, Pa., Lake Erie .....	.....do	Fire on peninsula. Assisted private citizens in putting it out.

Services of crews (miscellaneous)—Continued.

ASSISTANCE AT FIRES—Continued.

Date.	Station.	Object on fire.	Circumstances of fire, service rendered, etc.
1908.			
Nov. 6	North Scituate, Mass....	Cottage.....	Station crew reached the cottage 15 minutes ahead of the fire department, and assisted in extinguishing the blaze.
11	Golden Gate, Cal.....	Two dwellings.....	The prompt work of the station crew prevented the fire from spreading.
12	South Haven, Mich., Lake Michigan.	Pier.....	Fire put out by surfmen with buckets.
Dec. 3	Point Allerton, Mass....	Dwelling.....	Situated at Windermere, $\frac{3}{4}$ mile from station. Station crew were among the first to reach the fire, and worked steadily until it was under control.
4	Salisbury Beach and Newburyport, Mass.	Thirteen cottages.....	Situated $1\frac{1}{2}$ miles S. of Salisbury Beach station. Valuable assistance rendered by the crews of the 2 stations named.
26	Golden Gate, Cal.....	Cafe.....	Three-fourths mile S. of station. Life-saving crew performed valuable assistance.
1909.			
Jan. 12	Chicamacomico, N. C....	Store.....	Three-fourths mile SW. of station. Fire was discovered by the keeper, who dispatched several surfmen to aid in putting it out. Property to the value of \$500 was saved.
22	Galveston, Tex.....	Pier.....	Assisted fire department in fighting flames. The pier, valued at \$450,000, was completely destroyed.
Mar. 1	Avalon, N. J.....	Grass.....	Put out by crew with outside aid. Fire endangered several houses.
2	do.....	Cottage.....	The owner, who was sleeping inside, was rescued by the surfmen. The flames were subdued by the combined efforts of the station crew and the local fire company.
5	Southside, Cal.....	Grass.....	Extinguished after a half hour's hard work.
18	Spring Lake, N. J.....	Cottage.....	Discovered by a patrolman, who called out the local fire company and assisted in extinguishing the flames.
19	Portsmouth Harbor, N. H.	Dwelling.....	Fire discovered by lookout. Flames subdued after an hour's effort.
23	Amagansett, N. Y.....	Forest.....	Extinguished by station crew unassisted.
24	Southside, Cal.....	Dwelling.....	Discovered by patrol at 9.40 p. m. Station crew soon had the fire under control.
Apr. 6	Potunk, N. Y.....	Grass.....	Discovered by patrol. Put out by station crew unassisted.
23	Bay Head, N. J.....	Carpenter shop.....	Station crew assisted in extinguishing flames and saving other property in the vicinity.
24	Amagansett, N. Y.....	Boathouse.....	Station crew succeeded in saving fishing gear from the burning building.
29	Deer Park, Mich., Lake Superior.	Dwelling.....	Building destroyed. Station crew were instrumental in saving nearby property.
May 1	Old Chicago, Ill., Lake Michigan.	Elevator.....	After the fire had been extinguished, part of the structure remained standing. A cable was fastened to the ruins by means of a line fired by the Lyle gun. A locomotive, hooked to the cable, pulled down what remained of the structure.
2	Coquille River, Oreg....	Warehouse.....	Extinguished by station crew, working in cooperation with citizens.
6	Duluth, Minn., Lake Superior.	Dwelling.....	Put out by crew and private parties, working together.
12	Frankfort, Mich., Lake Michigan.	Warehouse.....	Discovered by lookout. Station crew responded in surfboat, and extinguished flames with force pump before much damage was done.
15	Point Lookout, N. Y....	Grass.....	Extinguished by crew with outside assistance.
June 4	Two Rivers, Wis., Lake Michigan.	Derrick.....	Discovered about 1 a. m. Extinguished by station crew, unassisted, before it had gained much headway.
13	Golden Gate, Cal.....	Grass.....	Discovered by patrol at 3 a. m. Put out by station crew unassisted.
21	St. Joseph, Mich., Lake Michigan.	Shed.....	Discovered by patrol at 3.30 a. m., and put out by him, unassisted.
27	Fletchers Neck, Me.....	Grass.....	Extinguished by station crew with outside assistance. The fire threatened the station and a number of cottages nearby.

Services of crews (miscellaneous)—Continued.

TRANSPORTATION FURNISHED.

Date.	Station.	Branch of public service assisted.	Service rendered, etc.
1908.			
July 5	Holland, Mich., Lake Michigan.	2 passengers from steamer Nyack.	Brought ashore in small boat.
7	Cleveland, Ohio, Lake Erie.	4 men from barge John Fritz.	Brought ashore in power lifeboat, the wind being too high for them to land in their own boat.
20	Middle Island, Mich., Lake Huron.	2 friends of light keeper	Taken to mainland in power small boat.
26	do.	Master of yacht and some friends.	Brought ashore from yacht.
29	Thunder Bay Island, Mich., Lake Huron.	Light keeper's sister and her child.	Taken to Alpena in power boat to catch a train.
Aug. 8	Point of Woods, N. Y.	Mr. Richard Street.	Taken to mainland in power boat to engage services of an undertaker.
12	White River, Mich., Lake Michigan.	Body of man who had died aboard a launch.	Body taken in surfboat from Hayward Park dock to a cottage at San Juan.
27	Gay Head, Mass.	B. J. Attaguin and son.	Brought ashore from their boat, their tender having been lost.
30	Fishers Island, N. Y.	Mrs. Doctor McKenzie.	Taken sick while visiting station. Given transportation to Noank in power surfboat.
30	Thunder Bay Island, Mich., Lake Huron.	Owner of gas. yt. Princess.	Engine of yacht broken down. Owner carried to Alpena to get material for making repairs.
Sept. 4	Middle Island, Lake Huron.	Man who had been making repairs to light-house.	Taken to mainland.
8	Thunder Bay Island, Mich., Lake Huron.	Party of 7 from yt. Ninyah.	Landed party at station in surfboat.
15	Nome, Alaska.	3 officers of the revenue cutter Thetis.	Put aboard their vessel, their own boat having failed to come ashore for them.
16	Fishers Island, N. Y.	Master of burned lch. Robert Palmer.	Carried in power boat from the island to Stonington, Conn.
18	Waaddah Island, Wash.	An officer of the Revenue-Cutter Service.	Visiting the station on official business. Put aboard his vessel.
20	City Point, Mass.	7 men from a disabled power boat.	Brought, in station launch, to a landing.
Oct. 6	Middle Island, Mich., Lake Huron.	Master of tug Ottawa.	Brought ashore to send a telephone message and put back aboard his vessel.
19	Cape Disappointment, Cal.	An acting postmaster.	Carried, with post-office supplies, to Ilwaco.
25	North Manitou Island, Lake Michigan.	2 fishermen, who had drifted across lake in a disabled boat.	Surfmen went across lake in power small boat and brought them back.
29	Louisville, Ky.	The mayor, and the chief of the city fire department.	Carried to the head of the falls to inspect certain improvements going on there.
Nov. 1	Middle Island, Mich., Lake Huron.	Underwriters' agent.	Given transportation from the mainland to the island and back.
9	Point Allerton, Mass.	A reporter of the Boston Herald.	Taken out to Bug light and back in the surfboat.
12	Hog Island, Va.	A traveling preacher.	Carried across the inlet.
15	Harbor Beach, Mich., Lake Huron.	Acting coroner, undertaker, and coroner's jury.	Put aboard the barge Selden E. Marvin to investigate the death of a sailor. Landed same party and the corpse on the 16th and again took party out to continue investigation.
17	Lewes, Del.	A compass adjuster.	Brought ashore from a vessel whose compasses he had adjusted.
17	Wallops Beach, Va.	A traveling preacher.	Taken to Assateague Beach in the surfboat.
Dec. 2	Oswego, N. Y., Lake Ontario.	Keeper of beacon light.	Taken to his station in the surfboat, the sea being too high for light keeper to use his own boat.
6	Port Austin, Mich., Lake Huron.	Keeper of Port Austin light station and assistant.	Landed from the light station with their baggage, the season of navigation having closed.
6	Middle Island, Mich., Lake Huron.	3 women.	Carried from the island to mainland in surfboat.
7	Harbor Beach, Mich., Lake Huron.	The purser and 2 sailors from the str. Lagonda.	Brought ashore in lifeboat. The purser and one of the sailors were also carried back to the vessel.
12	Ditch Plain, N. Y.	3 fisherman.	Carried from the station to the nearest railroad.
20	Middle Island, Mich., Lake Huron.	Keeper of Middle Island light, and his wife.	Carried from the island to mainland.

Services of crews (miscellaneous)—Continued.

TRANSPORTATION FURNISHED—Continued.

Date.	Station.	Branch of public service assisted.	Service rendered, etc.
1909.			
Jan. 2	Maddequet, Mass.....	Overseer of humane society houses.	Carried to Tuckernuck Island on tour of inspection.
25	Damiscove Island, Me....	A woman whose husband had died on the 23d.	Landed at Boothbay Harbor. She had no other way of getting to the mainland.
28	San Luis, Tex.....	A man whose automobile had stalled in the sand.	Taken by station team 5 miles up the beach to a place where a rig could be obtained.
Feb. 2	Bellport, Blue Point, Lone Hill, and Point of Woods, N. Y.	A party of 4 women and 1 man, whose power boat had frozen in off Fire Island.	Carried to Smiths Point by team relay from station to station, where a stage was obtained to take party to Bayshore—their destination.
14	Hunniwells Beach, Me....	Assistant keeper of Seguin light station, who was ill.	Carried from station to Boothbay Harbor for medical attention.
Mar. 5	Sandy Hook, N. J.....	Crew of sc. Benjamin Frith.	Placed aboard ship with power lifeboat. The crew had lost the yawl in which they came ashore.
9	Saluria, Tex.....	Inspector of eighth light-house district.	While on tour of inspection carried in supply boat from Port Lavaca to Saluria life-saving station.
31	Chicamacomico, N. C....	Officer in charge of a government surveying party and 2 assistants.	Hauled party and some lumber to Loggerhead Inlet.
Apr. 1	.....do.....	.....do.....	Party carried to New Inlet; also hauled to the Inlet a load of lumber for surveyors.
22	Fishers Island, N. Y.....	Assistant keeper of Latimer Reef light.	Taken to Stonington, Conn., in surfboat to catch a train for New York.
May 1	Cleveland, Ohio, Lake Erie.	Masters of 3 steamers anchored in harbor.	Placed aboard their vessels.
3	Aransas, Tex.....	A bar pilot.....	Put aboard an inbound tug. Pilot was unable to cross bar in his own boat.
25	Point Adams, Oreg.....	A resident of Point Adams.	Carried in power lifeboat to Astoria to the bedside of his wife, who was in a hospital dangerously ill.
30	Racine, Wis., Lake Michigan.	Officials of Racine Water Co.	Carried out in surfboat to take soundings in the vicinity of a leak in an intake pipe.
June 1	Holland, Mich., Lake Michigan.	Master of launch Toad.	Carried in surfboat out to his vessel, 6 miles from station, with supply of gasoline.
5	Point Allerton, Mass....	Keeper of Boston light, and his family.	Carried out to light-house in power boat.
6	Plum Island, Wis., Lake Michigan.	Crew of 3 from lch. Lilly Amiot.	Carried to Detroit Harbor in power lifeboat. The launch had caught fire and blown up, having been loaded with gasoline and dynamite. Her crew escaped.

ASSISTANCE TO OTHER BRANCHES OF THE GOVERNMENT.

1908.			
July 19	Assateague Beach, Va....	Light-House Establishment.	Reported to light-house inspector that Chincoteague Inlet bell buoy had broken adrift and was on the beach.
24	Gilberts Bar, Fla.....	Coast and Geodetic Survey.	Keeper, in power small boat, ran ranges for surveyors to take soundings—their boats drawing too much water for that purpose.
Aug. 2	Sandy Point, R. I.....	State lobster commissioner.	Keeper, upon getting information that a catboat with stolen lobster pots was heading for Point Judith, notified the state lobster commissioner.
8	Golden Gate, Cal.....	Light-House Establishment.	International code signals from Mile Rock light-house were read by lookout, and the message transmitted to the light-house inspector.
Sept. 16	Barnegat, N. J.....	.....do.....	Keeper reported to the district light-house inspector that Barnegat sea buoy had disappeared.
17	Point Judith, R. I.....	.....do.....	Keeper reported to the district light-house inspector that the bell buoy at the entrance to Point Judith breakwater was missing.

Services of crews (miscellaneous)—Continued.

ASSISTANCE TO OTHER BRANCHES OF THE GOVERNMENT—Continued.

Date.	Station.	Branch of public service assisted.	Service rendered, etc.
1908.			
Sept. 17	Yaquina Bay, Oreg....	Light-House Estab- lishment.	Keeper, in surfboat, sounded the bar about two hours before high water, and reported the results to the light-house inspector.
27	Thunder Bay Island, Mich., Lake Huron.	.....do.....	The well supplying the boiler of the fog signal station went dry, and for 16 days the life-saving crew hauled water on a car from the lake to the tower in order to keep the signal going.
Oct. 6	Yaquina Bay, Oreg....	.....do.....	Station crew, in surfboat, cleared No. 6 buoy, which had become fouled by an old wharf.
15	Humboldt Bay, Cal....	.....do.....	Station crew, in surfboat, assisted to recover a buoy that had dragged out from the bay.
23	Galveston, Tex.....	.....do.....	Station watch discovered Galveston beacon No. 1 blown down. Keeper went out to light-ship and reported his discovery to her master.
29	Thunder Bay Island, Mich., Lake Huron.	.....do.....	Upon request of master of steamer Margold, station crew shifted 21 tons of coal from the dock to a nearby fog-signal station.
Nov. 10	.....do.....	Corps of Engineers....	Located and buoyed the wreck of the steamer Grecian, sunk about 2 years previously.
14	Metomkin Inlet, Va....	Light-House Estab- lishment.	Upon request of light-house inspector, keeper and crew assisted to replace buoys in the inlet.
16	San Luis, Tex.....	Corps of Engineers....	Took a message across San Luis pass to the schooner Susie for the U. S. Engineering Department.
Dec. 7	Gloucester, Mass.....	Light-House Estab- lishment.	Keeper reported to light-house inspector that Normans Woe bell buoy had capsized.
8	Oak Island, N. Y.....	.....do.....	Assisted the buoy tender to shift the bar buoy.
11	Fort Point, Cal.....	U. S. Weather Bureau.	Helped to pick up, cut, and splice in a new piece to the weather bureau cable to the Farallone Islands.
15	Galveston, Tex.....	Light-House Estab- lishment.	Reported to the master of the light-ship that the white beacon light was not burning.
1909.			
Jan. 5	Barnegat, N. J.....	.....do.....	Reported to light-house inspector that the channel at Barnegat Inlet had changed, that the buoys were misleading, and that two of them were in shallow water.
7	Sandy Hook, N. J....	.....do.....	Reported to light-house inspector that a black can buoy was ashore near the station.
21	Plum Island, Wis., Lake Superior.	Post-Office Depart- ment.	Assisted mail carrier over to Plum Island and part way back through the rough ice.
Feb. 1	Barnegat, N. J.....	Light-House Estab- lishment.	Reported to light-house inspector that the bell buoy at the entrance to the inlet had disappeared.
1	Harvey Cedars, N. J....	.....do.....	Located Barnegat bell buoy 2½ miles SE. of station, and notified light-house inspector.
1	Cobb Island, Va.....	.....do.....	Reported to light-house inspector a bell buoy ashore on Cobb Island.
1	Plum Island, Wis., Lake Superior.	Post-Office Depart- ment.	Assisted mail carrier through the rough ice to Detroit Harbor with 5 days' mail.
2	Barnegat, N. J.....	Light-House Estab- lishment.	Reported to light-house inspector that obstruction buoy No. 1 had been moved by drift ice.
6	Assateague Beach, Va.	Revenue-Cutter Serv- ice.	Delivered messages to, and received letters from, the commanding officer of the revenue-cutter Onondaga.
9	.....do.....	.....do.....	Went to Chincoteague in power lifeboat and recovered a hawser belonging to the cutter Onondaga, which had been left on the stranded schooner Wharton.
22	Burnt Island, Me.....	Light-House Estab- lishment.	Reported the bell buoy off Old Cilley Ledge out of position.
24	Salisbury Beach, Mass.	.....do.....	The patrol discovered that a pole, on which a range light for entering the Merrimac River was set, was adrift and in danger of floating out to sea. He secured it, and notified the keeper.
Mar. 5	Barnegat, N. J.....	.....do.....	Notified light-house inspector that buoy No. 7 had been dragged out of position.
6	Wachapreague, Va....	.....do.....	Assisted the light-house tender Maple in placing buoys at Wachapreague Inlet.
14	Point Reyes, Cal.....	U. S. Weather Bureau.	Crew went out in lifeboat and assisted to pick up cable used by the Weather Bureau.
15	Plum Island, Wis., Lake Michigan.	Post-Office Depart- ment.	Went out in iceboat and assisted mail carrier to get through with his mail.

Services of crews (miscellaneous)—Continued.

ASSISTANCE TO OTHER BRANCHES OF THE GOVERNMENT—Continued.

Date.	Station.	Branch of public service assisted.	Service rendered to, etc.
1909.			
Mar. 18	Yaquina Bay, Oreg.	Light-House Establishment.	Reported the whistling buoy adrift. On the 19th reported it ashore 3 miles S. of the bay.
19	Gloucester, Mass.	do.	
26	Point Judith, R. I.	do.	Reported to light-house inspector that the bell buoy on Normans Woe reef had gone adrift.
26	Point Judith, R. I.	do.	Reported to light-house inspector that the bell buoy off the breakwater had turned bottom up.
30	Humboldt Bay, Cal.	do.	Reported to light-house inspector that the red spar buoy off the outer end of the south jetty had gone adrift.
Apr. 6	Port Austin, Mich., Lake Huron.	do.	Transported to light-house in surfboat keeper of Port Austin Reef light and about one-half ton of machinery.
7	Plum Island, Wis., Lake Michigan.	do.	Reported to the light-house inspector that two buoys marking the channel between Plum and Washington islands had been dragged out of position by the ice.
20	Point Bonita, Cal.	Corps of Engineers.	Worked 2 hours in surfboat helping army engineers make a survey for a new wharf.
29	Racine, Wis., Lake Michigan.	Light-House Establishment.	Took light keeper out to breakwater in surfboat to trim lamp in light-house there, the sea being too heavy for him to venture out in his own boat.
May 1	Plum Island, Mass.	do.	Reported to light-house inspector that a nun buoy had drifted ashore near the station.
1	Cuttyhunk, Mass.	do.	Notified light-house inspector that one of the buoys of Canapitset channel had disappeared.
2	Damsicove Island, Me.	do.	Notified light-house inspector that Bantam Ledge buoy was gone.
2	Point Betsie, Mich., Lake Michigan.	do.	The revolving light stopped at 2.10 a. m. Light-house keeper notified.
4	Gilgo, N. Y.	Revenue-Cutter Service.	Helped revenue-cutter Seneca land some wreckage on the beach.
9	Cobb Island, Va.	Light-House Establishment.	Reported to light-house inspector that a buoy in Cobb Island Inlet had broken adrift.
15	Racine, Wis., Lake Michigan.	do.	Received an important message for the assistant keeper of the Racine River light-house, and notified him by international code of its receipt.
18	Little Egg, N. J.	do.	Station crew in surfboat picked up a buoy adrift and towed it to buoy house.
24	Brant Rock, Mass.	do.	Notified light-house inspector that the bell buoy at Howlands Ledge was out of place.
24	Barnegat, N. J.	do.	Notified light-house inspector that the bar buoy had dragged out of position.
24	Sabine Pass, Tex.	do.	Picked up a spar buoy adrift, towed it ashore, and secured it.
26	Sandy Hook, N. J.	Revenue-Cutter Service.	Helped the revenue cutter Mohawk land a large piece of wreckage on the beach.
June 2	South Haven, Mich., Lake Michigan.	Light-House Establishment.	Informed light keeper at 1.45 a. m. that the beacon light was not burning. Notified him at 3.45 a. m. that it was again out.
13	White River, Mich., Lake Michigan.	do.	Light keeper informed that his light had stopped revolving.
25	Point Adams, Oreg.	Customs Service.	Upon request of customs officials at Astoria, station crew helped search a steamer from Mexico suspected of smuggling.
29	Humboldt Bay, Cal.	Light-House Establishment.	Notified the light-house inspector that the black spar buoy on the outer end of the jetty at the entrance to Humboldt Bay was missing.
30	White Head, Me.	Revenue-Cutter Service.	Keeper stopped the revenue-cutter Woodbury and delivered a message to her from the Rockland custom-house.

UNCLASSIFIED.

Date.	Station.	Service rendered, etc.
1908.		
July 12	Core Bank, N. C.	Fuel furnished keeper of Harbor Island Bar light-house, whose supply of wood and coal had been carried away by a storm.
13	Coquille River, Oreg.	Destroyed a derelict fish boat discovered 3½ miles W. of station.
24	Nome, Alaska.	Delivered a message from the master of the gasoline launch Diamond L. to the captain of the revenue cutter Thetis.
Nov. 1	Gloucester, Mass.	Keeper discovered that a cottage belonging to a Mr. Hamilton had been broken into, and reported the facts to the caretaker.

Services of crews (miscellaneous)—Continued.

UNCLASSIFIED—Continued.

Date.	Station.	Service rendered, etc.
1908.		
Nov. 27	Ludington, Mich., Lake Michigan.	Replaced a light on breakwater construction, the lantern having been washed away the previous night.
Dec. 31	Salisbury Beach, Mass.....	Boarded up the windows of 2 summer cottages that had been broken into, and reported the depredation to the owners and the police.
1909.		
Jan. 10	Plum Island, Wis., Lake Michigan.	Surfmen assisted to bring a corpee across the ice to Washington Island.
10	Point Adams, Oreg.....	Helped to free a railroad train stalled in a snowdrift near the station.
23	White Head, Me.....	Went to Spruce Head, Me., in the surfboat and brought back a coffin for the remains of one Reuben Wiley. The station crew also carried the corpee to Spruce Head when it had been prepared for burial.
23	Damsicove Island, Me.....	Went to mainland in power boat and notified an undertaker to come for the body of a Mr. Greenlaw.
31	Santa Rosa, Fla.....	Towed in and beached a derelict skiff discovered in the track of travel.
Feb. 4	Aransas, Tex.....	Constructed a coffin for the body of a child, the father being too poor to buy one.
Mar. 7	Hunnwells Beach, Me.....	Carried the remains of a woman across the river for burial.
26	Golden Gate, Cal.....	Keeper received a telegraphic message that 2 ruffians were holding up an old man near Point Lobos hill. He immediately borrowed an automobile, picked up a policeman, and sped to the rescue. They reached the scene of the hold-up in time to catch the robbers and save the victim from harm. It turned out that the men arrested were hardened criminals wanted for other offenses.
Apr. 16	Middle Island, Mich., Lake Huron.	Transported in supply boat a load of furniture from the mainland to the light-house.
16	Charlevoix, Mich., Lake Michigan.	Upon request of the Nessen Steamboat Co., keeper went up to Pine Lake to investigate ice conditions with the view of ascertaining whether the company mentioned could get their boats through to East Jordan.
19	Harbor Beach, Mich., Lake Huron.	Officials of the Pere Marquette R. R. were notified that rains had undermined a culvert on their line.
29	Evanston, Ill., Lake Michigan.	The south patrol discovered that an arc light pole had blown down, and that a live wire lay across the sidewalk. The police were notified.
30	Duluth, Minn., Lake Superior.	A supply of provisions was carried out to the wife of a shipkeeper aboard the steamer Steel King, her husband having been prevented by bad weather from getting to his vessel.
May 1	Middle Island, Mich., Lake Huron.	Carried a quantity of household furniture out to the keeper of lightship No. 89.
8	Squan Beach, N. J.....	Picked up a bottle containing the following message: "Our last struggle. We are bound to be lost at sea, 22 miles from New York. Please notify our friends at Roanoke, Va. (Signed) C. C. Carter, D. P. Copenhagen. May 7, 1908." Notified Philadelphia Maritime Exchange and Sandy Hook.
21	Grand Haven, Mich., Lake Michigan.	Assisted at a wreck on an electric line across the river. Also helped to remove 1 body and 2 badly injured men from the wreck, giving "first aid" to the latter.
28	Brant Rock, Mass.....	Righted a coal wagon that had upset near the station, and made necessary repairs.
June 1	Louisville, Ky.....	About 1 a. m. the station watch saw a thief rob a man who was asleep. After the robbery had been committed he kept track of the thief through his glasses and observed where he took refuge, then notified the police. The robber was caught with his booty.

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

1909.

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NOTE.—Brief narrative accounts of the casualties included in the following statistical tables are found under the chapter headed “Services of life-saving crews,” beginning on page 71.

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Table of casualties, season of

DISTRICT NO. 1.—EMBRACING COASTS

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1908.					
July 24	Cranberry Islands.....	5 mi. WSW...	Sc. Willie L. Swift.....	69	Bucksport, Me....
Aug. 17	.....do.....	Bakers Island.	Sc. Three Sisters.....	302	Boston, Mass.....
19	Cross Island.....	12 mi. SE.....	Sc. Corinto (Br.).....	100	Parrsboro, N. S...
31	Portsmouth Harbor...	500 yds. WSW.	Sc. bge. Pine Forest.....	910	Philadelphia, Pa..
Sept. 5	Great Wass Island....	Duck Ledges..	Sc. Mimie Davis.....	27	Portland, Me.....
17	Burnt Island.....	4 mi. E. $\frac{1}{2}$ N....	Sc. L. D. Remick.....	64	Rockland, Me.....
26	Portsmouth Harbor...	$\frac{1}{2}$ mi. NNE.....	Slp. Mystic Belle.....	90	Gloucester, Mass..
Oct. 30	Cross Island.....	5 mi. SW.....	Sc. Rowena (Br.).....	8	St. John, N. B....
31	Fletchers Neck.....	Negro Island Bar.	Sc. Willis & Guy.....	109	Belfast, Me.....
Nov. 2	White Head.....	$1\frac{1}{2}$ mi. E.....	Sc. W. O. Nettleton.....	55	Castine, Me.....
4	Fletchers Neck.....	$1\frac{1}{2}$ mi. N.....	Sc. Nettle Champion.....	445	Somers Point, N. J.
5	Great Wass Island....	$1\frac{1}{2}$ mi. W. $\frac{1}{2}$ S.	Sc. Ida May (Br.).....	128	St. John, N. B....
6	Quoddy Head.....	4 mi. ENE.....	Sc. Fredricka Schepp..	268	New York, N. Y..
13	White Head.....	$1\frac{1}{2}$ mi. E.....	Sc. New Boxer.....	60	Southwest Harbor, Me.
17	Portsmouth Harbor...	NE. $\frac{1}{2}$ E.....	Sc. Spartel.....	132	Eastport, Me.....
23	Burnt Island.....	4 mi. NW.....	Sc. yt. Gardetta.....	22	Salem, Mass.....
Dec. 1	Cross Island.....	.....do.....	Bkn. Shawmut.....	408	Boston, Mass.....
2	Cranberry Islands....	2 mi. WNW...	Sc. Mary J. Elliott.....	53	Belfast, Me.....
2	Burnt Island.....	$3\frac{1}{2}$ mi. NE.....	Sc. Charles E. Wyman...	234	Bangor, Me.....
2	Hunniwells Beach....	1 mi. ESE.....	Sc. Mary E. Olys.....	224	Bath, Me.....
3	Burnt Island.....	$3\frac{1}{2}$ mi. NE.....	Sc. Marion Draper.....	183	Boothbay, Me....
11	.....do.....	10 mi. NE. by E.	Sc. Red Jacket.....	116	.....do.....
16	Hunniwells Beach....	$\frac{1}{2}$ mi. NNE.....	Str. Eldorado.....	96	Bath Me.....
1909.					
Jan. 16	White Head.....	$\frac{1}{2}$ mi. SSE.....	Sc. Hattie C. Luce.....	335	Rockport, Me....
20	Quoddy Head.....	2 mi. ENE.....	Sc. Helen Beatrice (Br.)..	29	St. Andrews, N. B.
21	Damscove Island.....	5 mi. NNE.....	Sc. Manuel R. Cuza.....	298	Portland, Me.....
27	White Head.....	2 mi. E.....	Sc. Nelson Y. McFarland..	69	Castine, Me.....
28	Great Wass Island....	Egg Rock.....	Sc. Golden Ball.....	291	Portland, Me.....
Feb. 10	White Head.....	$8\frac{1}{2}$ mi. NE.....	Sc. Georgia.....	350	New York.....
Mar. 8	Damscove Island.....	5 mi. N. by E..	Sc. Lizzie May.....	43	Machias, Me.....
Apr. 20	Portsmouth Harbor...	1 mi. NW.....	Sc. Minnie Slauson.....	317	Ellsworth, Me....
22	Cross Island.....	5 mi. SW.....	Sc. Rebecca W. Huddell..	256	Boston, Mass.....
24	White Head.....	3 mi. E.....	Sc. Eliza Levensaler.....	159	Thomaston, Me....
26	Quoddy Head.....	3 mi. NE.....	Sc. General Scott.....	83	Calais, Me.....
29	Burnt Island.....	5 mi. N.....	Sc. Regina.....	147	Boston, Mass.....
30	Portsmouth Harbor...	Portsmouth Harbor.	Sc. Herman F. Kimball...	125	Rockport, Me....
May 5	White Head.....	7 mi. NE.....	Sc. Dorothy.....	70	Salem, Mass.....
9	Cross Island.....	$\frac{1}{2}$ mi. S.....	Sc. Hiram.....	67	Calais, Me.....
11	White Head.....	4 mi. S.....	Sc. Daniel McLeod.....	295	Rockland, Me....
13	Damscove Island....	$\frac{1}{2}$ mi. SW.....	Slp. Francis M. Parker....	13	Gloucester, Mass..
June 14	Great Wass Island....	$\frac{1}{2}$ mi. SW.....	Sc. E. S. Wilson.....	24	Deer Isle, Me....
24	Cross Island.....	5 mi. SW.....	Sc. Phoenix (Br.).....	406	Parrsboro, N. S...
24	Hunniwells Beach....	6 mi. N. by W.	Sc. Sunbeam.....	108	Bath, Me.....
	Total.....	.....	.....	.....	.....

NOTE.—For summary of foregoing table see page 13.

1909—documented vessels.

OF MAINE AND NEW HAMPSHIRE.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
Southwest Harbor to Swan Island, Me.		\$1,500		\$1,500		5			
St. John, N. B., to Elizabeth City, N. C.	Lumber...	4,000	\$3,600	7,600	\$7,600	6		6	6
Parrsboro, N. S., to Seal Island, Me.	Coal.....	2,000	1,000	3,000	2,000	4			
Philadelphia to Portsmouth, N. H.	.....do.....	9,320	1,900	11,220	1,500	5			
Millbridge to Jonesport, Me.		1,200		1,200	10	3			
Long Cove to Rockland, Me.	Wood.....	600	200	800		3			
On fishing trip.....		500		500		2			
St. John, N. B., to Salem, Mass.	Lumber...	2,000	1,500	3,500	800	4			
Boston to Bangor, Me.....	Phosphate	3,500	8,000	11,500		7			
Portland to Brookville, Me..	General...	800	1,200	2,000		3			
Philadelphia to Saco, Me....	Coal.....	1,500	2,000	3,500		6			
New York to St. John, N. B.	.....do.....	3,000	1,000	4,000	4,000	5		2	4
New York to Eastport, Me..	.....do.....	5,000	1,700	6,700		6			
Bangor to Thomaston, Me..	Lumber...	600	1,500	2,100		15			
New York to St. Andrews, N. B.	Coal.....	5,000	1,000	6,000	500	5			
Cushing to Portland, Me....	L o b s t e r traps.	2,100	100	2,200	2,200	2			
St. John, N. B., to New York.	Lumber...	4,000	6,000	10,000	10,000	7			
Islesford to Belfast, Me.....		300		300		3			
Bangor, Me., to New York	Lumber...	6,000	8,000	14,000		6			
New York to Hallowell, Me..	Coal.....	7,000	2,500	9,500		5			
Bangor, Me., to Boston.....	Lumber...	1,500	3,000	4,500		5			
Thomaston, Me., to Boston.	Lime.....	1,500	1,500	3,000		4			
At wharf.....		9,500		9,500	9,500				
Portland to Rockport, Me....		13,000		13,000		6			
On fishing trip.....		700		700		5			
New York to St. John, N. B.		5,000		5,000		6			
Castine, Me., to Boston.....	Oil tank...	800	1,000	1,800		3			
New York to St. John, N. B.		7,000		7,000	7,000	6		6	18
Portland, Me., to St. John, N. B.		8,000		8,000	8,000	6			
Portland to Boothbay, Me..		2,000		2,000	25	5			
St. John, N. B., to New York.	Lumber...	7,000	4,000	11,000		8			
St. John, N. B., to Norwalk, Conn.	.....do.....	5,000	4,000	9,000	9,000	6			
Rockland to Thomaston, Me.		4,000		4,000	25	2			
Boston to Calais, Me.....		1,200		1,200		3			
Boston to Cushing, Me.....		12,000		12,000		26			
Rockland, Me., to Boston...	Lime.....	3,000	1,500	4,500	1,950	5			
Stag Island to Rockport, Me.		8,000		8,000	1,200	12			
Boston to Eastport, Me....		800		800		3			
Boston to Rockland, Me....		7,000		7,000		5			
Kennebunk to Boothbay Harbor, Me.		1,000		1,000		5			
Stonington to Jonesport, Me.	Machinery	1,000	2,000	3,000		5		2	2
St. John, N. B., to New York.	Lumber...	10,000	4,000	14,000	7,000	9			
		1,000		1,000		4			
		169,920	62,200	232,120	72,325	228		16	30

Table of casualties, season of

DISTRICT NO. 1.—EMBRACING COASTS

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Name of vessel.	Description of vessel.
1908.				
Aug. 4	Fletchers Neck.....	Negro Island Bar....	No name.....	Sloop.....
20	Burnt Island.....	$\frac{7}{8}$ mi. NE.....	do.....	do.....
20	Rye Beach and Wallis Sands.	$1\frac{1}{2}$ mi. ENE. Rye Beach Sta.	do.....	do.....
27	Portsmouth Harbor.....	$1\frac{1}{2}$ mi. S.....	do.....	Small boat.....
27	Hampton Beach.....	$\frac{1}{2}$ mi. SE.....	do.....	Fish boat.....
28	Portsmouth Harbor.....	1 mi. NE.....	do.....	Gas. lch.....
30	Hunniwells Beach.....	$\frac{3}{4}$ mi. N.....	do.....	do.....
31	Burnt Island.....	3 mi. NE.....	Nab.....	do.....
Sept. 3	Rye Beach.....	$4\frac{1}{2}$ mi. SE.....	No name.....	do.....
9	Hunniwells Beach.....	$\frac{1}{2}$ mi. S.....	Walter.....	do.....
14	Burnt Island.....	7 mi. NNE.....	No name.....	Sloop.....
14	Hunniwells Beach.....	$\frac{3}{4}$ mi. E.....	do.....	Gas. lch.....
15	do.....	do.....	do.....	do.....
18	White Head.....	$1\frac{1}{2}$ mi. NE.....	Ceetta S.....	Sloop.....
18	Hampton Beach.....	$\frac{1}{2}$ mi. ESE.....	No names.....	Fish boats.....
26	Damiscove Island.....	$\frac{3}{4}$ mi. N.....	Mabel Faun.....	Sloop.....
Oct. 4	Hunniwells Beach.....	$2\frac{1}{2}$ mi. SSE.....	Magpie.....	Gas. lch.....
6	Fletchers Neck.....	Negro Island Bar....	No name.....	do.....
14	Hunniwells Beach.....	1 mi. ESE.....	do.....	Sailboat.....
19	do.....	do.....	do.....	do.....
Nov. 13	Cape Elizabeth.....	7 mi. E.....	Neptune.....	Sloop.....
15	Hunniwells Beach.....	1 mi. ESE.....	Belle.....	Gas. lch.....
Dec. 15	do.....	$\frac{1}{2}$ mi. ENE.....	No name.....	do.....
25	Portsmouth Harbor.....	5 mi. SE. $\frac{1}{4}$ S.....	do.....	do.....
28	do.....	$1\frac{1}{2}$ mi. N.....	No. 132.....	Ferryboat.....
1909.				
Jan. 2	White Head.....	1 mi. NW.....	Helen M.....	Gas. lch.....
18	do.....	$1\frac{1}{2}$ mi. NE.....	No name.....	do.....
31	do.....	$\frac{1}{2}$ mi. E.....	do.....	do.....
Feb. 2	Portsmouth Harbor.....	1 mi. NW.....	Florence.....	Sloop.....
20	do.....	$1\frac{1}{2}$ mi. W. $\frac{1}{2}$ S.....	No name.....	Small boat.....
Mar. 30	do.....	$\frac{1}{2}$ mi. NE.....	do.....	Sailboat.....
Apr. 16	Hunniwells Beach.....	$2\frac{1}{2}$ mi. SE.....	Hester.....	Gas. lch.....
May 26	Damiscove Island.....	1 mi. N.....	Waneta.....	do.....
30	Hunniwells Beach.....	3 mi. SSE.....	No name.....	do.....
31	Damiscove Island.....	5 mi. N.....	Cawassa.....	do.....
31	Hunniwells Beach.....	$3\frac{3}{4}$ mi. SSE.....	Boston.....	Sloop.....
June 1	do.....	3 mi. SSE.....	No name.....	Rowboat.....
20	do.....	$1\frac{1}{2}$ mi. NNE.....	do.....	Gas. lch.....
27	do.....	2 mi. SW.....	Elizabeth.....	do.....
27	do.....	$\frac{3}{4}$ mi. E. by S.....	No name.....	do.....
	Total.....			

NOTE.—For summary of foregoing table see page 13.

1909—undocumented vessels.

OF MAINE AND NEW HAMPSHIRE.

Home port.	Nature and cause of accident.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
Biddeford, Me.	Stranded; unacquainted with locality.	\$100		2	
St. George, Me.	Mast carried away in gale.	75	\$5	2	
Rye, N. H.	Capsized in squall.	75		2	
.....	Parted towline in heavy seas.	50			
.....	About to swamp in surf.	30			
.....	Swamped in surf.	200	50		
Boothbay, Me.	Caught under wharf and swamped.	100			
Port Clyde, Me.	Engine disabled.	600		2	
Rye Harbor, N. H. ....	.....do.....	300		2	
Popham Beach, Me.	Dragged mooring.	400			
Thomaston, Me.	Capsized and sunk in squall.	60	60	1	
Bath, Me.	Engine disabled.	75		2	
Georgetown, Me. ....	.....do.....	50		1	
St. George, Me.	Stranded in smoky weather.	300	10	2	
.....	Capsized at mooring by high sea.	280	15	2	
Boothbay, Me.	Stranded in fog.	250	100		
Bath, Me.	In dangerous position; engine disabled.	600		1	
Biddeford, Me.	Stranded; unacquainted with locality.	1,500		2	
Phippsburg, Me.	In dangerous position; unacquainted with locality.	50		2	
.....do.....	In dangerous position; due to inexperience.	50		2	
Portland, Me.	Sails damaged in gale.	300	25	2	
Georgetown, Me.	Parted line in gale and stranded.	150	150	1	
Popham Beach, Me.	Parted mooring and stranded.	400	5		
Portsmouth, N. H.	Engine disabled.	250		3	
United States vessel.	Struck submerged obstruction and lost propeller.	5,000	300	25	
Rockland, Me.	Stranded.	500		2	
Spruce Head, Me.	Sunk by drifting ice.	200	5		
.....do.....	Parted mooring and stranded.	200	10	1	
Portsmouth, N. H.	Ran too near ledges and stranded.	150		2	
United States vessel.	Capsized.	10		1	
Perth Amboy, N. J.	Stranded; due to inexperience.	25		1	
Eastport, Me.	Engine disabled.	800		2	
South Bristol, Me. ....	.....do.....	500		1	
Phippsburg, Me. ....	.....do.....	50		1	
Boothbay, Me. ....	.....do.....	400		6	
Phippsburg, Me.	Unmanageable; due to inexperience.	50		4	
.....do.....	Unable to reach shore on account of high winds.	5		1	
Bath, Me.	Engine disabled.	400		6	
Portland, Me. ....	.....do.....	600		2	
Bath, Me. ....	.....do.....	125		7	
.....		15,260	735	93	

Table of casualties, season of
DISTRICT No. 2.—EMBRACING

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1908.					
July 18	City Point.....	3½ mi. SE.....	Str. Princess.....	18	Portland, Me.....
19	Straitsmouth.....	1½ mi. NE. by N..	Str. Richmond.....	401	New York, N. Y..
19	Wood End.....	¾ mi. S.....	Sc. Colonial.....	100	Gloucester, Mass..
Aug. 7	Race Point.....	550 yds. NW.....	Sc. Metamora.....	116	Plymouth, Mass..
14	Cuttyhunk.....	1½ mi. NNE.....	Gas. yt. Quissett.....	6	New Bedford, Mass.
19	Nahant.....	3/8 mi. SW. by W..	Slp. Viking.....	6	Boston, Mass.....
Sept. 15	City Point.....	¼ mi. NW.....	Gas. yt. Hazel.....	17	.....do.....
19	Monomoy.....	Pollock Rip Shoals	Str. Albert D. Mills (Br.)	379	Annapolis, N. S...
24	Wood End.....	1 mi. E.....	Sc. Lawrence Murdock..	67	Gloucester, Mass..
25	Straitsmouth.....	2 mi. SSE.....	Sc. Rose Standish.....	45	Boston, Mass.....
27	Point Allerton.....	¾ mi. NNW.....	Slp. Georgia.....	9	.....do.....
28	Newburyport.....	¾ mi. N. by E..	Slp. Bessie.....	9	.....do.....
30	Point Allerton.....	2½ mi. NW.....	Sc. W. M. Goodspeed..	94	.....do.....
Oct. 2	City Point.....	¼ mi. S.....	Gas. yt. Sultan.....	12	New York, N. Y..
9	Monomoy Point.....	1½ mi.....	Sc. Edward Stewart.....	398	Bangor, Me.....
11	Nahant.....	3½ mi. ENE.....	Sc. Mary Brewer.....	94	Rockland, Me.....
11	Plum Island.....	3 mi. SSW.....	Sc. Otronto.....	105	Ellsworth, Me.....
14	Straitsmouth.....	3 mi. S.....	Se. W. B. Keen.....	30	Gloucester, Mass..
27	Point Allerton.....	2 mi. NW.....	Sc. Evelyn W. Hinkly..	698	Portland, Me.....
29	Wood End.....	1 mi. E.....	Sc. Joseph H. Cromwell.	82	Boston, Mass.....
30	.....do.....	2½ mi. E.....	.....do.....	82	.....do.....
30	City Point.....	¼ mi. W.....	Gas. lch. Nachita.....	11	.....do.....
30	Surfside.....	2 mi. SE.....	Gas. lch. Hersey D. Taylor.	16	Edgartown, Mass..
Nov. 1	Gloucester.....	1½ mi. NE. by E..	Sc. John S. Presson.....	92	Boston, Mass.....
11	Gurnet.....	Browns Island Shoal.	Sc. Rose Standish.....	45	Plymouth, Mass..
25	Plum Island.....	¾ mi. N.....	Sc. Thomas A. Cromwell.	128	Boston, Mass.....
28	Monomoy Point.....	3½ mi. WSW.....	Sc. Florence A.....	154	Machias, Me.....
Dec. 10	Gurnet.....	Browns Island Shoal.	Sc. Elva L. Spurling....	74	Boston, Mass.....
11	Race Point.....	1½ mi. NW.....	Sc. Rebecca.....	79	.....do.....
18	Muskeget.....	1½ mi. W.....	Gas. lch. Hersey D. Taylor.	16	Edgartown, Mass..
19	Point Allerton.....	2 mi. NW.....	Sc. Susie H. Davidson..	546	New York, N. Y..
22	Old Harbor.....	2½ mi. SE.....	Sc. Julia A. Berkele....	168	.....do.....
24	Monomoy Point.....	Pollock Rip Shoal.	Sc. Harry Messer.....	627	Boston, Mass.....
30	Point Allerton.....	2 mi. NW.....	Sc. Mildred Robinson..	121	.....do.....
30	Gurnet.....	Browns Island Shoal.	Sc. Hastings.....	84	Rockland, Me.....
1909.					
Jan. 7	Wood End.....	1 mi. NW.....	Bk. W. W. McLaughlan (Br.)	517	St. John, N. B....
8	Monomoy Point.....	Stone Horse Shoal.	Sc. J. Arthur Lord.....	212	Edgartown, Mass..
27	Plum Island.....	3½ mi. S.....	Str. Reliance.....	251	Portland, Me.....
27	Gurnet.....	1½ mi. E.....	Sc. Emma F. Angell....	362	Fall River, Mass..
30	Fourth Cliff.....	¾ mi. NE.....	Sc. Helena.....	619	New York, N. Y..
Feb. 1	Coskata.....	4½ mi. NW. by N..	Sc. J. Arthur Lord.....	212	Edgartown, Mass..
2	Chatham.....	2 mi. SSE.....	Sc. James Young.....	261	Bath, Me.....
22	Wood End.....	1 mi. NW.....	Gas. lch. Malicia Enos..	10	Provincetown, Mass.
23	Point Allerton.....	1½ mi. NW.....	Str. Cretic (Br.).....	13,518	Liverpool, Eng....
24	Muskeget.....	1½ mi. S.....	Catboat Lizzie Gilmon..	5	Nantucket, Mass..
26	Wood End.....	8 mi. SE.....	Slp. Venus.....	21	Marblehead, Mass..
Mar. 9	Gay Head.....	7½ mi. ENE.....	Str. Massachusetts.....	4,029	New London, Conn
10	Gurnet.....	Browns Island Shoal.	Sc. Teumseh.....	41	Duxbury, Mass...

1909—documented vessels.

COAST OF MASSACHUSETTS.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' snopor afforded.
Houghs Neck to City Point, Mass.		\$3,000		\$3,000		39			
Kennebec River, Me., to Boston.		100,000		100,000	\$100	16			
On fishing trip.	Fish	800	\$1,000	1,800		17			
do.		11,000		11,000		18			
New Bedford to Cuttyhunk, Mass.		1,500		1,500		2			
On fishing trip.		400		400	400	2	2	6	
At mooring.		7,000		7,000	35	1			
Liverpool, N. S., to Vineyard Haven, Mass.	Lumber	30,000	3,125	33,125	450	7			
On fishing trip.		2,000		2,000		13			
do.		6,000		6,000	700	15			
On pleasure trip.		600		600	20	3		7	3
York, Me., to Boston.		800		800	50	2		3	
On fishing trip.		12,600		12,600		16			
Weymouth to City Point, Mass.		1,800		1,800		1			
New York to Belfast, Me.	Phosphate	4,500	8,000	12,500		11			
Bangor, Me., to Boston.	Lumber	900	1,800	2,700	250	5	2	2	
Ipswich, Mass., to Ellsworth, Me.		2,000		2,000		3			
On fishing trip.		2,000		2,000	2,000	8			
Boston to New York.		40,000		40,000		8			
On fishing trip.		9,500		9,500		14			
In Provincetown harbor.		9,500		9,500	2,000	14	14	14	
At mooring.		3,000		3,000					
On fishing trip.		1,000		1,000		5			
Boston to Machias, Me.		3,000		3,000		4			
Cape Cod Bay to Plymouth, Mass.		4,500		4,500		12			
On fishing trip.	Fish	12,000	1,200	13,200		21	21	21	
Bangor, Me., to New Bedford, Mass.	Lumber	2,500	2,700	5,200	3,400	5	5	10	
On fishing trip.	Fish	8,000	200	8,200		16			
do.	do.	8,000	160	8,160		15			
do.		1,000		1,000		5			
Boston to Washington, D. C.	Stone	10,000	500	10,500		7			
Elizabethport, N. J., to Boston.	Chemicals	10,000	25,000	35,000	500	5			
Baltimore to Boston.	Coal	13,000	4,000	17,000	17,000	8	8	8	
On fishing trip.	Fish	12,000	800	12,800		22			
Provincetown to Plymouth, Mass.	Iron pipe	2,500	500	3,000		3			
St. John, N. B., to New York.	Laths	15,000	8,000	23,000		10			
St. John, N. B., to New London, Conn.	Lumber	3,000	3,200	6,200	800	6			
Ipswich to Lynn, Mass.	Sand	47,000	350	47,350		6			
Philadelphia to Boston.	Coal	2,200	1,300	3,500	200	9			
Savannah, Ga., to Portland, Me.	Lumber	28,000	10,000	38,000	34,000	8	8	10	
New York to Kemp, N. S.		2,000		2,000	200	6			
Stonington, Me., to New York.	Granite	1,000	2,500	3,500	200	6			
On fishing trip.		2,000		2,000		3			
Mediterranean Sea to Boston.	General	1,000,000	U n - known.	1,000,000		1,452			
On fishing trip.		350		350		2			
At mooring.	Gasoline	1,000	400	1,400	1,300				
Boston to New York.	Miscellaneous	700,000	225,000	925,000	50,000	63			
On fishing trip.	Fish	5,000	4,000	9,000		10			

Table of casualties, season of 1909—
DISTRICT No. 2—EMBRACING COAST

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1909.					
Mar. 10	Orleans and Old Harbor.	$\frac{1}{2}$ mi. SSE. of Orleans sta.	Str. H. F. Dimock.....	2,625	Bath, Me.....
12	Monomoy Point....	$4\frac{1}{2}$ mi. SE. by S...	Sc. Fred A. Small.....	619	Boston, Mass.....
14	Gloucester.....	$1\frac{1}{2}$ mi. SE.....	Sc. Eben Parsons.....	91	do.....
24	Muskeget.....	1 mi. S.....	Sc. Vigilant.....	11	Hyannis, Mass....
25	Plum Island.....	$3\frac{1}{4}$ mi. SSW.....	Sc. Newell B. Hawes....	89	Boston, Mass.....
25	Wood End.....	1 mi. SE.....	Sc. William A. Morse....	77	Provincetown, Mass.
25	Muskeget.....	1 mi. SSE.....	Catboat Crusader.....	7	Nantucket, Mass..
Apr. 10	Nauset.....	2 mi. S.....	Sc. Annie A. Booth.....	202	Boston, Mass.....
14	Gay Head.....	No Mans Land....	Bark Lakeview (Br.)...	726	Yarmouth, N. S...
16	Point Allerton....	$1\frac{1}{4}$ mi. N.....	Sc. Metamora.....	116	Plymouth, Mass..
20	Wood End.....	1 mi. W.....	Sc. Eugene Borda.....	207	Deer Isle, Me....
25	North Scituate....	Isle of Shoals....	Sc. Gypsum Queen (Br.)	652	Parrsboro, N. S...
27	Gurnet.....	5 mi. W.....	Sc. Eleazor Boyton.....	88	Boston, Mass.....
May 6	Race Point.....	500 yds. W.....	Sc. Mary C. Santos.....	122	Provincetown, Mass.
12	Straitsmouth.....	$2\frac{3}{4}$ mi. N.....	Sc. Henry Withington..	527	Boston, Mass.....
16	Monomoy Point....	Handkerchief Shoal.	Sc. Electric Flash.....	116	Gloucester, Mass..
24	do.....	6 mi. W. by S.....	Sc. Theresa Wolf.....	307	Wiscasset, Me....
25	do.....	$4\frac{1}{2}$ mi. E. by S.....	Sc. Abbie S. Walker....	190	Vinalhaven, Mass.
June 1	Point Allerton....	2 mi. NW.....	Sc. Josie & Phebe.....	88	Boston, Mass.....
4	Gurnet.....	$\frac{3}{4}$ mi. S.....	Sc. Alice.....	67	do.....
5	City Point.....	300 yds. NE.....	Slp. Olive A. Orne.....	6	do.....
14	Cuttyhunk.....	2 mi. W.....	Sc. S. M. Bird.....	517	New York, N. Y..
15	Monomoy Point....	Shovelful Shoal..	Sc. Priscilla.....	44	Boston, Mass.....
18	Cuttyhunk.....	$2\frac{1}{4}$ mi. W.....	Sc. Harteny W. (Br.)...	320	Parrsboro, N. S...
19	City Point.....	$1\frac{1}{4}$ mi. E.....	Gas. yt. Beronda.....	17	Boston, Mass.....
	Total.....				

NOTE.—For summary of foregoing table see page 13.

documented vessels—Continued.

OF MASSACHUSETTS—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
New York to Boston.....	General.....	\$225,000	\$250,000	\$475,000	\$20,000	89	.....	8	8
Friendship, Me., to Vineyard Haven, Mass.	Ice.....	10,000	1,000	11,000	11,000	8	.....	8	16
Boston to Newburyport, Mass.	.....	2,000	.....	2,000	.....	5	.....	.....	.....
At mooring.....	.....	300	.....	300	.....	1	.....	1	2
do.....	Sand.....	1,000	100	1,100	600	3	.....	.....	.....
On fishing trip.....	Fish.....	5,000	200	5,200	1,600	17	.....	17	17
do.....	.....	600	.....	600	.....	2	.....	2	4
St. John, N. B., to Fall River, Mass.	Lumber.....	4,000	3,500	7,500	.....	6	.....	5	5
Turks Island, W. I., to Boston.	Salt.....	75,000	20,000	95,000	95,000	11	.....	.....	.....
On fishing trip.....	.....	10,000	.....	10,000	.....	18	.....	.....	.....
New York to Stonington, Me.	Coal.....	4,000	1,500	5,500	200	5	.....	.....	.....
Port Greville, N. S., to Boston	Piling.....	7,000	2,000	9,000	.....	9	.....	.....	.....
At mooring.....	Gravel.....	2,000	300	2,300	.....	4	.....	.....	.....
Boston to Provincetown, Mass.	.....	9,000	.....	9,000	.....	23	.....	.....	.....
Boston to Bay View, Mass.	.....	14,000	.....	14,000	500	8	.....	6	6
On fishing trip.....	.....	7,000	.....	7,000	.....	18	.....	.....	.....
St. John, N. B., to New York.	Lumber.....	4,000	4,200	8,200	500	6	.....	.....	.....
Port Reading, N. J., to Sprucehead, Me.	Coal.....	3,000	800	3,800	600	5	.....	.....	.....
On fishing trip.....	Fish.....	15,000	600	15,600	.....	23	.....	.....	.....
Boston to Plymouth, Mass.	.....	12,000	.....	12,000	.....	13	.....	.....	.....
At mooring.....	.....	500	.....	500	.....	.....	.....	.....	.....
Mystic, Conn., to Rockland, Me.	.....	5,000	.....	5,000	.....	8	.....	.....	.....
On fishing trip.....	.....	8,000	.....	8,000	600	7	.....	.....	.....
New York to Yarmouth, N. S.	Coal.....	15,000	2,500	17,500	6,800	10	.....	5	15
Hull to Boston, Mass.....	.....	5,000	.....	5,000	.....	16	.....	.....	.....
.....	.....	2,586,350	590,435	3,176,785	251,005	2,239	.....	122	154

Table of casualties, season of
DISTRICT NO. 2.—EMBRACING

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Name of vessel.	Description of vessel.
1908.				
July 2	Point Allerton.....	$\frac{3}{4}$ mi. NW.....	Marion.....	Gas. lch.
4	City Point.....	5 mi. SE.....	Clare.....	do.
4	do.....	1 mi. S.....	Result.....	Sloop.
8	do.....	$\frac{3}{4}$ mi. ESE.....	No name.....	Sailboat.
8	do.....	400 yds. N.....	George.....	Gas. lch.
11	do.....	$\frac{3}{4}$ mi. NE.....	No name.....	Sailboat.
15	do.....	do.....	Hecla.....	Gas. lch.
18	do.....	do.....	Oneonta.....	Yawl.
18	do.....	do.....	Ubdam.....	Gas. lch.
18	Point Allerton.....	$\frac{3}{4}$ mi. ESE.....	Rosebud.....	do.
28	Newburyport.....	$1\frac{1}{2}$ mi. S.....	No name.....	do.
28	City Point.....	$\frac{3}{4}$ mi. W.....	Kalitan.....	Sloop.
29	Nauset.....	3 mi. N.....	No name.....	Gas. lch.
30	City Point.....	$3\frac{1}{2}$ mi. E. by S.....	Gray Pup.....	do.
31	do.....	20 yds. SW.....	No name.....	do.
Aug. 1	Newburyport.....	$\frac{3}{4}$ mi. N.....	Madelon.....	do.
1	Gloucester.....	14 mi. W.....	Mihache.....	do.
2	do.....	$\frac{3}{4}$ mi. ESE.....	Celia A.....	do.
3	Newburyport.....	mi. N.....	Gertrude.....	Sloop.
3	City Point.....	$4\frac{1}{2}$ mi. ESE.....	Brunhilde.....	Gas. yt.
4	Gloucester.....	$1\frac{1}{2}$ mi. NE.....	Mihache.....	Gas. lch.
4	City Point.....	3 mi. ESE.....	No name.....	do.
8	do.....	300 yds. S.....	Rogers.....	do.
9	do.....	$\frac{1}{2}$ mi. SW.....	Gray Pup.....	do.
11	Gurnet.....	2 mi. N.....	Florence III.....	do.
13	City Point.....	$\frac{1}{2}$ mi. N.....	Marie.....	Sc. yt.
15	Gloucester.....	$\frac{3}{4}$ mi. ESE.....	Alice.....	Gas. lch.
15	City Point.....	mi. W.....	George.....	do.
16	Newburyport.....	mi. N.....	Alice and Agnes.....	do.
16	Chatham.....	$1\frac{3}{4}$ mi. NNE.....	Scarlet Runner.....	do.
17	City Point.....	mi. S.....	No name.....	Rowboat.
17	do.....	mi. SW.....	Ferrett.....	Gas. lch.
22	Nahant.....	mi. ESE.....	No name.....	Skiff.
27	City Point.....	300 yds. NE.....	Spray.....	Gas. lch.
27	do.....	$\frac{1}{2}$ mi. SW.....	No name.....	do.
27	do.....	1 mi. SE.....	do.....	Cutter.
27	do.....	mi. N.....	Arrow.....	Sloop.
27	do.....	do.....	Sinnett.....	do.
27	do.....	mi. NNE.....	Snokomis.....	do.
28	North Scituate.....	mi. N.....	No name.....	Catboat.
29	Gurnet.....	mi. S.....	Onona.....	Sloop.
Sept. 4	City Point.....	1 mi. SE.....	Mego.....	Gas. lch.
4	Cuttyhunk.....	mi. NE.....	Lumina.....	do.
5	Gloucester.....	1 mi. SW.....	Squid.....	Sloop.
5	City Point.....	mi. NE.....	Ethel.....	Gas. lch.
6	Gloucester.....	mi. S.....	No name.....	do.
6	do.....	1 mi. SSW.....	Rymes.....	do.
8	Wood End.....	5 mi. SE.....	Mignonette.....	do.
11	City Point.....	2 mi. S.....	No name.....	Sloop.
12	Gloucester.....	1 mi. SE. by S.....	do.....	Rowboat.
12	do.....	4 mi. SW.....	Padre Eterno.....	Gas. lch.
12	Cuttyhunk.....	$\frac{1}{2}$ mi. NNW.....	Shining Star.....	Sloop.
13	Point Allerton.....	mi. NNW.....	Polar Wave.....	do.
14	City Point.....	mi. W.....	Wahnito.....	do.
15	Gloucester.....	500 yds. NE. by N.....	San Toy.....	Gas. lch.
19	City Point.....	mi. S.....	No name.....	do.
26	do.....	30 yds. ESE.....	Ethel May.....	do.
28	Straitsmouth.....	$2\frac{1}{2}$ mi. SSE.....	Noma.....	do.
28	City Point.....	400 yds. S.....	No name.....	do.
29	do.....	$\frac{3}{4}$ mi. NNW.....	Mistral.....	Sloop.
29	do.....	$\frac{3}{4}$ mi. NNE.....	Elite.....	Gas. lch.
Oct. 1	do.....	1 mi. SWW.....	Nine.....	do.
3	Coskata.....	2 mi. SE.....	Mason.....	Catboat.
4	Newburyport.....	500 yds. N.....	No name.....	Gas. lch.
9	City Point.....	$\frac{1}{2}$ mi. SW.....	Tot.....	do.
9	Wood End.....	1 mi. E.....	Gulnair.....	Sloop.
11	City Point.....	$\frac{3}{4}$ mi. E.....	Mistral.....	do.
12	do.....	$1\frac{1}{2}$ mi. NNE.....	Dorothy M.....	Gas. lch.
13	do.....	Off station.....	Goit.....	do.
14	do.....	3 mi. ESE.....	Helma.....	do.
19	do.....	1 mi. W.....	Rose.....	do.
20	do.....	$\frac{3}{4}$ mi. NE.....	Snohomis.....	Catboat.
20	do.....	$\frac{3}{4}$ mi. NE.....	Julia.....	Sloop.
20	Straitsmouth.....	1 mi. NW.....	No name.....	Gas. lch.

1909—undocumented vessels.

COAST OF MASSACHUSETTS.

Home port.	Nature and cause of accident.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
Boston, Mass.	Stranded; unacquainted with locality.	\$600		12	
do.	Engine disabled.	300		10	
do.	Lost rudder.	400	\$10	6	
do.	Capsized in squall.	40		2	
do.	Parted mooring.	500			
do.	Capsized in squall.	35		2	
do.	Dragged anchor.	1,500			
Brooklyn, N. Y.	Dragged anchor and struck pier.	800	100	3	
Boston, Mass.	Engine disabled.	475		4	
do.	Stranded; engine disabled.	2,000		26	
Haverhill, Mass.	Fouled anchor and stranded.	100			
Boston, Mass.	Parted mooring.	500			
do.	Stranded; engine disabled.	150	150	1	
do.	Engine disabled.	500		2	
do.	do.	275		2	
do.	Mistook channel and stranded.	5,000		2	
do.	Stranded; rope in propeller.	1,000		1	
Gloucester, Mass.	Engine disabled.	1,000		4	
Salem, Mass.	Mistook channel and stranded.	600		3	
Boston, Mass.	Engine disabled.	4,000	30	2	
Annisquam, Mass.	Stranded; engine disabled.	1,000	5	6	
Boston, Mass.	Engine disabled.	1,000		3	
do.	Lost propeller.	3,500	25	2	
do.	Engine disabled.	500	10	2	
do.	do.	1,850		5	
do.	Struck mooring and damaged rudder post.	1,500	30	1	
Gloucester, Mass.	Engine disabled.	250		3	
Boston, Mass.	Parted mooring.	500			
do.	Mistook channel and stranded.	1,000		2	
North Chatham, Mass.	do.	300		2	
Boston, Mass.	Stranded in gale.	10		1	
do.	Engine disabled.	450		2	
Nahant, Mass.	Capsized; due to leak.	10	10	3	1
Boston, Mass.	Engine disabled.	500		4	
do.	do.	150		1	
do.	Stranded; due to inexperience.	1,000		7	
do.	Dragged anchor and stranded.	250			
do.	do.	300			
do.	In dangerous position.	800		9	
North Scituate, Mass.	Parted line and stranded.	50	25		
Hingham, Mass.	Stranded; due to inexperience.	800		5	
Boston, Mass.	Engine disabled.	800		1	
New Bedford, Mass.	Stranded; engine disabled.	600		3	
Gloucester, Mass.	Mast damaged by boarding seas.	100	25	3	
Boston, Mass.	Engine disabled.	300		3	
Gloucester, Mass.	do.	150		2	
Salem, Mass.	do.	300		4	
Boston, Mass.	do.	1,000		8	
do.	Capsized by man in rigging.	150		3	
Gloucester, Mass.	Unable to return to shore against wind.	10		3	
do.	Maliciously set adrift.	400			
Onset, Mass.	Mistook channel and stranded.	1,000		7	
Cambridge, Mass.	Stranded; unacquainted with locality.	1,000		8	
Boston, Mass.	Dragged anchor.	400			
do.	Parted mooring and stranded.	1,000			
do.	Engine disabled.	450	25	9	
do.	do.	500		3	
York, Me.	Set on fire by explosion of lamp.	1,200	1,200	2	
Boston, Mass.	Engine disabled.	300		3	
do.	Parted mooring and struck float.	1,000	100		
do.	Parted mooring and stranded.	1,000			
do.	Engine disabled.	45		2	
Nantucket, Mass.	Parted mooring and stranded.	200		1	
Newburyport, Mass.	Stranded; due to inexperience.	300		5	
Boston, Mass.	Gasoline exhausted.	800		1	
do.	Stolen and beached.	300		1	
do.	Centerboard broken.	1,000	50	2	
do.	Stranded; engine disabled.	500		2	
do.	Engine disabled.	250		2	
do.	do.	600		11	
do.	Dragged anchor and drifted into danger.	350			
do.	Dragged anchor and stranded.	500			
do.	Parted mooring and stranded.	1,000			
Beachmont, Mass.	Struck submerged rocks and sunk.	700	300	2	2

Table of casualties, season of 1909—
DISTRICT NO. 2.—EMBRACING COAST

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Name of vessel.	Description of vessel.
1908.				
Oct. 23	Point Allerton.....	2 mi. NW.....	Cricket.....	Sloop.....
24	City Point.....	1½ mi. NNE.....	Lydia Bell.....	Gas. lch.....
25	Newburyport.....	¾ mi. NE.....	No name.....	do.....
27	Plum Island.....	2½ mi. SSW.....	do.....	do.....
27	do.....	2½ mi. SW.....	do.....	do.....
27	City Point.....	¾ mi. NNE.....	Snohomis.....	Catboat.....
30	do.....	1 mi. SW. by W.....	Annie.....	Gas. lch.....
30	do.....	¾ mi. W.....	Unexcelled.....	Houseboat.....
30	do.....	1½ mi. WSW.....	Shamrock.....	Sloop.....
31	do.....	1½ mi. ESE.....	No name.....	Rowboat.....
31	do.....	1 mi. NE.....	Inix.....	Gas. lch.....
31	do.....	do.....	Fleetwing.....	Catboat.....
Nov. 2	do.....	7 mi. SSE.....	Vera.....	Sloop.....
4	Point Allerton.....	2 mi. SW.....	Elena.....	Gas. lch.....
15	Gurnet.....	¾ mi. SE.....	Margaret.....	Sailboat.....
17	Gloucester.....	1½ mi. SW.....	Raymond.....	Gas. lch.....
19	Gay Head.....	5 mi. SSE.....	No name.....	do.....
Dec. 2	Cuttyhunk.....	¾ mi. NW.....	Lucia.....	Sloop.....
6	Newburyport.....	2 mi. ESE.....	Flossie M.....	Gas. lch.....
1909.				
Jan. 7	Cuttyhunk.....	¾ mi. NW.....	Marion.....	do.....
22	Chatham.....	1½ mi. W.....	Corea.....	Catboat.....
Feb. 28	Maddequet.....	1 mi. NNE.....	Scoter.....	do.....
Mar. 3	Muskeget.....	¾ mi. SE.....	No name.....	Small boat.....
4	Race Point.....	2 mi. SW.....	do.....	Gas. lch.....
14	Gloucester.....	¾ mi. SE.....	do.....	do.....
17	Race Point.....	500 yds. W.....	do.....	do.....
21	Point Allerton.....	1 mi. E.....	do.....	do.....
25	Old Harbor.....	2 mi. NW.....	do.....	do.....
Apr. 2	Gloucester.....	¾ mi. NE.....	Rosie M.....	do.....
5	Monomoy.....	1½ mi. NW.....	No name.....	Catboat.....
6	Gloucester.....	1 mi. NE.....	Alice W.....	Gas. lch.....
8	Race Point.....	1½ mi. SW. by W.....	Keewaydin 4th.....	Sloop.....
9	Brant Rock.....	1½ mi. S.....	No name.....	Gas. lch.....
12	Newburyport.....	2½ mi. NE.....	do.....	Small boat.....
13	Gloucester.....	1½ mi. SE.....	do.....	Gas. lch.....
19	do.....	1½ mi. SE.....	do.....	do.....
19	do.....	do.....	do.....	do.....
19	Race Point.....	Off station.....	do.....	Small boat.....
19	Highland.....	¾ mi. NW.....	Stranger.....	Sloop.....
19	Pamet River.....	mi. SE.....	do.....	do.....
26	Fourth Cliff.....	mi. E.....	No name.....	Gas. lch.....
May 1	Coskata.....	2 mi. S. by W.....	Ramonia.....	do.....
2	City Point.....	2½ mi. SE.....	No name.....	Sloop.....
6	Gloucester.....	¾ mi. SE.....	Carrie.....	Gas. lch.....
6	do.....	1 mi. SSW.....	Hesperus II.....	do.....
8	City Point.....	¾ mi. W.....	Beth.....	do.....
10	do.....	¾ mi. N.....	Golden Rod.....	Sloop.....
13	do.....	¾ mi. NNE.....	No name.....	Gas. lch.....
15	do.....	mi. NE.....	do.....	Rowboat.....
17	do.....	mi. SW.....	Shampoo.....	Gas. lch.....
18	do.....	2 mi. ESE.....	Ella.....	do.....
22	do.....	1 mi. N. by E.....	Old Log Cabin.....	Schooner.....
22	do.....	¾ mi. N.....	Tangent.....	Yawl.....
22	do.....	do.....	Hypatia.....	Gas. lch.....
22	do.....	1 mi. SW.....	No name.....	do.....
22	do.....	1 mi. N.....	Ilene.....	Sloop.....
22	do.....	¾ mi. N.....	No name.....	Catboat.....
26	do.....	do.....	Linnet.....	Sloop.....
29	Gloucester.....	1½ mi. NE. by E.....	Elsie.....	Gas. lch.....
30	City Point.....	¾ mi. N.....	No name.....	Rowboat.....
30	do.....	1½ mi. SE.....	Rainbow.....	Sloop.....
30	Point Allerton.....	1 mi. WNW.....	No. 35.....	Rowboat.....
31	Gloucester.....	¾ mi. ENE.....	Dream.....	Gas. lch.....
31	City Point.....	1 mi. WSW.....	Joan.....	Sailboat.....
31	do.....	500 yds. SW.....	Alert.....	Gas. lch.....
31	do.....	¾ mi. SE.....	No name.....	Catboat.....
31	Cahoons Hollow.....	mi. E.....	Pollyogo.....	Gas. lch.....
June 1	Pamet River.....	1½ mi. N.....	Ada A.....	do.....
13	City Point.....	mi. N.....	Satis.....	do.....
17	do.....	¾ mi. NNW.....	Magnolia.....	do.....

undocumented vessels—Continued.
OF MASSACHUSETTS—Continued.

Home port.	Nature and cause of accident.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
Boston, Mass.	Stranded; unacquainted with locality.	\$600		2	
do	Engine disabled.	800		2	
Haverhill, Mass.	do	500		5	
Newburyport, Mass.	Dragged anchor in gale and stranded.	300			
Gloucester, Mass.	do	500		3	
Boston, Mass.	Parted mooring and stranded.	500	\$75		
do	Parted line and stranded.	400	250		
Dorchester, Mass.	Sunk by boarding seas.	4,000	1,000	5	
Boston, Mass.	Dragged anchor and stranded.	250			
do	Unable to return to shore against wind and tide.	35		2	
do	Engine disabled.	1,000		2	
do	Parted mooring.	300			
do	Broken rudder.	300	10		
Quincy, Mass.	Stranded; due to inexperience.	400		5	
Kingston, Mass.	Sail carried away.	250		2	
Gloucester, Mass.	Engine disabled.	250		1	
do	Stranded in hazy weather.	300	100	1	
Wareham, Mass.	Dragged anchor.	1,000		2	
Boston, Mass.	Engine disabled.	600		2	
Chilmark, Mass.	Attempted to cross bar at low water and stranded.	245		1	
Chatham, Mass.	Stranded.	75		1	
Nantucket, Mass.	do	350		4	
do	Parted mooring.	20			
Gloucester, Mass.	Stranded; engine disabled.	300		2	
Provincetown, Mass.	Engine disabled.	400		1	
Quincy, Mass.	Stranded; gasoline exhausted.	300		2	
Chatham, Mass.	Stranded; poor seamanship.	250		2	
Beverly, Mass.	Parted mooring and stranded.	500		1	
Dennis, Mass.	Engine disabled.	200		3	
Gloucester, Mass.	Spring a leak and sunk.	150		2	
New Haven, Conn.	Engine disabled.	350	20	2	
Green Harbor, Mass.	Masts carried away, and stranded.	650	650	2	
Rockport, Mass.	Engine disabled.	200		1	
Gloucester, Mass.	Set adrift by high winds.	10		3	
do	Engine disabled.	165		3	
do	Parted towline.	300		2	
do	Engine disabled.	315		2	
Provincetown, Mass.	In dangerous position.	25			
Boston, Mass.	Stranded in fog.	400		2	
do	Endangered by strong wind.	400		2	
Marshfield, Mass.	Rudder disabled.	100	5	1	
Nantucket, Mass.	Dragged anchor and stranded.	400		1	
Boston, Mass.	Broken boom.	50	5	2	
Gloucester, Mass.	Engine disabled.	175		1	
do	do	450	5	2	
Boston, Mass.	do	600		3	
do	Dragged anchor and collided with another vessel.	200	5		
do	Engine disabled.	300		2	
do	Capsized.	35		3	
do	Engine disabled.	400		2	
do	do	300		1	
do	Dragged anchor and stranded.	1,500	10		
do	Dragged anchor.	1,000			
do	Parted mooring.	1,200			
do	Engine disabled.	200		2	
do	Dragged anchor and stranded.	80			
do	Dragged anchor.	1,000		1	
do	Struck pier: due to inexperience.	175		2	
Lynn, Mass.	Mistook light and stranded.	1,200		2	
Boston, Mass.	Lost an oar and went adrift.	40		2	
do	Damaged centerboard and stranded.	40	20	5	
Quincy, Mass.	Capsized.	5		2	
Magnolia, Mass.	Gasoline exhausted.	350		4	
Boston, Mass.	Mast damaged.	100	5	4	
do	Engine disabled.	500		11	
do	Mast damaged.	1,000	25	7	
New Bedford, Mass.	Engine disabled.	250		3	
Falmouth, Mass.	Misstayd and stranded.	400	400	1	
Boston, Mass.	Stranded.	800		77	
do	Engine disabled.	800		6	

Table of casualties, season of 1909—
DISTRICT NO. 2.—EMBRACING COAST

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Name of vessel.	Description of vessel.
1909.				
June 17	City Point	500 yds. WSW	Mabel	Gas. lch.
17	do.	4 mi. SE	Cypress	Sloop
17	do.	2½ mi. E. by S	Ramona	do.
18	do.	¾ mi. NW	Merry Widow	do.
19	Newburyport	6 mi. ESE	Monomoy	Gas. lch.
19	City Point	¾ mi. NE	Sintram	Sloop
20	do.	Off station	Columbia	Sailboat
20	do.	1 mi. NE	Alvalsee	Gas. lch.
25	do.	500 yds. NW	Gad	Sailboat
26	do.	50 yds. E	Abbie B	Gas. lch.
27	do.	225 yds. NE	No. 21	Rowboat
27	do.	1½ mi. SW	No name	Gas. lch.
27	do.	Off station	Transit	Sloop
29	do.	1 mi. NE	Jabberwock	Catboat
30	do.	¾ mi. N. by E	No name	Gas. lch.
30	Newburyport	½ mi. NNE	do.	Small boat
	Total			

NOTE.—For summary of the foregoing table see page 13.

undocumented vessels—Continued.

OF MASSACHUSETTS—Continued.

Home port.	Nature and cause of accident.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
Boston, Mass.....	Engine disabled.....	\$400		3	
do.....	Sails damaged.....	500	\$20	2	
do.....	do.....	800	25	7	
do.....	Collision; fouled anchor.....	200			
do.....	Engine disabled.....	2,000		2	
do.....	Damage to masts.....	600	50	3	
do.....	Rudder disabled.....	300	10	3	
do.....	Engine disabled.....	1,000		15	
do.....	Damage to mast.....	75	5	7	
do.....	Engine disabled.....	350	5	4	
do.....	Capsized.....	35		7	
do.....	Gasoline exhausted.....	500		3	
do.....	Damage to mast in collision.....	350	25	2	
do.....	Fouled anchor and went adrift.....	1,000			
do.....	Engine disabled.....	300		4	
Newburyport, Mass...	Adrift.....	20		4	
		93,670	4,820	514	5

Table of casualties, season of

DISTRICT NO. 3.—EMBRACING COASTS OF

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1908.					
Aug. 19	Brenton Point.....	2½ mi. SSW.....	Gas. sc. Brynhilda.....	10	Providence, R. I..
Oct. 22	Watch Hill.....	1½ mi. SW.....	Sc. Cheegegen.....	37	Newport, R. I....
Nov. 26	Sandy Point.....	¾ mi. ESE.....	Gas. sc. W. Talbot Dodge.	21	.....do.....
Dec. 26	Watch Hill.....	1 mi. SW.....	Str. Jeremiah Smith.....	172	New Haven, Conn
1909.					
Feb. 4	Fishers Island.....	Latimers Reef.....	Bge. High Ball.....	303	New York, N. Y..
7	Point Judith.....	¾ mi. WNW.....	Sc. Fleetly (Br.).....	174	Lunenburg, N. S..
Mar. 10	Fishers Island.....	3 mi. WSW.....	Bkn. Ladysmith (Br.)..	775	Parrsboro, N. S..
Apr. 15	Point Judith.....	1¾ mi. NNE.....	Sc. G. A. Hayden.....	107	Edgartown, Mass.
May 16	Block Island.....	¾ mi. SW.....	Str. Bay City.....	1,252	Belfast, Me.....
16	.....do.....	.....do.....	Bge. Brittainia.....	1,169	.....do.....
	Total.....				

NOTE.—For summary of foregoing table see page 13.

Table of casualties, season of

DISTRICT NO. 3.—EMBRACING COASTS OF

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Name of vessel.	Description of vessel.
1908.				
Aug. 12	Fishers Island.....	1 mi. NW.....	Lottie A.....	Gas. lch.....
20	Brenton Point.....	2½ mi. E.....	Susie and Cora.....	.....do.....
26	New Shoreham.....	1 mi. W.....	Little Haste.....	Sloop.....
Sept. 12	Fishers Island.....	3 mi. ESE.....	No name.....	Skiff.....
15	.....do.....	1 mi. NE.....	Robert Palmer.....	Gas. lch.....
Nov. 3	Watch Hill.....	1¼ mi. WNW.....	No name.....	Sloop.....
9	Quonochontaug.....	3¼ mi. E.....	Tomah.....	Gas. yt.....
1909.				
Apr. 9	Sandy Point.....	2½ mi. SSW.....	Valencia.....	Sloop.....
May 18	Fishers Island.....	2½ mi. NE. by E.....	Iola.....	Gas. lch.....
	Total.....			

NOTE.—For summary of the foregoing table see page 13.

1909—documented vessels.

RHODE ISLAND AND FISHERS ISLAND.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
Sakonnet Point to Newport, R. I.	Lobsters.....	\$2,000	\$200	\$2,200	\$5	2	.....	.....	.....
New London, Conn., to Block Island, R. I.	Wood.....	2,000	250	2,250	800	4	.....	.....	.....
Nantucket, Mass., to New York	Fish.....	2,500	500	3,000	.....	5	.....	.....	.....
New Haven, Conn., to Fall River, Mass.	.....	10,000	.....	10,000	100	8	.....	.....	.....
New York to Newport, R. I.	Coal.....	5,000	1,800	6,800	500	1	.....	.....	.....
Lunenburg, N. S., to New York	Wood pulp..	10,000	4,000	14,000	.....	6	.....	.....	.....
St. John, N. B., to New York	Lumber.....	68,000	4,000	72,000	20,000	11	.....	11	32
Providence River, R. I., to New Haven, Conn.	.....	1,400	.....	1,400	1,400	4	.....	4	16
Newport News, Va., to Providence, R. I.	Coal.....	85,000	50,000	135,000	33,000	20	.....	20	60
Newport News, Va., to Fall River, Mass.	.....do.....	45,000	600	45,600	40,000	6	.....	.....	.....
.....		230,900	61,350	292,250	95,805	67	.....	35	108

1909—undocumented vessels.

RHODE ISLAND AND FISHERS ISLAND.

Home port.	Nature and cause of accident.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
Fishers Island, N. Y.	Engine disabled.....	\$800	.....	1	.....
Sakonnet Point, R. I.	.....do.....	2,000	.....	6	.....
Norwalk, Conn.	Dragged anchor and stranded	500	\$50	4	.....
Stonington, Conn.	Unable to return to shore against tide	10	.....	2	.....
Greenport, N. Y.	Fire caused explosion of gasoline	1,200	1,200	3	.....
Stonington, Conn.	Stranded	150	150	6	.....
New York	Stranded in thick fog	10,000	10,000	4	.....
Newport, R. I.	Stranded; engine disabled	600	75	1	.....
.....	Engine disabled	700	.....	2	.....
.....		15,960	11,475	29	.....

Table of casualties, season of
DISTRICT NO. 4.—EMBRACING

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1908.					
Aug. 26	Point of Woods...	335 yds. N.....	Gas. yt. Ruby.....	20	Patchogue, N. Y..
Dec. 1	Eatons Neck.....	¼ mi. WSW.....	Sc. Martha D. Reid.....	50	Perth Amboy, N. J.
5	Point of Woods...	2 mi. NNW.....	Gas. sc. Olive B. Van Dusen.	50	Patchogue, N. Y..
8	Fire Island.....	Farm Shoal.....	Gas. lch. Lucy Bell.....	23	.....do.....
12	Bellport.....	¼ mi. W.....	Str. Harburg (Ger.).....	2,837	Hamburg, Ger- many.
15	Point Lookout....	1 mi. E.....	Gas. sc. Tartar.....	14	New York, N. Y..
17	Rockaway Point..	¼ mi. SW.....	Gas. lch. Tender.....	9	.....do.....
1909.					
Jan. 13	Point Lookout and Short Beach.	2 mi. E. Point Lookout Sta.	Gas. lch. Maud S.....	7	Patchogue, N. Y..
28	Fire Island.....	1½ mi. NE.....	Gas. lch. Tender.....	9	New York, N. Y..
Feb. 17	Moriches.....	235 yds. ESE.....	Sc. Miles M. Merry.....	1,589	Portland, Me.....
19	Point of Woods...	1½ mi. NW.....	Slp. Moe Mitchell.....	7	Patchogue, N. Y..
Apr. 3	Short Beach.....	¼ mi. SW.....	Sc. J. & C. Heinley.....	43	Amityville, N. Y..
12	.....do.....	1 mi. SW.....	Sc. Olive B. Van Dusen..	50	Patchogue, N. Y..
20	.....do.....	.....do.....	Sc. George F. Carman... Sc. William C. Carnegie.	36 2,663	Greenport, N. Y.. Portland, Me.....
May 1	Moriches, Potunk, and Forge River.	¼ mi. SSW. Mo- riches Sta.	Sc. Mary E. Cuff.....	41	Greenport, N. Y..
2	Point of Woods...	335 yds. N.....	Sc. Minnie C.....	43	.....do.....
8	Short Beach.....	1 mi. SW.....	Sc. Helen A. Brown.....	44	Cold Spring, N. Y..
10	Point of Woods...	1½ mi. NNE.....	Sc. J. Clark Curtin.....	23	New York, N. Y..
18	Long Beach.....	3½ mi. W.....			
June 9	Point of Woods and Fire Island.	1 mi. WSW. Point of Woods Sta.	Str. Antonio Lopez (Span.).	5,975	Barcelona, Spain..
	Total.....				

NOTE.—For summary of foregoing table see page 13.

1909—documented vessels.

COAST OF LONG ISLAND.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
At mooring.....		\$4,000		\$4,000	\$25	3			
Huntington, N. Y., to Sayreville, N. J.		2,000		2,000	50	3			
Rocky Point to Oakdale, N. Y.	Stone.....	5,000	\$200	5,200		2			
Keyport, N. J., to Bay Shore, N. Y.		1,500		1,500		3			
Fowey, England, to New York.	Pipe clay....	175,000	15,000	190,000	7,500	38			
Rockaway to Jones Inlet, N. Y.		3,000		3,000		3			
Gravesend Bay, N. Y., to New York.	Fish.....	1,400	200	1,600		4			
On fishing trip.....		1,000		1,000		3			
do.....	Fish.....	1,400	200	1,600		5			
Boston, to Newport News, Va.		45,000		45,000	45,000	11		11	110
On gunning trip.....		400		400		3			
Port Johnson, N. J., to Amityville, N. Y.	Coal.....	1,500	400	1,900		3			
New Haven, Conn., to Freeport, N. Y.	Oysters.....	6,000	1,500	7,500		3			
Freeport to Greenport, N. Y.		1,200		1,200		3			
Newport News, Va., to Boston.	Coal.....	80,000	11,000	91,000	91,000	13			
Greenport to Sayville, N. Y.	Oysters.....	1,500	1,200	2,700		3			
Freeport to Greenport, N. Y.		2,000		2,000		3			
Patchogue to Northport, N. Y.		1,000		1,000		3			
East Rockaway to Northport, N. Y.		600		600		2			
Cadiz, Spain, to New York.....	General.....	300,000	250,000	550,000	2,000	661			
.....		633,500	279,700	913,200	145,575	771		11	110

Table of casualties, season of

DISTRICT NO. 4.—EMBRACING

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Name of vessel.	Description of vessel.
1908.				
July 4	Point Lookout.....	$\frac{1}{2}$ mi. SW.....	No names.....	Canoes (2).....
4	Long Beach.....	$\frac{1}{2}$ mi. W.....	No name.....	Catboat.....
6	Rocky Point.....	$\frac{1}{2}$ mi. W.....	do.....	Rowboat.....
17	Rockaway Point.....	$\frac{1}{2}$ mi. SW.....	Ochepee.....	Gas. lch.....
22	Rockaway.....	$\frac{1}{2}$ mi. S.....	No name.....	Catamaran.....
Aug. 2	Moriches.....	2 mi. NE.....	Radway.....	Gas. lch.....
7	Potunk and Moriches.....	$2\frac{1}{2}$ mi. W. Potunk Sta.....	Coquette.....	Catboat.....
9	Rockaway Point.....	$\frac{3}{4}$ mi. SW.....	Ruth.....	Gas. lch.....
10	Point of Woods.....	2 mi. NE.....	Blue Rock.....	do.....
11	do.....	$\frac{1}{2}$ mi. NW.....	No name.....	Catboat.....
13	Rockaway.....	$1\frac{1}{2}$ mi. SE.....	Adele S.....	Gas. lch.....
15	Potunk.....	$1\frac{1}{2}$ mi. ENE.....	Elleen II.....	do.....
20	Blue Point.....	$\frac{1}{2}$ mi. NW.....	No name.....	do.....
22	Long Beach.....	$\frac{3}{4}$ mi. W.....	Nepahwin.....	Yawl.....
22	Rockaway.....	$\frac{1}{2}$ mi. SW.....	Pioneer.....	Gas. lch.....
26	Moriches.....	1 mi. N.....	Idler.....	do.....
26	Lone Hill.....	2 mi. NW.....	No name.....	Sharpie.....
26	Point of Woods.....	1 mi. W.....	Colonial Girl.....	Catboat.....
26	do.....	do.....	Amerique.....	do.....
26	do.....	500 yds. NE.....	Nanki Poo.....	Slp. yt.....
26	do.....	335 yds. N.....	Walden.....	Gas. yt.....
26	do.....	do.....	Nan 2.....	Slp. yt.....
26	Fire Island.....	$\frac{1}{2}$ mi. NE.....	Katy Lois.....	Gas. lch.....
26	do.....	do.....	Hazel.....	Slp. yt.....
Sept. 3	Tiana.....	1 mi. NE.....	Tioga.....	Sloop.....
14	Point of Woods.....	$\frac{1}{2}$ mi. N.....	Marguerite.....	Gas. lch.....
26	Short Beach.....	$1\frac{1}{2}$ mi. W.....	Edna.....	do.....
Oct. 9	Lone Hill.....	$1\frac{1}{2}$ mi. E.....	Subway.....	do.....
19	Eatons Neck.....	3 mi. E.....	No name.....	Sloop.....
20	Point of Woods.....	2 mi. W.....	Keewaydin.....	Gas. yt.....
Nov. 1	Fire Island.....	1 mi. E.....	Helen Silsbee.....	Sloop.....
26	Point Lookout.....	$\frac{1}{2}$ mi. E.....	Jim and I.....	Gas. lch.....
Dec. 6	Point of Woods.....	2 mi. NW.....	Lotus.....	Sloop.....
1909.				
Jan. 10	Point Lookout.....	2 mi. NE.....	Nassau.....	Gas. lch.....
31	Fire Island.....	$\frac{1}{2}$ mi. NE.....	Loafer.....	do.....
Mar. 26	Blue Point.....	1 mi. E.....	Spree.....	Catboat.....
26	do.....	2 mi. E.....	Eldorado.....	do.....
Apr. 11	do.....	$\frac{1}{2}$ mi. NW.....	Blanche.....	do.....
29	Oak Island.....	$\frac{3}{4}$ mi. NE.....	No name.....	Gas. lch.....
May 5	Rockaway.....	1 mi. N.....	do.....	Rowboat.....
9	Lone Hill.....	5 mi. SE.....	White Star.....	Gas. lch.....
14	Oak Island.....	$1\frac{1}{2}$ mi. NE.....	No name.....	do.....
30	Point of Woods.....	2 mi. NNW.....	Aleen.....	do.....
June 18	Short Beach.....	Jones Inlet Bar.....	Marie F.....	do.....
20	do.....	$\frac{1}{2}$ mi. NW.....	Leaf.....	Catboat.....
	Total.....	.....	.....	.....

NOTE.—For summary of the foregoing table see page 13.

1909—undocumented vessels.

COAST OF LONG ISLAND.

Home port.	Nature and cause of accident.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
Freeport, N. Y.	Capsized by high sea.	\$200		4	
Woodmere, N. Y.	Capsized by high wind.	100		2	
	Swamped in the breakers.	15		2	
New York City.	Stranded; engine disabled.	450	\$450	3	
Rockaway Beach, N. Y.	Capsized.	20		1	
Westhampton, N. Y.	Sunk in collision with another launch.	500	25	7	1
Moriches, N. Y.	Capsized in squall.	200		4	
New York.	Engine disabled.	300		2	
Sayville, N. Y.	do.	300		11	
Point of Woods, N. Y.	Capsized in squall.	50		1	
Brooklyn, N. Y.	Engine disabled.	300		1	
Amityville, N. Y.	Stranded; low tide.	2,000		3	
Sayville, N. Y.	Adrift; gasoline exhausted.	200		2	
New York City.	Mistook channel and stranded.	1,500	50	3	
Brooklyn, N. Y.	Stranded; engine disabled.	3,000	75	3	
Westhampton, N. Y.	Stranded; unacquainted with locality.	400		4	
Patchogue, N. Y.	Lost an oar and went adrift before gale.	20		1	
Point of Woods, N. Y.	Parted mooring and capsized.	200	5	1	
Sayville, N. Y.	Stranded in gale.	300		2	
Point of Woods, N. Y.	Parted mooring and struck dock.	200			
do.	do.	2,000			
do.	Parted mooring and collided with yacht Ruby.	400			
Islip, N. Y.	Dragged anchor and stranded.	800		1	
Babylon, N. Y.	Parted mooring and struck dock.	1,000			
Sayville, N. Y.	Capsized by squall.	400		2	
Bay Shore, N. Y.	Engine disabled.	700		2	
Freeport, N. Y.	Stranded; engine disabled.	400		7	
Patchogue, N. Y.	do.	500		11	
Greenport, N. Y.	Stranded during smoky weather.	300		1	
Bay Shore, N. Y.	Dragged anchor and stranded.	1,500		1	
Islip, N. Y.	do.	600		2	
Freeport, N. Y.	Stranded in fog.	1,000		6	
Bay Shore, N. Y.	Caught in bank of seaweed.	400		3	
Freeport, N. Y.	Stranded; lost bearings in darkness.	500		2	
Bay Shore, N. Y.	Parted moorings and stranded.	1,500		8	
Lone Hill, N. Y.	Parted mooring and stranded.	200			
Patchogue, N. Y.	Dragged anchor and stranded.	400			
Blue Point, N. Y.	Stranded; error of judgment.	300		3	
Islip, N. Y.	Stranded.	500		2	
Rockaway Beach, N. Y.	do.	30		3	
Patchogue, N. Y.	Engine disabled.	500		2	
Babylon, N. Y.	Stranded; engine disabled.	300		2	
Bay Shore, N. Y.	Engine disabled.	800		6	
Freeport, N. Y.	Broke steering gear and stranded.	600	20	3	
Far Rockaway, N. Y.	Stranded; unacquainted with channel.	200		2	
		26,585	625	125	1

Table of casualties, season of
DISTRICT No. 5.—EMBRACING

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1908.					
July 6	South Brigantine.	1 mi. S.	Slp. Butterfly.	50	New York, N. Y.
13	Atlantic City.	1½ mi. E.	Slp. J. Harry Lyons.	19	Somers Point N. J.
16	Hereford Inlet.	1 mi. S.	Gas. lch. Monmouth.	11	Philadelphia, Pa.
26	do.	¼ mi. SE.	Gas. lch. Leslie.	8	Bridgeton, N. J.
Aug. 2	Tathams.	1 mi. E.	Gas. yt. Nereides.	9	New York, N. Y.
7	Cape May.	2 mi. W.	Str. Lina.	31	do.
12	Hereford Inlet.	1 mi. SSE.	Slp. Goldy Budd.	15	Somers Point, N. J.
13	do.	do.	Elec. lch. Barbara.	11	Camden, N. J.
14	do.	do.	Gas. lch. Guyasuta.	9	Somers Point, N. J.
14	do.	do.	Gas. lch. Francis Smith.	31	do.
15	do.	do.	Elec. lch. Barbara.	11	Camden, N. J.
15	Atlantic City.	¼ mi. N.	Gas. yt. Lesbia.	34	Philadelphia, Pa.
16	Cape May.	1½ mi. W.	Str. Lina.	31	New York, N. Y.
24	Sea Isle City and Townsend Inlet.	2 mi. SSE. Sea Isle City Sta.	Gas. lch. Evelyn.	9	New Haven, Conn.
30	Barnegat and Forked River.	1½ mi. NNE. Barnegat Sta.	Gas. lch. Agnes.	15	Philadelphia, Pa.
Sept. 10	Hereford Inlet.	1 mi. SSE.	Elec. lch. Barbara.	11	Camden, N. J.
12	do.	¼ mi. E.	Gas. lch. Monmouth.	11	Philadelphia, Pa.
Oct. 14	do.	¼ mi. ESE.	Gas. lch. Francis Smith.	31	Somers Point, N. J.
20	do.	1 mi. S.	Slp. Goldy Budd.	15	do.
Nov. 27	Barnegat and Forked River.	¾ mi. ESE. Barnegat Sta.	Gas. lch. George H. Bates.	15	do.
Dec. 21	Atlantic City.	¼ mi. N.	Gas. sc. Annie Godfrey.	21	do.
22	Cold Spring and Two Mile Beach.	2½ mi. E. Cold Spring Sta.	Bge. Alma (and tow).	17	Richmond, Va.
1909.					
Feb. 11	do.	do.	Str. Marie Thomas.	122	Wilmington, Del.
12	Hereford Inlet.	1 mi. S.	Gas. sc. Alberta L.	13	Bridgeton, N. J.
22	Sandy Hook.	800 yds. N.	Str. Urbanus Dart.	42	Brunswick, Ga.
28	Two Mile Beach, Cold Spring, and Cape May.	1 mi. SW. Two Mile Beach Sta.	Sc. Eugene H. Cathrall.	42	Bridgeton, N. J.
Mar. 4	Little Egg.	2 mi. W.	Gas. lch. Mary F. Durrua.	14	New York, N. Y.
18	Holly Beach and Hereford Inlet.	1½ mi. E. Holly Beach Sta.	Sc. C. R. Bennett.	32	Chincoteague, Va.
19	Townsend Inlet.	Townsend Inlet Bar.	Sc. Onley.	26	do.
27	Forked River and Barnegat.	3 mi. S. Forked River Sta.	Gas. lch. George H. Bates.	15	Somers Point, N. J.
27	Little Beach.	2 mi. S.	Slp. Sally.	29	Norfolk, Va.
30	Townsend Inlet.	1 mi. WSW.	Sc. Onley.	26	Chincoteague, Va.
Apr. 22	Sandy Hook.	3 mi. ENE.	Sc. William H. Conner.	1,514	New York, N. Y.
24	Cold Spring.	3 mi. SE.	Gas. lch. Ira Marshall.	12	Seaford, Del.
May 7	Atlantic City.	1 mi. N.	Sc. Henry Disston.	41	Norfolk, Va.
16	Hereford Inlet and Tathams.	1½ mi. ENE. Tathams Sta.	Str. Vaud J.	64	Somers Point, N. J.
21	Atlantic City.	¼ mi. NW.	Slp. Sally.	29	Norfolk, Va.
26	Cape May.	¾ mi. SSW.	Slp. Belle.	16	Bridgeton, N. J.
June 2	Barnegat.	¼ mi. N.	Sc. James W. Lee.	20	do.
22	Sandy Hook.	2 mi. NNE.	Sc. Rebecca M. Walls.	590	New York, N. Y.
	Total.				

NOTE.—For summary of foregoing table see page 13.

1909—documented vessels.

COAST OF NEW JERSEY.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
Cape May, N. J., to New York.		\$6,000		\$6,000		6			
On pleasure trip		4,000		4,000		26			
On fishing trip	Fish	2,000	\$50	2,050		8			
do		1,200		1,200		15			
New York to Cape May, N. J.		3,500		3,500		5			
Lewes, Del., to Cape May, N. J.	Peaches	7,000	60	7,060	\$5	12			
On fishing trip		2,500		2,500		15			
do		2,000		2,000		8			
do		1,500		1,500		18			
do	Fish	8,000	500	8,500		9			
do		2,000		2,000		15			
New York to Atlantic City, N. J.		10,000		10,000		5			
Lewes, Del., to Cape May, N. J.		7,000		7,000	50	20			
Atlantic City, N. J., to Philadelphia.		2,000		2,000	25	2			
On pleasure trip		5,000		5,000		4			
do		2,000		2,000		9			
On fishing trip		2,000		2,000		7			
do	Fish	7,000		7,000		11			
On pleasure trip		2,500		2,500		3			
do		1,600		1,600		5			
On fishing trip		2,000	165	2,165		5			
Bellevue, Del., to Cold Spring Inlet, N. J.	Stone	7,500	500	8,000	8,000	10		8	8
Cold Spring Inlet, N. J., to Milton, Del.		20,000		20,000		8			
Atlantic City to Anglesea, N. J.	Fish	2,500	95	2,595		5			
Lying in New York harbor		3,500		3,500	1,500	6			
Milton, Del., to Cape May City, N. J.	Grain and potatoes.	1,000	1,000	2,000		4			
On fishing trip		2,500		2,500		3			
Chincoteague, Va., to Little Egg Harbor, N. J.	Oysters	1,500	600	2,100		3			
Chincoteague, Va., to Townsend Inlet, N. J.	do	3,000	500	3,500		3			
On fishing trip		1,600		1,600	10	5			
Norfolk, Va., to Brigantine, N. J.	Oysters	2,000	800	2,800		3			
Stiles Sound to Chincoteague, Va.		3,000		3,000	5	3			
Newport News, Va., to Boston.	Coal	35,000	5,365	40,365	40,365	4			
Camden to Anglesea, N. J.		3,000		3,000		4			
Greenport, N. Y., to Absecon, N. J.	Oysters	2,500	1,200	3,700		4			
On fishing trip		5,000		5,000		109			
Brigantine, N. J., to Chincoteague, Va.		3,600		3,600					
Green Creek, N. J., to Hog Island, Va.		700		700	700	2		2	2
Hereford Inlet, to Barnegat Inlet, N. J.	Buoys	600	800	1,400		3			
Perth Amboy, N. J., to Portland, Me.	Coal	6,000	4,000	10,000	1,000	7			
		185,300	15,635	200,935	51,660	294		10	10

Table of casualties, season of
DISTRICT NO. 5.—EMBRACING

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Name of vessel.	Description of vessel.
1908.				
July 5	Forked River.....	$\frac{3}{4}$ mi. W.....	Nautilus.....	Gas. lch.....
21	Atlantic City.....	$\frac{1}{2}$ mi. N.....	Czar.....	Yacht.....
22	Barnegat and Loveladies Island.	$\frac{1}{2}$ mi. E. Barnegat Sta.	Raena.....	Gas. lch.....
Aug. 1	Cedar Creek.....	$\frac{1}{4}$ mi. N.....	Mary J.....	Catboat.....
2	Forked River.....	1 mi. W.....	Katy R. G.....	Yacht.....
1	Tathams.....	$\frac{1}{4}$ mi. SE.....	Willie and John.	Gas. lch.....
2	Hereford Inlet.....	1 mi. ESE.....	Dorothy.....	do.....
6	Townsend Inlet.....	$\frac{1}{4}$ mi. S.....	Bubble.....	do.....
7	Little Beach.....	1 mi. E.....	No name.....	do.....
8	Barnegat and Forked River.	1 mi. N. Barnegat Sta.	Restless.....	do.....
12	Cape May.....	$\frac{1}{4}$ mi. NW.....	Verona B.....	do.....
25	Sea Isle City.....	300 yds. S.....	No name.....	do.....
26	Island Beach.....	Egg Island Shoals.....	Ella Grant.....	Catboat.....
27	Hereford Inlet.....	$\frac{1}{4}$ mi. N.....	Clara B.....	Yacht.....
30	Barnegat.....	$\frac{1}{4}$ mi. NNE.....	Dortha.....	Gas. lch.....
30	Townsend Inlet.....	$\frac{1}{4}$ mi. S.....	No name.....	Rowboat.....
31	Barnegat.....	$\frac{1}{4}$ mi. NNE.....	Gertrude.....	Gas. lch.....
Sept. 7	do.....	1 mi. NNE.....	Mohigan.....	Catboat.....
9	Forked River.....	$\frac{1}{4}$ mi. SW.....	Louise.....	Yacht.....
9	Cold Spring and Cape May.	$\frac{1}{2}$ mi. S. Cold Spring Sta.	Evada.....	Gas. lch.....
11	Barnegat.....	$\frac{1}{4}$ mi. NNE.....	Great Haste.....	Slp. yt.....
19	Spermaceti Cove and Seabright.	$\frac{1}{4}$ mi. S. Spermaceti Cove Sta.	Shaker.....	Gas. lch.....
20	Cold Spring.....	$\frac{3}{4}$ mi. W.....	Helen B.....	do.....
28	Barnegat.....	$\frac{1}{4}$ mi. NNE.....	Mree.....	Yawl.....
Oct. 1	Two-mile Beach.....	$\frac{1}{4}$ mi. SW.....	Lynn.....	Sloop.....
4	Spermaceti Cove.....	$\frac{1}{4}$ mi. NW.....	Marger.....	Gas. lch.....
6	Barnegat and Forked River.	$\frac{1}{4}$ mi. NNE. Barnegat Sta.	Edith.....	Catboat.....
13	Atlantic City.....	$\frac{1}{4}$ mi. NNE.....	Pennington.....	Yacht.....
15	Shark River.....	$\frac{3}{4}$ mi. S.....	Lizzie.....	do.....
19	Cold Spring.....	$\frac{2}{3}$ mi. E.....	Madaline.....	Gas. lch.....
25	Atlantic City.....	$\frac{1}{4}$ mi. N.....	Eva.....	do.....
29	Little Beach.....	$\frac{1}{4}$ mi. SE.....	Flirt.....	do.....
Nov. 18	Deal.....	1 mi. S.....	Sylvia.....	do.....
19	Squan Beach.....	600 yds. ESE.....	do.....	do.....
20	Avalon.....	$\frac{1}{4}$ mi. S.....	Hustler.....	do.....
21	Atlantic City.....	1 mi. E.....	Pacific.....	do.....
24	Barnegat and Forked River.	$\frac{1}{4}$ mi. NNE. Barnegat Sta.	Margaret.....	do.....
24	Forked River.....	800 yds. SE.....	Sylvia.....	do.....
Dec. 2	Spermaceti Cove.....	$\frac{1}{4}$ mi. N.....	Faustina.....	Catboat.....
9	Forked River.....	800 yds. SE.....	No name.....	Gas. lch.....
1909.				
Jan. 1	Hereford Inlet.....	$\frac{1}{4}$ mi. E.....	do.....	do.....
5	Forked River.....	1 mi. NW.....	Maggie.....	Yacht.....
7	Monmouth Beach.....	$\frac{1}{2}$ mi. S.....	Nellie.....	Gas. lch.....
21	Atlantic City.....	$\frac{1}{4}$ mi. SE.....	Edith Marie.....	do.....
Feb. 8	Little Beach.....	$\frac{1}{4}$ mi. E.....	No name.....	do.....
25	Barnegat.....	$\frac{1}{4}$ mi. NW.....	Carmen.....	do.....
25	Forked River.....	$\frac{1}{4}$ mi. N. by W.....	Aunty.....	Yacht.....
25	do.....	do.....	Gipsy.....	do.....
Mar. 4	do.....	do.....	Aunty.....	do.....
4	Great Egg.....	1 mi. N.....	No name.....	Bateau.....
8	Little Egg.....	3 mi. ENE.....	do.....	Gas. lch.....
27	Shark River.....	$\frac{1}{4}$ mi. S.....	do.....	do.....
28	Barnegat.....	$\frac{1}{4}$ mi. NW.....	Penelope.....	Catboat.....
Apr. 24	Long Branch and Deal.	$\frac{1}{4}$ mi. N. Long Branch Sta.	Little Haste.....	Sloop.....
27	Cedar Creek.....	$\frac{1}{4}$ mi. SW.....	No name.....	do.....
May 12	Avalon.....	$\frac{1}{4}$ mi. SSE.....	Willie.....	Gas. lch.....
19	Cold Spring.....	2 mi. E.....	Flicker.....	do.....
21	do.....	$\frac{1}{4}$ mi. W.....	Robert Campbell.	Barge.....
22	Sandy Hook.....	$\frac{1}{4}$ mi. N.....	C. H. Graves.....	Lighter.....
22	Hereford Inlet.....	$\frac{1}{4}$ mi. N.....	No names.....	Gas. lchs. (6).....
23	Harvey Cedars.....	$\frac{1}{4}$ mi. N.....	Maggie.....	Yacht.....
26	Forked River.....	$\frac{2}{3}$ mi. NW.....	Vene.....	do.....
30	Hereford Inlet.....	1 mi. NE.....	No name.....	Gas. lch.....
do.....	do.....	do.....	do.....	Rowboat.....
June 11	Cold Spring and Two Mile Beach.	$\frac{2}{3}$ mi. E. Cold Spring Sta.	Doc.....	Gas. lch.....
15	Sandy Hook.....	2 mi. N.....	No names.....	Scows (2).....
17	Cold Spring.....	$\frac{1}{4}$ mi. W.....	Reco.....	Sloop.....
20	Hereford Inlet.....	$\frac{1}{4}$ mi. S.....	Coot.....	Gas. lch.....
	Total.....			

NOTE.—For summary of the foregoing table see page 13.

1909—undocumented vessels.

COAST OF NEW JERSEY.

Home port.	Nature and cause of accident.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
Philadelphia, Pa.	Stranded	\$3,000		7	
Toms River, N. J.	Missed channel and stranded	900		4	
Camden, N. J.	Capsized in the breakers	400	\$300	2	
Bayville, N. J.	Disasted in gale	400	50	4	
Forked River, N. J.	Stranded in gale	200		3	
Quinton, N. J.	Engine disabled	400		4	
Somers Point, N. J.	do.	400		4	
	do.	100		1	
Sea Isle City, N. J.	Stranded; gasoline exhausted	400		2	
Nantucket, Mass.	Stranded; due to error of judgment	2,000		2	
Cape May, N. J.	Leaking, and engine disabled	500	25	2	
	Engine disabled	200		2	
Cedar Creek, N. J.	Dragged anchor and stranded	1,000		1	
Green Creek, N. J.	Parted lines and struck pier	150	15		
Island Heights, N. J.	Left aground by ebbing tide	1,000		4	
Townsend Inlet, N. J.	Capsized in breakers	10	10	2	
Toms River, N. J.	Left aground by ebbing tide	1,600		2	
Island Heights, N. J.	Stranded; due to error of judgment	125		2	
Forked River, N. J.	Mistook channel and stranded	1,000		4	
Philadelphia, Pa.	Engine disabled	2,500		2	
do.	Stranded; unacquainted with locality	2,700		3	
New York	Stranded; engine disabled	1,000		9	
Philadelphia, Pa.	Engine disabled	200		2	
New York	Dragged anchor	600		2	
Camden, N. J.	Dragged anchor and stranded	900		1	
Brooklyn, N. Y.	Engine disabled	500		8	
Bay Head, N. J.	Stranded; due to error of judgment	250		2	
Atlantic City, N. J.	do.	800		7	
Asbury Park, N. J.	Stranded; swept out of channel by tide	200		1	
Cape May, N. J.	Mistook channel and stranded	700	275	2	
Atlantic City, N. J.	Stranded owing to darkness	800		6	
do.	Stranded in gale	400		3	
Keansburg, N. J.	Stranded; engine disabled	150		2	
do.	Engine disabled	150		2	
Atlantic City, N. J.	do.	300		3	
do.	do.	800		2	
Forked River, N. J.	Stranded; engine disabled	1,000		2	
Keansburg, N. J.	Unable to find way in fog	150		1	
Brooklyn, N. Y.	Stranded, owing to darkness	500		6	
Pleasure Bay, N. J.	Gasoline exhausted	200		3	
Anglesea, N. J.	Stranded; captain intoxicated	350		1	
Forked River, N. J.	Caught in bank of seaweed	150		1	
New York	Engine disabled	1,200		1	
Atlantic City, N. J.	do.	200		1	
Ocean City, N. J.	Stranded; unmanageable	300		3	
Bay Head, N. J.	Fouled anchor and stranded	3,000		2	
do.	Dragged anchor and stranded	200		3	
do.	Parted cables and stranded	100		3	
do.	Dragged anchor and stranded	200		2	
Atlantic City, N. J.	Capsized in gale	10		1	
Ocean City, N. J.	Engine disabled	400		2	
Manasquan, N. J.	Capsized; engine disabled	150		2	
Forked River, N. J.	Dragged anchor and stranded	150		2	
Norwalk, Conn.	Capsized	2,500	50	3	
Forked River, N. J.	do.	100		1	
Atlantic City, N. J.	Lost propeller	250		2	
Camden, N. J.	Gasoline exhausted	300		9	
Philadelphia, Pa.	Lost anchors and stranded	3,000	3,000	2	
New York	Stranded	10	5		
	Capsized in gale	2,000	100		
Forked River, N. J.	Parted chains and stranded	300	15	1	
Toms River, N. J.	Stranded; unacquainted with channel	250		1	
Stone Harbor, N. J.	Stranded; engine disabled	500		15	
	Unmanageable	15		2	
Philadelphia, Pa.	Stranded; mistook channel	200		3	
New York	Stranded	12,000		1	
Cape May, N. J.	do.	400	400	5	
Philadelphia, Pa.	Stranded; unacquainted with locality	500		5	
		57,320	4,245	193	

Table of casualties, season of

DISTRICT NO. 6.—EMBRACING COAST BETWEEN

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1908.					
Aug. 24	Cobb Island.....	Carters Bar.....	Sc. Margaret H. Vane...	246	Baltimore, Md....
27	Lewes.....	1½ mi. E.....	Str. Chesapeake.....	1,101	Philadelphia, Pa..
Sept. 3	Lewes and Cape Henlopen.	¾ mi. W. Lewes Sta.	Str. Lina.....	31	New York, N. Y..
23	Metomkin Inlet...	¾ mi. S.....	Slp. Four Brothers.....	7	Chincoteague, Va..
30	Wallops Beach and Assateague Beach.	½ mi. ENE. Wallops Beach Sta.	Sc. Alberta.....	77	.....do.....
Oct. 12	Lewes.....	4 mi. W.....	Sc. Sand Snipe.....	58	Philadelphia, Pa..
Nov. 14	Indian River Inlet	1 mi. N.....	Sc. Marie F. Cummings..	548	.....do.....
Dec. 8	Assateague Beach.	2 mi. SW.....	Str. Kenosha.....	1,272	Marquette, Mich..
10	Cobb Island.....	5 mi. S.....	Slp. Sarah M. Rooks.....	12	Cape Charles, Va..
12	Metomkin Inlet...	¾ mi. SSE.....	Slp. Annie.....	18	Chincoteague, Va..
19	.....do.....	¾ mi. SW.....	Sc. C. R. Bennett.....	32	.....do.....
23	Smith Island.....	Isaac Shoals.....	Slp. Arlington.....	7	Cape Charles, Va..
1909.					
Jan. 6	.....do.....	4 mi. S.....	Str. Anglo-African (Br.)	4,186	London, England..
28	North Beach.....	2½ mi. S. by W....	Sc. P. E. Wharton.....	76	Chincoteague, Va..
Feb. 10	Cape Henlopen and Lewes.	Hen and Chickens Shoal.	Sc. Sarah W. Lawrence..	1,369	Perth Amboy, N. J.
24	Assateague Beach.	3½ mi. SSW.....	Sc. Helen H. Benedict...	770	New Haven, Conn.
Mar. 16	.....do.....	1½ mi. N.....	Sc. Charley C. Weaver...	27	West Point, Va...
Apr. 2	.....do.....	2½ mi. S. by E....	Gas. sc. Mary E. Harty..	122	Gloucester, Mass..
5	Wallops Beach....	Williams Shoal....	Sc. Eva Blanche.....	23	Norfolk, Va.....
7	Lewes.....	1 mi. E.....	Slp. The Chalfonte.....	15	Somers Point, N. J.
9	Hog Island.....	3 mi. SSE.....	Slp. R. M. F. Bunting..	8	Chincoteague, Va..
15	Ocean City.....	7 mi. SSE.....	Sc. Charles K. Schull....	884	Philadelphia, Pa..
May 17	Cobb Island.....	Carters Bar.....	Sc. Lewis M. Thomas...	66	Tappahan o c k, Va.
	Total.....	.....	.....	.....	.....

NOTE.—For summary of foregoing table see page 14.

1909—documented vessels.

CAPE HENLOPEN AND CAPE CHARLES.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
Beaufort, N. C., to Bridgeport, Conn.	Lumber.....	\$10,000	\$3,200	\$13,200	\$11,600	6	....	6	18
Baltimore to New York	General.....	150,000	100,000	250,000	6,500	17	....	....	....
New York to Lewes, Del.	.....	5,000	.....	5,000	4,250	4	....	....	....
The Lower Bay	Oysters.....	400	50	450	75	3	....	3	3
Chincoteague to York River, Va.	.....	4,000	.....	4,000	.....	4	....	....	....
Crumb Creek, Pa., to Broadkill River, Del.	Stone.....	1,500	300	1,800	.....	4	....	....	....
Boston to Delaware Breakwater	Barrels.....	12,000	3,500	15,500	15,500	7	....	7	17
Baltimore to Boston	Coal.....	40,000	7,350	47,350	.....	19	....	.....	.....
Midiky Channel to Norfolk, Va.	Oysters.....	1,200	300	1,500	150	2	....	2	2
Chincoteague to Cobbs Island, Va.	.....	1,500	.....	1,500	.....	2	....	....	....
Chincoteague to Hog Island, Va.	.....	1,500	.....	1,500	.....	3	....	....	....
Lying at wharf	.....	300	.....	300	30	.....	....	....	....
South America to Baltimore...	Nitrate of soda.	400,000	300,000	700,000	700,000	33	....	....	....
Rappahannock River, Va., to Atlantic City, N. J.	Lumber.....	2,500	800	3,300	2,900	5	....	5	10
Newport News, Va., to Boston..	Coal.....	30,000	7,000	37,000	37,000	10	....	10	16
Newport News, Va., to Portland, Me.	do.....	12,000	4,500	16,500	.....	8	....	8	8
Hampton, Va., to Sheepshead Bay, N. Y.	Oysters.....	1,200	535	1,735	.....	3	....	....	....
Gloucester, Mass., to Assateague, Va.	.....	14,000	.....	14,000	.....	19	....	....	....
Norfolk to Chincoteague, Va. . .	Lumber.....	1,800	400	2,200	.....	2	....	....	....
Newport News, Va., to Atlantic City, N. J.	Oysters.....	2,000	320	2,320	480	2	....	....	....
Broadwater Bay to Chincoteague, Va.	Clams.....	1,000	500	1,500	.....	3	....	....	....
Jacksonville, Fla., to Philadelphia.	Lumber.....	25,000	15,000	40,000	.....	8	....	....	....
On pleasure trip.....	.....	3,000	.....	3,000	.....	8	....	3	3
.....	.....	719,900	443,755	1,163,655	778,485	172	....	44	77

Table of casualties, season of

DISTRICT NO. 6.—EMBRACING COAST BETWEEN

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Name of vessel.	Description of vessel.
1908.				
Aug. 26	Lewes.....	1 mi. W.....	Dixie.....	Gas. lch.....
31	Cobb Island.....	2 mi. S.....	Maggie E. Smith.....	do.....
Sept. 9	Wallops Beach.....	1½ mi. ENE.....	No name.....	Sloop.....
28	North Beach.....	1½ mi. NW.....	do.....	Gas. lch.....
Oct. 21	Hog Island.....	5 mi. NW.....	Annie.....	Sailboat.....
Nov. 4	Cobb Island.....	2 mi. W.....	No name.....	Sloop.....
7	Metomkin Inlet.....	2 mi. SE.....	do.....	Sailboat.....
Dec. 2	do.....	4½ mi. NE.....	Virginia.....	do.....
12	North Beach.....	3 mi. N.....	Flying Cloud.....	Sloop.....
22	do.....	1 mi. SW.....	Nadine Showell (and tow).	Catboat.....
22	Metomkin Inlet.....	1½ mi. SW.....	A. B. Johnson.....	Sloop.....
23	do.....	2 mi. N.....	No name.....	Canoe.....
1909.				
Jan. 30	Hog Island.....	¾ mi. SW.....	Syneth.....	Gas. lch.....
31	Metomkin Inlet.....	¾ mi. S.....	Wm. Bolton.....	do.....
Mar. 5	Rehoboth Beach.....	1½ mi. SSW.....	Saywhen.....	do.....
11	Cobb Island.....	2 mi. NW.....	Agnes.....	do.....
Apr. 21	Hog Island.....	5 mi. NW.....	Ella.....	Catboat.....
June 26	Metomkin Inlet.....	1½ mi. NW.....	No name.....	Gas. lch.....
	Total.....	.....	.....	.....

NOTE.—For summary of the foregoing table see page 14.

1909—undocumented vessels.

CAPE HENLOPEN AND CAPE CHARLES.

Home port.	Nature and cause of accident.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
Lewes, Del.	Parted line and stranded.	\$125	\$25	.....	.....
Oyster, Va.	Engine disabled.	800	.....	2	.....
Chincoteague, Va.	Stranded; damage to mast.	150	25	4	.....
Whites Island, Md.	Engine disabled.	275	5	3	.....
Machipongo, Va.	Capsized by high sea.	35	.....	1	.....
.....	Adrift in gale.	400	.....	1	.....
Folly Creek, Va.	Unable to return to shore against tide.	15	.....	2	.....
Franklin City, Va.	Dismasted in gale.	125	15	2	.....
Smith Island, Va.	Missed channel and stranded.	200	.....	2	.....
Smoke House Creek, Md. ....	.....do.....	150	5	2	.....
Chincoteague, Va.	Stranded; sails blown away.	150	.....	3	.....
Battle Point, Va.	Parted mooring and stranded.	150	.....	.....	.....
Camden, N. J.	Stranded in gale.	900	.....	1	.....
Chincoteague, Va.	Stranded; due to error of judgment.	500	.....	2	.....
Burton Island, Del.	Engine disabled.	450	.....	4	.....
Oyster, Va.	Lost rudder.	2,000	10	2	.....
Red Bank, Va.	Mast damaged.	100	.....	1	.....
Folly Creek, Va.	Engine disabled.	500	.....	27	.....
.....	.....	7,025	85	59	.....

Table of casualties, season of
DISTRICT No. 7.—EMBRACING COAST

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessej.	Ton-nage.	Home port.
1908.					
July 24	Bogue Inlet.....	1½ mi. SW.....	Str. Governor Safford...	307	New York, N. Y..
31	Cape Lookout.....	4 mi. NW.....	Bkn. John Swan.....	721	do.....
31	do.....	5 mi. SE.....	Bg. Mats (Russ.).....	331	Riga, Russia.....
Aug. 25	Core Bank.....	2½ mi. NW.....	St. yt. Comfort.....	116	Newbern, N. C.....
Sept. 10	Ocracoke.....	2 mi. W.....	Sc. William T. Parker...	178	Philadelphia, Pa..
21	Cape Lookout.....	1 mi. WNW.....	Sc. Edwina.....	459	New York, N. Y..
Oct. 15	Fort Macon.....	1½ mi. SE.....	Sc. Blanche.....	10	Beaufort, N. C.....
20	Cape Fear.....	1 mi. NE.....	Gas. yt. Venture.....	18	New York, N. Y..
23	Bodie Island and Nags Head.	1 mi. N. of Bodie Island Sta.	Sc. Flora Rogers.....	376	Wilmington, Del..
29	Paul Gamiels Hill, Kitty Hawk and Caffey's Inlet.	1½ mi. SSE. of Paul Gamiels Hill Sta.	Sc. Charles S. Hirsch...	620	New York, N. Y..
31	Wash Woods and False Cape.	2½ mi. N. Wash Woods Sta.	Sc. Arleville H. Peary...	311	do.....
Nov. 4	Portsmouth.....	10 mi. NNW.....	Bge. Frank C. Kugler...	407	Philadelphia, Pa..
4	do.....	do.....	Bge. J. B. Blades.....	372	Newbern, N. C.....
4	do.....	do.....	Bge. Chas. G. Blades...	416	do.....
4	do.....	do.....	Bge. Sallie.....	365	Norfolk, Va.....
12	Ocracoke.....	18 mi. N.....	Str. Hampton.....	64	Batimore, N. Y..
12	Little Island and False Cape.	3½ mi. S. Little Island Sta.	Sc. Florence Shay.....	405	New York, N. Y..
20	Fort Macon.....	2 mi. ESE.....	Sc. Wyona.....	21	Newark, N. J.....
25	Durants.....	4 mi. N.....	Sc. Georgia A. Gaskins..	13	Elizabeth City, N. C.
Dec. 17	Ocracoke.....	3 mi. NW.....	Sc. Susie Muir.....	27	do.....
23	Cape Henry and Virginia Beach.	8½ mi. W. Cape Henry Sta.	Str. Avonmore (Br.)...	2,607	Liverpool, Eng....
1909.					
Jan. 8	Durants.....	4 mi. W.....	Sc. Annie Lena White...	13	Newbern, N. C.....
13	Portsmouth.....	3 mi. E.....	Gas. lch. Pamlico.....	10	do.....
14	Currituck Beach and Penneys Hill.	2½ mi. N. Currituck Beach Sta.	Str. Teesbridge (Br.)...	3,898	West Hartlepool, Eng.
18	Little Island and False Cape.	600 yds. S. Little Island Sta.	Sc. Pendleton Satisfaction.	524	Belfast, Me.....
Feb. 3	Cape Lookout.....	2½ mi. S.....	Sc. Belle O'Neill.....	467	New London, Conn.
10	Creeds Hill, Cape Hatteras and Durants.	10 mi. S. Creeds Hill Sta.	Bk. Matanzas.....	1,028	New York, N. Y..
17	Portsmouth.....	2½ mi. E.....	Gas. lch. Pearl.....	7	Beaufort, N. C.....
21	Cape Lookout.....	10 mi. W.....	Sc. Fortuna.....	612	New London, Conn.
27	Bogue Inlet.....	4 mi. W.....	Sc. Carita.....	11	Beaufort, N. C.....
Mar. 28	Core Bank.....	3 mi. N.....	Sc. Mary E.....	10	do.....
Apr. 11	Ocracoke.....	Royal Shoal.....	Sc. Kate H. Tilghman...	67	Baltimore, Md....
16	Durants.....	2½ mi. N.....	Gas. lch. Pompano.....	15	Norfolk, Va.....
23	Ocracoke.....	2½ mi. S.....	Gas. yt. Onawa II.....	121	New York, N. Y..
May 8	Cape Fear and Oak Island.	3 mi. SSE. Oak Island Sta.	Gas. lch. Kathryn.....	14	do.....
9	Fort Macon.....	1 mi. SE.....	Sc. Annie Farrow.....	39	Newbern, N. C.....
	Total.....				

NOTE.—For summary of foregoing table, see page 14.

1909—documented vessels.

BETWEEN CAPE HENRY AND CAPE FEAR.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
Charleston, S. C., to New York.		\$10,000		\$10,000	\$10,000	12			
Jacksonville, Fla., to New York	Lumber.....	8,000	\$16,000	24,000	5,000	9			
Mexico to Havre, France.....	do.....	20,000	15,000	35,000	3,500	8		6	6
Morehead City to Newbern, N. C.		10,000		10,000		12			
Bogue Inlet, N. C., to New York	Lumber.....	5,000	2,500	7,500		7			
New York to Charleston, S. C.	Salt.....	11,000	2,000	13,000		6			
Davis to Morehead City, N. C.	Live stock..	800	100	900		2			
New York to Florida.....		4,000		4,000		2			
Georgetown, S. C., to New Haven, Conn.	Lumber.....	10,000	5,000	15,000	15,000	8		8	69
Brunswick, Ga., to Baltimore..	do.....	30,000	4,000	34,000	34,000	8	2	6	24
New York to Norfolk, Va.....		3,000		3,000	3,000	6		6	18
Philadelphia to Bayboro, N. C.	Fertilizers...	8,000	5,000	13,000	12,000	3			
Norfolk, Va., to Oriental, N. C.		10,000		10,000		2			
do.....		10,000		10,000		2			
do.....		10,000		10,000		1			
Norfolk, Va., to Newbern, N. C.		12,000		12,000	1,000	8			
Norfolk, Va., to New York.....	P a v i n g blocks.	3,500	6,300	9,800	9,800	6	2	4	18
Limeville to Beaufort, N. C.		3,000		3,000		3			
Elizabeth City to Hatteras, N. C.	Merchandise	500	500	1,000		2			
Norfolk, Va., to Cape Lookout, N. C.	Forage.....	1,500	425	1,925		2			
Para, Brazil, to Hampton Roads, Va.		75,000		75,000	5,500	26			
South Creek to Hatteras, N. C.	Poles.....	500	50	550		2			
At mooring.....		1,000		1,000					
Marselles, France, to Hampton Roads, Va.		20,000		20,000		24			
Brunswick, Ga., to Perth Amboy, N. J.	Lumber.....	20,000	10,000	30,000		8		8	8
New York to Savannah, Ga....	Cement.....	10,000	10,000	20,000	20,000	7		7	9
Fernandina, Fla., to Philadelphia.	Lumber.....	20,000	16,000	36,000	1,800	12			
Ocracoke to Oriental, N. C.	Shellfish....	800	200	1,000		2			
Jacksonville, Fla., to New York	Lumber.....	15,000	16,000	31,000		8			
Browns Inlet to Bell Cove, N. C.		20,000		20,000	500	5			
Newbern to Wit, N. C.		250		250	25	2			
Rappahannock River, Va., to Newbern, N. C.	Corn.....	3,000	500	3,500		4			
Hatteras to Elizabeth City, N. C.	Fish.....	2,000	150	2,150		9			
Jacksonville, Fla., to Norfolk, Va.		25,000		25,000		8			
Miami, Fla., to New York.....		5,000		5,000		2			
Middle Creek to Beaufort, N. C.		600		600		5			
		388,450	109,725	498,175	121,125	233	4	45	152

Table of casualties, season of

DISTRICT No. 7.—EMBRACING COAST

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Name of vessel.	Description of vessel.
1908.				
July 8	Ocracoke.....	3 mi. SSW.....	Hero.....	Gas. lch.....
31	Creeds Hill.....	3 mi. NW.....	Little Myrtle.....	Sloop.....
Sept. 1	Ocracoke.....	3½ mi. WSW.....	No name.....	Gas. lch.....
16	Core Bank.....	7 mi. SW.....	Minnie.....	do.....
Oct. 13	Hatteras Inlet.....	2 mi. NNW.....	No name.....	do.....
17	Cape Fear.....	3 mi. SE.....	Knox.....	do.....
Nov. 5	Paul Gamiels Hill.....	1½ mi. SW.....	Lou E.....	do.....
6	Fort Macon.....	1½ mi. NNE.....	No name.....	Canoe.....
28	Portsmouth.....	4 mi. NNW.....	Alison Miller.....	Schooner.....
29	Cape Hatteras.....	4 mi. NW.....	Colendia.....	Gas. lch.....
Dec. 2	Little Kinnakeet.....	3 mi. W.....	Little Tennyson.....	Schooner.....
4	Bogue Inlet.....	1 mi. S.....	Helen.....	Gas. lch.....
23	Portsmouth.....	300 yds. ENE.....	Alison Miller.....	Schooner.....
1909.				
Jan. 21	Gull Shoal.....	2½ mi. W.....	Edna May.....	Gas. lch.....
Feb. 2	Fort Macon.....	1 mi. NNW.....	No name.....	do.....
4	Kill Devil Hills.....	8 mi. S.....	do.....	do.....
Mar. 3	Kitty Hawk.....	3 mi. W.....	Violet.....	do.....
11	Fort Macon.....	1 mi. NE.....	Miami.....	do.....
19	do.....	½ mi. NNE.....	Pocahontas.....	do.....
20	Cape Fear.....	½ mi. W.....	La Reine.....	do.....
Apr. 14	Fort Macon.....	1 mi. NNW.....	Maple.....	do.....
28	Little Kinnakeet.....	2 mi. W.....	No name.....	Skiff.....
	Total.....			

NOTE.—For summary of foregoing table see page 14.

1909—undocumented vessels.

BETWEEN CAPE HENRY AND CAPE FEAR.

Home port.	Nature and cause of accident.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
Atlantic, N. C.	Engine disabled.....	\$1,000		4	
Frisco, N. C.	Parted line and stranded.....	150		2	
Ocracoke, N. C.	Engine disabled.....	200		1	
	Fouled anchor and stranded.....	600			
	Lost rudder.....	500		1	
Southport, N. C.	Gasoline exhausted.....	600		3	
Kitty Hawk, N. C.	Dragged anchor and stranded.....	600		2	
Beaufort, N. C.	Capsized by high wind and sea.....	50		2	
Washington, N. C.	Stranded; unacquainted with locality.....	400		2	
Manteo, N. C.	Struck shoal and sunk.....	225	\$100	3	
Avon, N. C.	Misstayd and stranded.....	250	25	2	
Morehead City, N. C.	Stranded; due to sudden rise of sea.....	300		3	
Washington, N. C.	Dragged anchor and stranded.....	400			
Manteo, N. C.	Stranded; mistook locality.....	500		5	
Atlantic, N. C.	Gasoline exhausted.....	500		6	
Elizabeth City, N. C.	Stranded; engine disabled.....	600		3	
Halls Harbor, N. C.	Stranded; anchor broken.....	600		3	
Marshallsburg, N. C.	Gasoline exhausted.....	400		7	
do.	Engine disabled.....	300		2	
Detroit, Mich.	Stranded; unacquainted with locality.....	5,000	150	3	
Beaufort, N. C.	Gasoline exhausted.....	600		2	
	Parted line and went adrift.....	10			
		13,785	275	56	

Table of casualties, season of

DISTRICT NO. 8.—EMBRACING COASTS OF SOUTH

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1908.					
July 26	Fort Lauderdale.	7 mi. NNE.....	Str. Deramore (Nor.)....	2,369	Tonsberg, Norway
Aug. 5	Bethel Creek.....	$\frac{3}{4}$ mi. NW.....	Gas. yt. Southland.....	27	Galveston, Tex....
1909.					
Jan. 14	Fort Lauderdale.	$\frac{1}{4}$ mi. S.....	Gas. lch. Middy.....	10	New York, N. Y..
22	Bethel Creek.....	$\frac{1}{4}$ mi. NW.....	Gas. lch. Corsair.....	11	Brunswick, Ga....
Feb. 2	.....do.....	300 yds. NW.....	Slp. Kathryn.....	12	Tappahannock, Va
17	.....do.....	100 yds. W.....	Yt. Orchig.....	6	New York, N. Y..
Mar. 25	.....do.....	$\frac{1}{4}$ mi. NW.....	Gas. yt. Daisy.....	85	Memphis, Tenn....
	Total.....	.....	.....	.....	.....

NOTE.—For summary of foregoing table see page 14.

Table of casualties, season of

DISTRICT NO. 8.—EMBRACING COASTS OF SOUTH

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Name of vessel.	Description of vessel.
1908.				
July 12	Biscayne Bay.....	2 mi. W.....	No name.....	Gas. lch.....
19	For Lauderdale.....	150 yds. SW.....	.....do.....	.....do.....
19	.....do.....	.....do.....	.....do.....	.....do.....
20	Bethel Creek.....	$\frac{3}{4}$ mi. W.....	Porpoise.....	.....do.....
Sept. 15	Gilberts Bar.....	$2\frac{1}{4}$ mi. S.....	No name.....	Sailboat.....
Nov. 13	Biscayne Bay.....	4 mi. S.....	No. 147.....	Gas. lch.....
18	Fort Lauderdale.....	2 mi. W.....	No name.....	.....do.....
20	.....do.....	$\frac{1}{4}$ mi. SW.....	P. D. Q.....	.....do.....
Dec. 4	Gilberts Bar.....	2 mi. S.....	Climax.....	.....do.....
8	Indian River Inlet.....	.....do.....	Mildred.....	.....do.....
11	Bulow.....	3 mi. S.....	Irvine D.....	.....do.....
13	Sullivans Island.....	Opposite station.....	Coleman.....	Sloop.....
15	Bulow.....	5 mi. S.....	Emma.....	Gas. lch.....
1909.				
Feb. 18	Fort Lauderdale.....	$\frac{1}{4}$ mi. NW.....	Merry Mac.....	.....do.....
27	Indian River Inlet.....	1 mi. N.....	No name.....	.....do.....
Mar. 6	.....do.....	$\frac{3}{4}$ mi. W.....	.....do.....	.....do.....
15	.....do.....	$1\frac{1}{4}$ mi. W.....	.....do.....	.....do.....
26	.....do.....	.....do.....	.....do.....	.....do.....
27	.....do.....	1 mi. NNW.....	.....do.....	.....do.....
27	Mosquito Lagoon.....	4 mi. NW.....	.....do.....	Small boat.....
28	Chester Shoal.....	2 mi. S.....	.....do.....	Gas. lch.....
Apr. 4	Indian River Inlet.....	1 mi. N.....	.....do.....	.....do.....
11	Biscayne Bay.....	$\frac{1}{4}$ mi. S.....	Yappahootee.....	.....do.....
May 1	Chester Shoal.....	$1\frac{1}{4}$ mi. SW.....	No name.....	.....do.....
June 18	Gilberts Bar.....	2 mi. S.....	Ramona.....	.....do.....
	Total.....	.....	.....	.....

NOTE.—For summary of the foregoing table see page 14.

1909—documented vessels.

CAROLINA, GEORGIA, AND EASTERN FLORIDA.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
Philadelphia, to Tampico, Mexico.	Coal and machinery.	\$200,000	.....	\$200,000	\$100	25	.....	.....	.....
New York to Galveston, Tex.	12,000	.....	12,000	.....	7	.....	.....	.....
New York to Miami, Fla.	2,000	.....	2,000	.....	2	.....	.....	.....
.....do.....	3,000	.....	3,000	.....	3	.....	.....	.....
.....do.....	3,000	.....	3,000	.....	2	.....	.....	.....
.....do.....	4,000	.....	4,000	.....	6	.....	.....	.....
Havana, Cuba, to New York.	30,000	.....	30,000	.....	4	.....	.....	.....
.....	254,000	.....	254,000	100	49	.....	.....	.....

1909—undocumented vessels.

CAROLINA, GEORGIA, AND EASTERN FLORIDA.

Home port.	Nature and cause of accident.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
Little River, Fla.	Engine disabled.	\$150	.....	1	.....
Fort Lauderdale, Fla.	Stranded; gasoline exhausted.	2,000	.....	3	.....
.....do.....	Missed channel, stranded, and broke propeller.	2,000	\$10	6	.....
Vero, Fla.	Stranded; engine disabled.	150	.....	2	.....
Indian River, Fla.	Swept by tide toward dangerous bar.	40	.....	1	.....
Miami, Fla.	Stranded; engine disabled.	350	.....	3	.....
U. S. Vessel.	Engine disabled.	1,000	.....	3	.....
Shacktown, Fla.	Hung up by ebbing tide and sunk.	150	10	2	.....
New York.	Stranded; unacquainted with locality.	4,500	.....	2	.....
Saint Lucie.	Stranded; engine disabled.	250	10	3	.....
St. Augustine, Fla.	Engine disabled.	900	.....	3	.....
Charleston, S. C.	Went adrift during night and stranded.	300	.....	1	.....
St. Augustine, Fla.	Ran on sand bar and broke propeller.	1,000	25	7	.....
Chicago, Ill.	Engine disabled.	4,000	50	6	.....
Fort Pierce, Fla.	Caught in the breakers and stranded.	300	.....	1	.....
.....do.....	Engine disabled.	350	.....	1	.....
.....do.....	do.	375	.....	1	.....
Jensen, Fla.	do.	350	.....	1	.....
Fort Pierce, Fla.	Engine disabled; struck submerged obstruction.	350	5	1	.....
Titusville, Fla.	Adrift.	125	.....	3	.....
Rockledge, Fla.	Stranded; unacquainted with locality.	200	.....	3	.....
Fort Pierce, Fla.	Engine disabled.	350	.....	2	.....
Miami, Fla.	do.	500	.....	4	.....
Titusville, Fla.	Stranded; engine disabled.	150	.....	.....	.....
Palm Beach, Fla.	do.	1,000	.....	2	.....
.....	.....	20,840	110	62	.....

Table of casualties, season of

DISTRICT NO. 9.—EMBRACING GULF

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1908.					
Sept. 26	Saluria.....	2½ mi. N. by E....	Str. Romeo.....	61	Port Arthur, Tex.
Nov. 9	Galveston.....	2½ mi. E.....	Sc. Aloha.....	44	Galveston, Tex....
13	San Luis.....	5½ mi. SW. ¼ W....	Gas. Ich. Susie.....	21	do.....
17	Sabine Pass.....	4½ mi. SSE.....	Sc. Ella L. Davenport...	543	Bath, Me.....
26	San Luis.....	5 mi. SW. by S....	Gas. Ich. Rona.....	21	Galveston, Tex....
Dec. 10	Galveston.....	1 mi. NNW.....	Gas. Ich. Eva.....	14	do.....
13	do.....	¾ mi. N.....	Gas. Ich. Pelican.....	12	do.....
1909.					
Jan. 21	Saluria.....	7 mi. S.....	Str. Pilot Boy.....	233	Corpus Christi, Tex.
30	Sabine Pass.....	1½ mi. ESE.....	Sc. Emma Clara.....	18	Brashear, La.....
Mar. 4	Santa Rosa.....	4 mi. E.....	Sc. Frances and Louisa..	27	Pensacola, Fla....
31	Galveston.....	5 mi. NNE.....	Sc. Aloha.....	44	Galveston, Tex....
Apr. 10	Aransas.....	½ mi. NE.....	Gas. sc. Katie M.....	48	Corpus Christi, Tex.
May 26	Galveston.....	4 mi. NE.....	Bge. L. P. Featherstone..	858	Galveston, Tex....
26	do.....	¾ mi. NE.....	Gas. Ich. Osceola.....	11	do.....
26	San Luis.....	5 mi. NE.....	Sc. Bessie Lee.....	7	do.....
June 29	Santa Rosa.....	1 mi. E.....	Str. Nellie (and tow)....	61	Pensacola, Fla....
	Total.....				

NOTE.—For summary of foregoing table see page 14.

1909—documented vessels.

COAST OF THE UNITED STATES.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
Trespalcios to Pass Cavallo, Tex.		\$15,000		\$15,000		69		3	3
On fishing trip	Fish	10,000	\$500	10,500	\$300	9			
Surveying		1,000		1,000		7			
Cuba, to Port Arthur, Tex.		25,000		25,000		8			
Galveston to Velasco, Tex.	General	3,175	750	3,925		3			
Galveston to Wallisville, Tex.	do	5,000	400	5,400		6			
Pelican Island to Galveston, Tex.		5,000		5,000		2			
Galveston to Corpus Christi, Tex.	General	20,000	18,000	38,000	1,200	13			
Lake Charles, La., to Sabine, Tex.	Wood	900	75	975		4			
On fishing trip		1,075		1,075		7			
do		10,000		10,000	25	9			
Houston to Corpus Christi, Tex.	General	9,000	7,500	16,500		8			
Port Bolivar to Galveston, Tex.	Passenger train.	55,000	45,000	100,000		38			
do		2,500		2,500					
At mooring		800		800		2			
Towing in harbor		10,000		10,000		7			
		173,450	72,225	245,675	1,525	192		3	3

Table of casualties, season of
DISTRICT NO. 9.—EMBRACING GULF

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Name of vessel.	Description of vessel.
1908.				
July 19	Sabine Pass.....	$\frac{1}{2}$ mi. E.....	No name.....	Gas. lch.....
Aug. 8	Santa Rosa.....	$5\frac{1}{2}$ mi. NE.....	No do.....	Yawl.....
11	do.....	$\frac{1}{2}$ mi. NW.....	Consuelo.....	Gas. lch.....
17	Sabine Pass.....	200 yds. NW.....	No name.....	do.....
19	Brazos.....	$2\frac{1}{2}$ mi. W.....	Jaunita.....	Sloop.....
21	do.....	$\frac{1}{2}$ mi. N.....	Joe.....	Gas. lch.....
25	Galveston.....	7 mi. ENE.....	No name.....	Catboat.....
Sept. 17	do.....	$1\frac{1}{2}$ mi. NW.....	Four Dollar Bill.....	Sloop.....
17	do.....	4 mi. WNW.....	Cloud.....	do.....
27	do.....	200 yds. NE.....	No name.....	Catboat.....
27	do.....	1 mi. NNW.....	Viking.....	Sloop.....
Oct. 8	Santa Rosa.....	4 mi. E.....	No name.....	do.....
8	Sabine Pass.....	350 yds. N.....	do.....	Gas. lch.....
11	San Luis.....	$7\frac{1}{2}$ mi. SW. by W.....	Coronet.....	do.....
15	Sabine Pass.....	6 mi. ENE.....	Drake.....	do.....
17	Santa Rosa.....	5 mi. NNE.....	Tuscoda.....	do.....
23	Brazos.....	1 mi. W.....	Alderine.....	Sloop.....
27	do.....	$1\frac{1}{2}$ mi. W.....	Juanita.....	do.....
Nov. 1	Galveston.....	$\frac{1}{2}$ mi. NNW.....	Jeff N. Miller.....	Schooner.....
12	Santa Rosa.....	400 yds. N.....	No name.....	Catboat.....
13	Aransas.....	$1\frac{1}{2}$ mi. E.....	Nautilus.....	Gas. sch.....
14	Santa Rosa.....	$\frac{1}{2}$ mi. N.....	Dolly Gray.....	Gas. lch.....
		$\frac{1}{2}$ mi. E.....	Gazelle.....	Yawl.....
Dec. 3	Brazos.....	$\frac{3}{4}$ mi. WNW.....	Jeff N. Miller.....	Schooner.....
6	Santa Rosa.....	$\frac{1}{2}$ mi. E.....	Nellie.....	Gas. lch.....
11	Galveston.....	$\frac{1}{2}$ mi. NW.....	Dixie.....	Sloop.....
12	Brazos.....	$\frac{1}{2}$ mi. NW.....	Sea Gull.....	Gas. lch.....
18	Santa Rosa.....	4 mi. NE.....	Right Bower.....	Schooner.....
1909.				
Feb. 2	do.....	$\frac{1}{2}$ mi. W.....	Silvester.....	Gas. lch.....
7	do.....	1 mi. N.....	Osprey.....	do.....
25	do.....	3 mi. WNW.....	No name.....	do.....
Mar. 14	do.....	3 mi. N.....	Joy.....	Sloop.....
15	Brazos.....	2 mi. S.....	No name.....	Skiff.....
Apr. 4	Galveston.....	$\frac{1}{2}$ mi. W.....	do.....	Catboat.....
20	do.....	$2\frac{1}{2}$ mi. NNE.....	Turf.....	Gas. lch.....
May 9	Brazos.....	1 mi. NW.....	Esperanza.....	Sloop.....
19	do.....	$2\frac{1}{2}$ mi. NW.....	Sea Gull.....	Gas. lch.....
26	San Luis.....	$\frac{1}{2}$ mi. NW. by W.....	D. Allen.....	Catboat.....
30	Sabine Pass.....	$1\frac{1}{2}$ mi. NW.....	No name.....	Sloop.....
June 30	Brazos.....	$1\frac{1}{2}$ mi. NW.....	Molly.....	Schooner.....
30	do.....	$1\frac{1}{2}$ mi. N.....	Sea Gull.....	Gas. lch.....
	Total.....			

NOTE.—For summary of the foregoing table see page 14.

1909—undocumented vessels.

COAST OF THE UNITED STATES.

Home port.	Nature and cause of accident.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
Port Arthur, Tex.	Engine disabled.	\$75		2	
Fort Pickens, Fla.	Capsized by wind and sea.	125		5	
do.	Engine disabled.	500		7	
Beaumont, Tex.	do.	125		5	
Isabel, Tex.	Rigging carried away and mast broken.	200	\$10	2	
Brownsville, Tex.	Engine disabled.	400		5	
Galveston, Tex.	Stranded; due to inexperience.	50	15	2	
do.	Sails carried away in squall.	300		2	
do.	Dragged anchor and stranded.	500		2	
do.	Stranded in squall.	20		2	
do.	Abandoned in gale.	115			
Pensacola, Fla.	Swamped by seas.	75		3	
Port Arthur, Tex.	Engine disabled.	100		3	
Galveston, Tex.	Stranded, owing to darkness.	2,000		3	
Lake Charles, La.	Stranded; engine disabled.	200		2	
Pensacola, Fla.	Engine disabled.	800		2	
Isabel, Tex.	Dragged anchor in gale.	75			
do.	Parted line and stranded.	200	10		
do.	Parted mooring during storm.	1,000	5		
Galveston, Tex.	Capsized; due to inexperience.	50		4	
Pensacola, Fla.	Fire, caused by explosion of gasoline.	750	250	2	
Rockport, Tex.	Missed channel and stranded.	3,500		5	
Pensacola, Fla.	Carried away jib-boom, misstayed and stranded.	200	10	1	
Isabel, Tex.	Stranded; hung up on beach by ebbing tide.	1,000			
Warrington, Fla.	Engine disabled.	250	5	2	
Galveston, Tex.	Driven ashore by head wind and tide.	500		2	
Tarpon Beach, Fla.	Stranded in fog.	500		13	
Pensacola, Fla.	Stranded; stood too close inshore.	200		4	
do.	Adrift; abandoned.	160			
United States vessel.	Engine disabled.	4,000		6	
Fort Barrancas, Fla.	do.	250		2	
Pensacola, Fla.	Capsized by squall.	20		3	
Isabel, Tex.	Stranded; cut adrift.	50			
Galveston, Tex.	Capsized.	50		2	
do.	Engine disabled.	500		5	
Isabel, Tex.	Ran on a snag and sunk.	400	5	1	
Tarpon Beach, Tex.	Engine disabled.	500		12	
Galveston, Tex.	Stranded.	35		1	
Sabine, Tex.	Capsized; bad management.	20		2	
Isabel, Tex.	Parted mooring in hurricane.	800	400	2	2
do.	Stranded; parted mooring in hurricane.	500	160		
		21,095	870	111	2

Table of casualties, season of

DISTRICT NO. 10.—EMBRACING COASTS

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1908.					
July 8	Oswego.....	300 yds. NE.....	Sc. James G. Blaine.....	555	Ogdensburg, N. Y.
13	Ashtabula.....	175 yds. W.....	Str. Wonder.....	99	Cleveland, Ohio...
14	Erie.....	$\frac{1}{2}$ mi. SSW.....	Slp. Aggle (Br.).....	15	Oakville, Ont.....
22	Ashtabula.....	200 yds. W.....	Str. Wonder.....	99	Cleveland, Ohio...
Aug. 11	Charlotte.....	$\frac{1}{2}$ mi. NNE.....	Str. Titania.....	73	Buffalo, N. Y.
15	Marblehead.....	13 mi. NW.....	Sc. Uranus.....	524	Port Huron, Mich.
Sept. 1	do.....	4 mi. W. by N.....	Str. William Rollar.....	28	Cleveland, Ohio...
1	Ashtabula.....	300 yds. W.....	Str. Wonder.....	99	do.....
22	Buffalo.....	2 mi. W.....	Str. Mathew Wilson.....	322	Grand Haven, Mich.
Oct. 20	Charlotte.....	4 $\frac{1}{2}$ mi. WNW.....	Sc. Mary Ann Lyden (Br.).....	180	Kingston, Ont.....
Nov. 11	Cleveland.....	12 mi. NE.....	Str. John C. Pringle.....	474	Detroit, Mich.....
14	do.....	7 mi. NE.....	Scow Paul Kruger.....	227	Cleveland, Ohio...
Dec. 13	Buffalo.....	400 ft. E.....	Str. Yale.....	62	Buffalo, N. Y.....
1909.					
Feb. 13	Louisville.....	Falls of the Ohio..	Str. Peters Lee.....	463	Memphis, Tenn...
Apr. 30	Ashtabula.....	$\frac{3}{4}$ mi. NNE.....	Str. D. G. Kerr.....	5,531	Duluth, Minn.....
May 3	Buffalo.....	Horseshoe Reef....	Str. Selwyn Eddy.....	2,846	do.....
24	do.....	200 ft. N. by E....	Str. Princeton.....	43	Buffalo, N. Y.....
28	Oswego.....	5 mi. E.....	Str. Henry B. Hall.....	1,152	Ogdensburg, N. Y.
June 20	Niagara.....	1 $\frac{1}{2}$ mi. NW.....	St. yt. Maud (Br.).....	268	Hamilton, Ont.....
23	Oswego.....	3 mi. E.....	Gas. lch. Minnehaha.....	10	Oswego, N. Y.....
30	do.....	$\frac{1}{2}$ mi. NE.....	do.....	10	do.....
30	do.....	$\frac{1}{2}$ mi. NW.....	Sc. St. Louis (Br.).....	334	Toronto, Ont.....
	Total.....				

NOTE.—For summary of foregoing table see page 15.

1909—documented vessels.

OF LAKES ERIE AND ONTARIO.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
Charlotte, N. Y., to Prescott, Ont.	Coal.....	\$4,000	\$1,750	\$5,750	\$5,750	7	.....	.....	.....
Employed in harbor.....		4,000	.....	4,000	4,000	4	.....	.....	.....
Oakville, Ont., to Put'in Bay, Ohio.		3,500	.....	3,500	.....	9	.....	.....	.....
Ashtabula to Lake Beach, Ohio.	Sand.....	4,000	25	4,025	.....	4	.....	.....	.....
Sea Breeze to Charlotte, N. Y.		10,000	.....	10,000	10,000	26	.....	.....	.....
Huron, Ohio, to Sandwich, Ont.	Coal.....	10,000	3,000	13,000	.....	5	.....	.....	.....
Cleveland to Toledo, Ohio.		5,000	.....	5,000	.....	8	.....	.....	.....
Ashtabula to Lake Beach, Ohio.		4,000	.....	4,000	.....	4	.....	.....	.....
Manistee, Mich., to Tonawanda, N. Y.	Lumber....	18,000	15,000	33,000	500	12	.....	.....	.....
Kingston, Ont., to Charlotte, N. Y.		4,000	.....	4,000	.....	6	.....	.....	.....
Cleveland to Ashtabula, Ohio.	Coal.....	12,000	1,200	13,200	2,300	11	.....	11	11
Cleveland to White City, Ohio.		12,000	.....	12,000	5,200	4	.....	.....	.....
Towing in harbor.....		16,000	.....	16,000	2,000	4	1	2	2
Cincinnati, Ohio, to Memphis, Tenn.	Miscellaneous.	35,000	100,000	135,000	.....	101	.....	.....	.....
In Ashtabula harbor (Ohio).....		300,000	.....	300,000	.....	1	.....	.....	.....
Escanaba, Mich., to Tonawanda, N. Y.	Iron ore....	150,000	6,000	156,000	10,000	21	.....	.....	.....
Towing in harbor.....		9,000	.....	9,000	4,000	5	3	1	1
Ogdensburg to Oswego, N. Y.		25,000	.....	25,000	.....	17	.....	.....	.....
Hamilton to Niagara, Ont.		2,000	.....	2,000	.....	14	.....	.....	.....
Employed in harbor.....	Sand.....	800	15	815	.....	2	.....	.....	.....
do.....	Gravel.....	800	15	815	.....	2	.....	.....	.....
Toronto, Ont., to Oswego, N. Y.		4,000	.....	4,000	.....	6	.....	.....	.....
.....		633,100	127,005	760,105	43,750	273	4	14	14

Table of casualties, season of

DISTRICT No. 10.—EMBRACING COASTS

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Name of vessel.	Description of vessel.
1908.				
July 3.	Louisville.....	Falls of the Ohio.....	I. B. Dam.....	Skiff.....
4	Buffalo.....	500 ft. W.....	No name.....	.....do.....
7	Erie.....	4 mi. SW. by W.....	Alta D.....	Gas. lch.....
12	Louisville.....	Falls of the Ohio.....	No name.....	Skiff.....
13	Cleveland.....	3 mi. SW.....	Lambert.....	Gas. lch.....
13	Louisville.....	Falls of the Ohio.....	Cassie.....	Flatboat.....
17	Niagara.....	$\frac{1}{2}$ mi. S.....	Hie A way.....	Catboat.....
17	Cleveland.....	3 mi. NE.....	Denoah.....	Slp. yt. (Br.).....
19	.....do.....	2 $\frac{1}{2}$ mi. NW.....	Mattie.....	Gas. lch.....
24	Charlotte.....	$\frac{1}{2}$ mi. N.....	Majel.....	Yawl.....
26	Niagara.....	1 mi. W.....	Jean.....	Gas. lch. (Br.).....
27	Charlotte.....	$\frac{1}{2}$ mi. NE.....	Haskin.....	.....do.....
28	Louisville.....	Falls of the Ohio.....	No names.....	Shantyboats (two).....
Aug. 1	Niagara.....	$\frac{1}{2}$ mi. NNW.....	Louisa.....	Gas. lch.....
1	Cleveland.....	5 mi. W.....	Wistaria.....	Gas. yt.....
2	Louisville.....	Falls of the Ohio.....	Rosalie.....	.....do.....
3	Marblehead.....	$\frac{1}{2}$ mi. W.....	Faustina.....	Gas. lch.....
4	Niagara.....	$\frac{1}{2}$ mi. NW.....	No name.....	.....do.....
4	Louisville.....	Falls of the Ohio.....	.....do.....	Barge.....
9	Ashtabula.....	1 mi. WSW.....	Mary Ann.....	Gas. lch.....
10	Niagara.....	1 mi. NW.....	No name.....	Gas. lch. (Br.).....
10	.....do.....	$\frac{1}{2}$ mi. SW.....	Frank A.....	Gas. lch.....
10	Cleveland.....	2 mi. SW.....	Zenda.....	Gas. yt.....
18	Charlotte.....	$\frac{1}{2}$ mi. NNE.....	Yunora.....	.....do.....
18	Niagara.....	$\frac{1}{2}$ mi. NW.....	Jean.....	Gas. lch. (Br.).....
22	Charlotte.....	$\frac{1}{4}$ mi. ENE.....	No name.....	Sailboat.....
23	Niagara.....	$\frac{1}{2}$ mi. SE.....	Carrie.....	Gas. lch.....
23	Fairport.....	335 yds. NNE.....	Margrete.....	.....do.....
24	Louisville.....	Falls of the Ohio.....	No name.....	Skiff.....
Sept. 2	Niagara.....	2 mi. N.....	Frank A.....	Gas. lch.....
2	Cleveland.....	300 yds. S.....	Flirt.....	Slp. yt.....
3	Niagara.....	1 mi. NW.....	Old Niagara.....	Gas. lch.....
5	Louisville.....	Falls of the Ohio.....	No name.....	Skiff.....
6	Buffalo.....	200 ft. NE.....	Celtic.....	Shell.....
6	.....do.....	$\frac{1}{4}$ mi. NW.....	No name.....	Catboat.....
8	Erie.....	3 mi. E. by N.....	Irene.....	Gas. lch.....
14	Niagara.....	335 yds. NW.....	No name.....	Rowboat.....
14	Cleveland.....	3 mi. SW.....	Edith.....	Slp. yt.....
15	Niagara.....	335 yds. W.....	No name.....	Rowboat.....
Oct. 15	Charlotte.....	$\frac{1}{2}$ mi. NNW.....	.....do.....	Sloop.....
25	Niagara.....	$\frac{1}{2}$ mi. SE.....	Carrie.....	Gas. lch.....
27	Louisville.....	Falls of the Ohio.....	No name.....	Flatboat.....
Nov. 3	Oswego.....	300 yds. W.....	.....do.....	Scow.....
3	.....do.....	500 ft. NW.....	.....do.....	.....do.....
4	Cleveland.....	300 yds. S.....	Lizzy B.....	Gas. lch.....
7	Erie.....	$\frac{1}{2}$ mi. W.....	Gwendolin.....	St. lch.....
10	Niagara.....	500 yds. SW.....	No name.....	Rowboat.....
12	Buffalo.....	1 mi. S.....	Gerald D.....	Gas. lch.....
14	.....do.....	$\frac{1}{4}$ mi. SE.....	Atlas.....	Scow.....
16	Marblehead.....	$\frac{1}{2}$ mi. W.....	Guess.....	Gas. lch.....
29	Louisville.....	Falls of the Ohio.....	Little Mike.....	Flatboat.....
Dec. 1	Erie.....	$\frac{1}{2}$ mi. NW. by N.....	Irene.....	Gas. lch.....
14	.....do.....	18 mi. WSW.....	No. 21.....	Lighter.....
1909.				
Jan. 2	Cleveland.....	700 ft. N.....	Junk Boy.....	Gas. lch.....
29	Louisville.....	Falls of the Ohio.....	Tom.....	Flatboat.....
Feb. 27	.....do.....	.....do.....	Ariadne.....	Gas. yt.....
27	Marblehead.....	2 $\frac{1}{2}$ mi. NE.....	No name.....	Sloop.....
Mar. 6	Louisville.....	Falls of the Ohio.....	.....do.....	Skiff.....
9	Marblehead.....	2 $\frac{1}{2}$ mi. N.....	.....do.....	Sloop.....
10	Niagara.....	270 yds. SSW.....	.....do.....	Rowboat.....
21	Louisville.....	Falls of the Ohio.....	.....do.....	Shantyboat.....
Apr. 3	.....do.....	.....do.....	.....do.....	Gas. lch.....
4	.....do.....	.....do.....	.....do.....	.....do.....
9	Marblehead.....	2 mi. SE.....	.....do.....	Fishboat (Br.).....
12	Niagara.....	800 ft. NW.....	.....do.....	Rowboat.....
13	Cleveland.....	$\frac{1}{2}$ mi. NE.....	.....do.....	Skiff.....
16	.....do.....	$\frac{1}{2}$ mi. NE.....	.....do.....	Canoe.....

1909—undocumented vessels.

OF LAKES ERIE AND ONTARIO.

Home port.	Nature and cause of accident.	Estimated value of vessel.	Estimated damage or less to vessel.	Persons on board.	Lives lost.
Louisville, Ky.....	In dangerous position.....	\$10		1	
Buffalo, N. Y.....	Capsized.....	10		2	
Erie, Pa.....	On fire; explosion of gasoline.....	1,500	\$300	7	
Rising Sun, Ind.....	In dangerous position.....	10		1	
Edgewater.....	Stranded in squall.....	800		2	
Louisville, Ky.....	In dangerous position.....	10		5	
.....	Dragged anchor and became water-logged.....	25			
Toronto, Canada.....	Dragged anchors and stranded.....	2,000		6	
Cleveland, Ohio.....	Engine disabled.....	1,600		8	
Charlotte, N. Y.....	Misstayd and struck pier.....	500		4	
Niagara, Canada.....	Engine disabled.....	200		4	
Charlotte, N. Y.....	Stranded on substructure of pier.....	350		1	
Cincinnati, Ohio.....	In dangerous position.....	700		4	
Youngstown, N. Y.....	On fire; explosion of gasoline.....	300	10	1	
Rocky River, Ohio.....	Gasoline exhausted.....	5,000		2	
Jeffersonville, Ind.....	do.....	500		1	
Toledo, Ohio.....	Engine disabled.....	5,000		2	
Youngstown, N. Y.....	do.....	250		1	
Louisville, Ky.....	Parted lines and went adrift.....	3,700		11	
Ashtabula, Ohio.....	Engine disabled.....	1,000		4	
Niagara, Canada.....	do.....	200		5	
Youngstown, N. Y.....	do.....	400		3	
Cleveland, Ohio.....	On fire; explosion of gasoline.....	4,000	2,500	4	
Charlotte, N. Y.....	Stranded on substructure of pier.....	300		2	
Niagara, Canada.....	Engine disabled.....	200		3	
Charlotte, N. Y.....	In dangerous position.....	50		4	
Youngstown, N. Y.....	Engine disabled.....	300		2	
Painesville, Ohio.....	Struck pier; engine disabled.....	200		4	
Louisville, Ky.....	In dangerous position; due to inexperience.....	20		2	
Youngstown, N. Y.....	Engine disabled.....	400		2	
Cleveland, Ohio.....	Parted mooring and stranded.....	200			
Youngstown, N. Y.....	Gasoline exhausted.....	250		5	
Louisville, Ky.....	In dangerous position; due to inexperience.....	5		6	
Buffalo, N. Y.....	Capsized.....	150		4	
do.....	do.....	75		2	
Erie.....	Stranded; engine disabled.....	200		3	
Fort Niagara, N. Y.....	Adrift; occupants intoxicated.....	15		2	
Rocky River, Ohio.....	Parted line and stranded.....	200		1	
Fort Niagara, N. Y.....	Adrift; occupants intoxicated.....	15		3	
Charlotte, N. Y.....	Capsized in squall.....	50		2	
Youngstown, N. Y.....	Engine disabled.....	300		5	
Cleveland, Ohio.....	Stranded; due to inexperience.....	40		1	
Oswego, N. Y.....	Capsized by heavy sea.....	1,000		14	
do.....	Parted topline.....	1,800		1	
Cleveland, Ohio.....	Parted mooring and stranded.....	500	25		
United States vessel.....	Engine disabled.....	1,200		17	
Youngstown, N. Y.....	Adrift; occupants intoxicated.....	10		1	
Buffalo, N. Y.....	Stranded; engine disabled.....	1,200	1,200	13	6
do.....	Parted mooring and stranded.....	30,000		2	
Marblehead, Ohio.....	Stranded; steering gear disabled.....	300		2	
Louisville, Ky.....	In dangerous position.....	5		3	
Erie, Pa.....	Stranded; engine disabled.....	200		3	
Cleveland, Ohio.....	Parted topline and stranded.....	1,000			
do.....	Hole stove in bottom by ice.....	115		1	
Louisville, Ky.....	Adrift in strong wind.....	300		6	
do.....	Engine disabled.....	75		3	
Kelleys Island, Ohio.....	Disabled; overloaded.....	15		3	
Louisville, Ky.....	In danger of being swamped; strong current.....	75		3	
Marblehead, Ohio.....	Fast in ice.....	50		3	
Fort Niagara, N. Y.....	Adrift; occupants incapable of managing boat.....	10		1	
Jeffersonville, Ind.....	In dangerous position; bad management.....	50		4	
Louisville, Ky.....	Parted mooring and went adrift.....	250			
do.....	Engine disabled.....	175		4	
Pt. Pelee Isd., Canada.....	Stranded.....	100		1	
Fort Niagara, N. Y.....	Adrift in ice.....	10	10	2	
Cleveland, Ohio.....	Adrift.....	5		2	
do.....	Capsized by wind.....	20		1	

Table of casualties, season of 1909—

DISTRICT NO. 10.—EMBRACING COASTS OF

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Name of vessel.	Description of vessel.
1909.				
Apr. 18	Buffalo	$\frac{3}{4}$ mi. NE.	Senator	Gas. lch.
18	Ashtabula	$\frac{5}{8}$ mi. NW	Ohio	do.
18	Cleveland	$\frac{1}{2}$ mi. SE	No name	do.
28	do.	$\frac{1}{2}$ mi. NE	Osprey	do.
30	Louisville	Falls of the Ohio	No name	Yawl.
May 1	Niagara	$\frac{1}{2}$ mi. NW	do.	Rowboat
1	do.	500 yds. SW	do.	do.
18	Erie	$\frac{1}{2}$ mi. SE	Sunrise	Gas. lch.
20	Cleveland	$\frac{1}{2}$ mi. NNW	John Thompson	do.
26	Niagara	500 yds. SW	No name	Rowboat
26	Cleveland	$\frac{1}{2}$ mi. NE	do.	Gas. lch.
26	do.	$\frac{3}{4}$ mi. SW	Anna	do.
26	Louisville	Falls of the Ohio	No name	Skiff
29	Erie	$\frac{1}{2}$ mi. S	do.	Gas. lch.
30	Niagara	165 yds. SW	Carrie	do.
30	Louisville	Falls of the Ohio	Hobo	do.
31	Buffalo	1 mi. NW	Lily	do.
June 6	Louisville	Falls of the Ohio	No name	Skiff
7	do.	do.	do.	Flatboat
10	Marblehead	5 mi. S	do.	Gas. lch.
17	Louisville	Falls of the Ohio	Chick	do.
18	Charlotte	$\frac{3}{4}$ mi. ENE	No name	Canoe
18	Erie	$\frac{1}{2}$ mi. NW	do.	Sloop
20	Oswego	do.	Annis	Gas. lch.
20	Niagara	3 mi. NW	No name	Gas. lch. (Br.)
20	Ashtabula	1 mi. W	Margarette	Gas. lch.
22	Louisville	Falls of the Ohio	No name	Skiff
23	do.	do.	do.	do.
26	Charlotte	1 mi. NE	Prinzallen	Gas. lch.
27	Cleveland	$\frac{1}{2}$ mi. S	Sophia	do.
27	Louisville	Falls of the Ohio	Teddie R.	do.
27	do.	do.	No name	Skiff
27	do.	do.	do.	do.
27	do.	do.	Orval	do.
	Total			

NOTE.—For summary of the foregoing table see page 15.

undocumented vessels—Continued.

LAKES ERIE AND ONTARIO—Continued.

Home port.	Nature and cause of accident.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
Buffalo, N. Y.	Injured by ice and sunk	\$500	\$15	2	
Ashtabula, Ohio	Engine disabled	500	5	3	
Cleveland, Ohio	Collided with a steamer	100		4	1
do	Engine disabled	100		1	
Jeffersonville, Ind.	Adrift	50			
Fort Niagara, N. Y.	Adrift; occupants intoxicated	5		2	
do	Adrift; parted towline	20		1	
Ashtabula, Ohio	Engine disabled	400		2	
Cleveland, Ohio	Gasoline exhausted	800		3	
Fort Niagara, N. Y.	Adrift and leaking	5		5	
Cleveland, Ohio	Line in propeller	400		2	
do	Engine disabled	200		4	
Louisville, Ky	Swamped	20		2	
Erie, Pa	Engine disabled	250		2	
Fort Niagara, N. Y.	do	300		2	
Louisville, Ky	do	160		2	
Buffalo, N. Y.	do	200		8	
Louisville, Ky	Caught in current	20		4	
Jeffersonville, Ind.	do	25		2	
Sandusky, Ohio	Engine disabled	300		3	
Louisville, Ky	do	350		5	
Charlotte, N. Y.	Adrift	35		1	
Erie, Pa	Stranded; error of judgment	100		2	
Oswego, N. Y.	Engine disabled	200		2	
Port Dalhousie, Canada	do	400		8	
Ashtabula, Ohio	do	200		1	
Louisville, Ky	In dangerous position	25		4	
do	do	20		4	
Charlotte, N. Y.	Damage to steering gear	1,000		2	
Cleveland, Ohio	Struck piling and sunk	150		4	
Louisville, Ky	Engine disabled	400		3	
do	In dangerous position	25		2	
do	Engine disabled	150		6	
do	In dangerous position	20		2	
		76,930	4,075	322	7

Table of casualties, season of

DISTRICT NO. 11.—EMBRACING COASTS

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1908.					
July 7	Vermilion.....	10½ mi. E.....	Str. Charles S. Hebard..	6,291	Fairport, Ohio....
25	Duluth.....	1 mi. SW.....	Scow No. 10.....	57	Duluth, Minn.....
Aug. 16	do.....	4 mi. SE.....	Str. Mahoning.....	2,189	Erie, Pa.....
18	Bois Blanc.....	12 mi. SSE.....	Str. Helen C.....	622	Grand Haven, Mich
23	Duluth.....	1 mi. SE.....	Str. Sarah Smith.....	45	Duluth, Minn.....
23	Portage.....	7 mi. SE.....	Str. Muskegon.....	1,199	Chicago, Ill.....
Sept. 2	Thunder Bay Island.	15 mi. SW. by S..	Sc. Garibaldi.....	88	Detroit, Mich.....
5	Sturgeon Point....	3 mi. S.....	Str. W. J. Carter.....	235	Port Huron, Mich..
6	Crisps.....	2 mi. E.....	Sc. D. K. Clint.....	729	Detroit, Mich.....
6	Vermilion.....	½ mi. NW.....	Str. Chauncey Hurlbut..	1,009	do.....
6	Harbor Beach.....	1 mi. E.....	Sc. J. L. Green.....	89	Port Huron, Mich..
8	Bois Blanc.....	3 mi. SW.....	Str. Robert Wallace.....	1,640	Duluth, Minn.....
11	Portage.....	1 mi. NE.....	Str. Daniel L. Hebard..	159	Marquette, Mich..
13	Bois Blanc.....	6 mi. SSW.....	Str. Winnipeg.....	1,108	Buffalo, N. Y.....
16	do.....	4 mi. SSW.....	Str. City of Genoa.....	2,446	Cleveland, Ohio... ³
16	do.....	18 mi. NW.....	Str. Douglas Houghton..	5,332	Duluth, Minn.....
16	do.....	do.....	Sc. John Smeaton.....	5,049	do.....
19	Thunder Bay Island.	½ mi. ESE.....	Str. William Maxwell... ⁴	43	Sandusky, Ohio...
19	Harbor Beach.....	6 mi. N.....	Str. Sonora.....	3,914	Duluth, Minn.....
21	Bois Blanc.....	2 mi. SSW.....	Str. Wawatam.....	1,879	do.....
25	do.....	5 mi. WSW.....	Str. Arthur Orr.....	2,745	do.....
25	Vermilion.....	½ mi. N.....	Str. Thomas Friant.....	81	Marquette, Mich..
26	Thunder Bay Island.	6 mi. W.....	Str. Ionic (Br.).....	1,708	Sarnia, Ont.....
26	Vermilion.....	8 mi. E.....	Str. Wiley M. Egan.....	1,677	Erie, Pa.....
27	Crisps.....	2½ mi. E. by N...	Str. Neshoto.....	2,255	Cleveland, Ohio... ³
27	Thunder Bay Island.	4 mi. SW.....	Str. Winslow (Br.).....	153	Sarnia, Ont.....
28	Harbor Beach.....	½ mi. E.....	Sc. Chippewa.....	1,290	Toledo, Ohio.....
30	Tawas.....	1 mi. NNW.....	Sc. Red, White and Blue.	38	Port Huron, Mich:
Oct. 3	Sturgeon Point....	10 mi. N.....	Str. Stephen C. Hall....	447	Cleveland, Ohio... ³
14	Duluth.....	¾ mi. SW.....	Str. Sacramento.....	2,380	Port Huron, Mich..
14	Sturgeon Point....	17 mi. S.....	Sc. Golden Age.....	1,846	Sandusky, Ohio...
23	Middle Island....	9 mi. NNW.....	Sc. G. K. Jackson.....	400	Port Huron, Mich..
23	do.....	do.....	Str. Langell Boys.....	387	do.....
24	Portage.....	12 mi. NE.....	Str. Daniel B. Meacham.	6,971	Detroit, Mich.....
Nov. 16	do.....	12 mi. W.....	Sc. Mary Woolson.....	708	Port Huron, Mich..
Dec. 6	Harbor Beach.....	385 yds. E.....	Sc. Jennie Weaver.....	88	do.....
6	Bois Blanc.....	7 mi. W.....	Str. A. D. Davidson.....	1,640	Duluth, Minn.....
1909.					
Apr. 30	Harbor Beach.....	385 yds. E.....	Str. Joseph C. Suit.....	318	Milwaukee, Wis... ³
May 15	Marquette.....	2 mi. NE.....	Sc. Arenac.....	521	Duluth, Minn.....
June 22	Thunder Bay Island.	3½ mi. E.....	Str. W. P. Thew.....	206	Detroit, Mich.....
22	Hammond.....	9 mi. NW.....	St. yt. Galatea.....	157	do.....
24	Middle Island....	500 ft. SSW.....	Sc. Viola.....	54	Port Huron, Mich..
28	Vermilion.....	7½ mi. E.....	Str. J. J. Sullivan.....	7,077	Cleveland, Ohio... ³
	Total.....	.....	.....	.....	.....

NOTE.—For summary of foregoing table see page 15.

1909—documented vessels.

OF LAKES HURON AND SUPERIOR.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons snatched at station.	Days' succor afforded.
Duluth to Fairport, Ohio.....	Iron ore	\$330,000	\$36,000	\$366,000	.....	25	.....	.....	.....
In harbor .....	.....	4,000	.....	4,000	.....	.....	.....	.....	.....
Erie, Pa., to Duluth.....	Merchandise	120,000	10,000	130,000	.....	21	.....	.....	.....
Manistee, Mich., to Chicago.....	Cedar ties.....	25,000	4,000	29,000	\$800	14	.....	.....	.....
In harbor .....	.....	3,000	.....	3,000	3,000	1	.....	.....	.....
Bayfield, Wis., to Detroit.....	Lumber.....	35,000	7,200	42,200	.....	16	.....	.....	.....
Alpena to New Baltimore, Mich.....	do.....	5,000	1,500	6,500	700	5	.....	.....	.....
Port Huron to Alpena, Mich.....	.....	20,000	.....	20,000	.....	13	.....	.....	.....
Lake Lintien, Mich., to Walkersville, Ont.....	Coppersand.....	4,000	3,000	7,000	500	6	.....	.....	.....
Lake Linden, Mich., to Toledo, Ohio.....	do.....	15,000	2,000	17,000	17,000	14	.....	14	18
Alpena to Forester, Mich.....	Lumber.....	1,000	1,000	2,000	500	4	.....	.....	.....
Oswego, N. Y., to Chicago.....	Coal.....	150,000	11,300	161,300	750	18	.....	.....	.....
Nipigon, Ont., to Pequaaming, Mich.....	.....	25,000	.....	25,000	.....	14	.....	.....	.....
Buffalo to Racine, Wis.....	Coal.....	36,000	5,000	41,000	.....	16	.....	.....	.....
Fairport, Ohio, to Racine, Wis.....	do.....	65,000	5,285	70,285	105	16	.....	.....	.....
Duluth to Chicago.....	Iron ore.....	295,000	23,000	318,000	.....	28	.....	.....	.....
do.....	do.....	175,000	33,495	208,495	.....	9	.....	.....	.....
On fishing trip.....	Fish and nets.....	5,000	500	5,500	5,500	7	.....	7	7
Duluth to Cleveland.....	Iron ore.....	300,000	17,500	317,500	43,000	21	.....	.....	.....
Fairport, Ohio, to Milwaukee.....	Coal.....	150,000	9,800	159,800	750	19	.....	.....	.....
Chicago to Midland, Ont.....	Corn and flour.....	200,000	300,000	500,000	.....	21	.....	.....	.....
Sault Ste. Marie to Grand Marais, Mich.....	General.....	5,000	2,000	7,000	50	14	.....	.....	.....
Windsor to Fort William, Ont.....	do.....	50,000	17,445	67,445	.....	19	.....	.....	.....
Fort William, Canada, to Buffalo.....	Wheat.....	30,000	85,000	115,000	.....	17	.....	.....	.....
Superior, Wis., to Buffalo.....	Iron ore.....	50,000	15,000	65,000	65,000	16	.....	16	32
Sarnia, Ont., to Alpena, Mich.....	.....	25,000	.....	25,000	.....	12	.....	.....	.....
In harbor at Harbor Beach, Mich.....	Coal.....	28,000	4,000	32,000	.....	7	.....	.....	.....
Bay City to Whitestone Point, Mich.....	.....	1,000	.....	1,000	.....	3	.....	.....	.....
Buffalo to Alpena, Mich.....	Coal.....	9,000	3,475	12,475	1,135	12	.....	.....	.....
Buffalo to Duluth.....	do.....	55,000	13,500	68,500	40,000	17	.....	.....	.....
Huron, Ohio, to Sault Ste. Marie, Mich.....	do.....	20,000	9,300	29,300	1,200	9	.....	.....	.....
Sault Ste. Marie to Saginaw, Mich.....	Lumber.....	5,000	12,000	17,000	.....	5	.....	.....	.....
do.....	do.....	15,000	5,000	20,000	700	13	.....	.....	.....
Superior, Wis., to Ashtabula, Ohio.....	Iron ore.....	375,000	25,000	400,000	85,000	25	.....	20	21
Tonawanda, N. Y., to Duluth.....	.....	30,000	.....	30,000	.....	7	.....	.....	.....
At dock.....	Lumber.....	2,000	1,700	3,700	.....	1	.....	1	1
Oswego, N. Y., to Milwaukee.....	Coal.....	140,000	14,000	154,000	.....	19	.....	.....	.....
Detroit to Port Huron, Mich.....	Merchandise	8,000	1,000	9,000	25	13	.....	.....	.....
Duluth to Tonawanda, N. Y.....	Lumber.....	10,000	12,000	22,000	2,000	7	.....	.....	.....
Bay City to Cheboygan, Mich.....	.....	10,000	.....	10,000	10,000	11	.....	.....	.....
Detroit to Mackinac Island, Mich.....	.....	140,000	.....	140,000	.....	22	.....	.....	.....
Black River to Middle Island, Mich.....	Wood.....	500	135	635	.....	5	.....	.....	.....
Two Harbors, Minn., to Ashtabula, Ohio.....	Iron ore.....	400,000	30,000	430,000	.....	33	.....	.....	.....
.....	.....	3,371,500	721,135	4,092,635	277,715	575	.....	58	78

Table of casualties, season of

DISTRICT NO. 11.—EMBRACING COASTS

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Name of vessel.	Description of vessel.
1908.				
July 4	Harbor Beach	$\frac{1}{2}$ mi. S.	No name	Sailboat.
4	Duluth	$1\frac{1}{2}$ mi. SE.	do.	Gas. lch.
4	do.	$\frac{1}{2}$ mi. NW.	do.	do.
11	do.	$\frac{3}{4}$ mi. NW.	Ruth B.	do.
11	do.	$\frac{1}{2}$ mi. NW.	No name	do.
12	do.	4 mi. SW.	North Butte	do.
13	do.	1 mi. SW.	No name	do.
13	do.	200 ft. S.	do.	Canoe.
15	do.	$2\frac{1}{2}$ mi. SE.	do.	Gas. lch.
20	Grand Marais	11 mi. E.	Two Heart (and tow).	do.
26	Marquette	$\frac{3}{4}$ mi. W.	No name	do.
26	Duluth	$\frac{1}{2}$ mi. SW.	Ella	do.
26	do.	$\frac{1}{2}$ mi. SW.	Lennox	do.
31	Port Austin	$\frac{1}{2}$ mi. NW.	No name	Rowboat.
Aug. 2	Marquette	$\frac{3}{4}$ mi. S.	do.	Gas. lch.
6	Duluth	1 mi. SW.	Nemadji.	Slp. yt.
9	do.	1 mi. N.	No name	Gas. lch.
10	do.	$\frac{1}{2}$ mi. NW.	Arbutus	do.
10	do.	do.	No name	do.
12	do.	$1\frac{1}{2}$ mi. S.	do.	do.
16	do.	6 mi. SE.	do.	Slp. yt.
18	Harbor Beach	1 mi. ENE.	Bug	Gas. lch.
21	Duluth	200 ft. SW.	No name	Slp. yt.
21	do.	$\frac{1}{2}$ mi. SE.	Lester R.	Gas. lch.
23	do.	6 mi. NE.	Neoposit	do.
26	do.	$\frac{3}{4}$ mi. N.	No name	Sloop.
29	do.	$1\frac{1}{2}$ mi. S.	Agwinde	Slp. yt.
29	do.	1 mi. SE.	Popegima	do.
Sept. 3	Portage	$\frac{1}{2}$ mi. W.	No name	Gas. lch.
3	Duluth	$\frac{1}{2}$ mi. NW.	Sweetheart	Catboat.
4	Harbor Beach	1 mi. NE.	Jennie	Sloop.
4	Grand Marais	12 mi. E.	Reva B.	Gas. yt.
5	Tawas	2 mi. W.	Eliza F.	Gas. lch.
5	Duluth	$\frac{1}{2}$ mi. SW.	No name	Shell.
5	do.	$\frac{1}{2}$ mi. NW.	do.	Canoe.
5	do.	$\frac{3}{4}$ mi. SE.	do.	Gas. lch.
6	Harbor Beach	1 m. NE.	do.	Skiff.
7	Duluth	500 yds. SW.	do.	Gas. lch.
20	do.	$\frac{3}{4}$ mi. N.	Lennox	do.
25	Marquette	$\frac{1}{2}$ mi. SW.	No name	do.
27	Duluth	$\frac{1}{2}$ mi. S.	Robert B.	do.
30	do.	$\frac{1}{2}$ mi. W.	No name	do.
Oct. 11	Thunder Bay Island	$\frac{1}{2}$ mi. NNW.	Oswiata	do.
15	Grand Marais	5 mi. E.	Two Heart	do.
18	Middle Island	1 mi. S.	No name	Fish boat.
18	Portage	100 yds. W.	Florence L.	Gas. lch.
Nov. 6	Bois Blanc	8 mi. SW. by S.	Ironwood	Schooner.
18	do.	12 mi. SSE.	Poe Reef Lightship.	do.
27	Hammond	6 mi. NW.	Carrie E.	Gas. lch.
28	Harbor Beach	$\frac{1}{2}$ mi. S.	No name	Sailboat.
Dec. 9	do.	do.	Carnot	do.
9	do.	275 yds. E.	Wanderer	Gas. lch.
9	do.	$\frac{3}{4}$ mi. S.	No name	Sailboat.
1909.				
Apr. 21	do.	$\frac{1}{2}$ mi. ENE.	do.	Rowboat.
May 3	Port Austin	3 mi. NW.	Nellie Bly	Gas. lch.
3	Thunder Bay Island	Off station.	Search Light	Fish boat
5	Duluth	$\frac{1}{2}$ mi. SW.	No name	Skiff.
6	do.	2 mi. SE.	Lester R.	Gas. lch.
10	do.	1 mi. S.	D. B. C.	do.
13	do.	$\frac{1}{2}$ mi. S.	Scout	do.
19	Marquette	$2\frac{1}{2}$ mi. NE.	No name	do.
23	Duluth	$\frac{1}{2}$ mi. W.	do.	Canoe.
25	do.	1 mi. SW.	do.	Gas. lch.
25	do.	2 mi. SE.	do.	do.
25	do.	1 mi. SW.	Gopher	do.
27	do.	$1\frac{1}{2}$ mi. SE.	Traveller	do.
28	Marquette	3 mi. E.	Edna	do.

1909—undocumented vessels.

OF LAKES HURON AND SUPERIOR.

Home port.	Nature and cause of accident.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
Harbor Beach, Mich ..	Capsized by squall.....	\$100		3	
Duluth, Minn.....	Broken shaft.....	300	\$5	7	
do.....	Engine disabled.....	250		6	
do.....	do.....	500		1	
do.....	On fire; explosion of gasoline.....	300	10		
do.....	Stranded; engine disabled.....	1,500		3	
do.....	Engine disabled.....	200		1	
do.....	Capsized.....	30		2	
do.....	Engine disabled.....	150		1	
Two Heart River, Mich.	Gasoline exhausted.....	750		3	
Marquette, Mich.....	Struck rocks, and broke propeller.....	1,000	10	2	
Duluth, Minn.....	Engine disabled.....	1,500		7	
do.....	do.....	400		3	
Pointe aux Barques, Mich.	Capsized in the breakers.....	20		2	
Marquette, Mich.....	Struck breakwater and sunk; occupants intoxicated.	150		3	
Duluth, Minn.....	Unmanageable; due to inexperience.....	100		3	
do.....	Engine disabled.....	800	25	4	
do.....	do.....	1,300		2	
do.....	do.....	120		4	
Superior, Wis.....	do.....	1,300		1	
Duluth, Minn.....	Stranded.....	150		7	
Harbor Beach, Mich.....	Engine disabled.....	350		2	
Duluth, Minn.....	Unmanageable; due to inexperience.....	100		4	
do.....	Engine disabled.....	400		3	
do.....	do.....	1,500	25	10	
do.....	Became unmanageable and struck pier.....	100		1	
do.....	Driven against dock by squall.....	150		3	
do.....	About to capsize in squall.....	100		2	
Redridge, Mich.....	Engine disabled.....	700		2	
Duluth, Minn.....	Carried away mast.....	100	15	2	
Toledo, Ohio.....	Dragged anchor.....	600		2	
Two Heart River, Mich.	Parted mooring and stranded.....	800	10		
Bay City, Mich.....	Engine disabled.....	800		3	
Duluth, Minn.....	Swamped by boarding seas.....	300		9	
do.....	Capsized; due to inexperience.....	30		2	
do.....	Stranded; engine disabled.....	800		2	
Harbor Beach, Mich.....	Parted line and went adrift.....	75			
Duluth, Minn.....	Engine disabled.....	250		2	
do.....	do.....	400		3	
Marquette, Mich.....	Dragged anchor and stranded.....	800			
Duluth, Minn.....	Gasoline exhausted.....	1,500		6	
do.....	Engine disabled.....	1,500		2	
Alpena, Mich.....	Lost propeller.....	300		2	
Two Heart River, Mich.	Gasoline exhausted.....	800		9	
Bell, Mich.....	Lost bearings in smoky weather.....	700		6	
Hancock, Mich.....	About to sink on account of leak.....	840		2	
Cheboygan, Mich.....	Broke centerboard and stranded.....	200	50	3	
U. S. vessel.....	Parted anchor chain and went adrift.....	50,000		2	
Cheboygan, Mich.....	Engine disabled.....	1,200		2	
Harbor Beach, Mich.....	Swamped; leaking.....	3,000		2	
do.....	Line cut by ice; adrift.....	50			
do.....	Fast in ice.....	400			
do.....	Line cut by ice; adrift.....	50			
do.....	In danger from high wind and sea.....	20		3	
Port Austin, Mich.....	Engine disabled.....	800		4	
Alpena, Mich.....	Dismasted at sea.....	200		2	
Superior, Wis.....	Adrift.....	5		2	
Duluth, Minn.....	Stranded.....	400			
do.....	Gasoline exhausted.....	350		3	
do.....	Engine disabled.....	500		1	
Marquette, Mich.....	do.....	1,000		2	
Duluth, Minn.....	Adrift.....	40		2	
Superior, Wis.....	Engine disabled.....	175		2	
Duluth, Minn.....	Stranded.....	300			
do.....	Engine disabled.....	200		1	
do.....	Stranded in fog.....	275		1	
Marquette, Mich.....	Engine disabled.....	1,000		2	

Table of casualties, season of 1909—

DISTRICT NO. 11.—EMBRACING COAST OF

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Name of vessel.	Description of vessel.
1909.				
May 29	Duluth.....	1-3 mi. W.....	No name.....	Gas. lch.....
29	do.....	$\frac{1}{2}$ mi. SE.....	do.....	Canoe.....
31	do.....	1 mi. SW.....	do.....	Sloop.....
June 1	Tawas.....	3 mi. NW.....	Edith G.....	Gas. lch.....
2	Duluth.....	1-3 mi. SW.....	Dorothy.....	do.....
6	Portage.....	5 mi. NW.....	No name.....	do.....
6	Duluth.....	1 mi. W.....	Rover.....	do.....
6	do.....	$1\frac{1}{2}$ mi. S.....	Lester.....	do.....
12	Portage.....	10 mi. W.....	No name.....	Sloop.....
13	Duluth.....	$\frac{1}{2}$ mi. NW.....	do.....	Skiff.....
13	do.....	1 mi. S.....	do.....	Gas. lch.....
19	do.....	$\frac{1}{2}$ mi. S.....	Rex.....	do.....
19	do.....	1 mi. SW.....	Brownie.....	do.....
22	do.....	$\frac{1}{2}$ mi. NW.....	No name.....	do.....
22	do.....	$\frac{1}{2}$ mi. SE.....	do.....	Small boat.....
22	do.....	1 mi. SW.....	Robert W.....	Gas. lch.....
23	do.....	$\frac{1}{2}$ mi. S.....	Peggy.....	do.....
26	Portage.....	1 mi. E.....	Torpedo.....	Sailboat.....
28	Duluth.....	$\frac{1}{2}$ mi. W.....	No name.....	Canoe.....
28	do.....	1 mi. S.....	do.....	Rowboats (15).....
28	do.....	2 mi. N.....	do.....	Yawl.....
	Total.....	.....	.....	.....

NOTE.—For summary of the foregoing table, see page 15.

undocumented vessels—Continued.

LAKES HURON AND SUPERIOR—Continued.

Home port.	Nature and cause of accident.	Estimated Value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
Duluth, Minn.	Engine disabled	\$400		2	
do.	In dangerous position	40		2	
do.	Unmanageable; carrying too much sail	100		6	
East Tawas, Mich.	Engine disabled	600		6	
Duluth, Minn.	do.	200		1	
Houghton, Mich.	Gasoline exhausted	340		5	
Duluth, Minn.	do.	500		4	
do.	do.	400		2	
Redridge, Mich.	Waterlogged	400		4	
Duluth, Minn.	Adrift	10			
do.	Engine disabled	400		4	
do.	do.	500		3	
do.	do.	150		1	
do.	Gasoline exhausted	500		4	
do.	Waterlogged	50		2	
Superior, Wis.	Engine disabled	300		1	
Duluth, Minn.	do.	200		4	
do.	Stranded	150		1	
Duluth, Minn.	Adrift	35		2	
do.	Parted lines	825			
do.	do.	10			
		91, 190	\$150	232	

Table of casualties, season of
DISTRICT NO. 12—EMBRACING

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1908.					
July 14	Jackson Park.....	1 mi. S.....	Str. Mentor.....	22	Chicago, Ill.....
16	Ludington.....	1 mi. SE.....	Str. Ralph M. Cooper...	27	Grand Haven, Mich.
17	Manistee.....	200 yds. W.....	Sc. Mary Ludwig.....	68	.....do.....
26	Racine.....	6 mi. NNE.....	Str. Wm. Rudolph.....	267	Milwaukee, Wis...
Aug. 3	Frankfort.....	$\frac{1}{2}$ mi. W.....	Sc. X-10-U-S.....	23	Grand Haven, Mich.
6	White River.....	$\frac{1}{2}$ mi. ESE.....	Slp. yt. Illinois.....	8	Chicago, Ill.....
7	Racine.....	5 mi. ENE.....	Str. Alaska.....	1,288	Erie, Pa.....
9	Plum Island.....	2 mi. W. by E.....	Sc. yt. Merlin.....	21	Milwaukee, Wis...
11	South Manitou Island.	1 $\frac{3}{4}$ mi. NE.....	Str. Hawk.....	375	United States vessel.
13	Ludington.....	2 $\frac{1}{2}$ mi. S.....	Str. Sea Gull.....	22	Grand Haven, Mich.
16	Pentwater.....	450 yds. W.....	Str. Illinois.....	2,427	Duluth, Minn....
20	Ludington.....	2 mi. N.....	Sc. Jessie Martin.....	42	Milwaukee, Wis...
28	Frankfort.....	400 yds. WNW....	Sc. Mary Ludwig.....	68	Grand Haven, Mich.
Sept. 12	White River and Pentwater.	18 mi. N. White River Sta.	Str. P. P. Miller.....	3,845	Buffalo, N. Y....
19	Holland.....	$\frac{1}{2}$ mi. SE.....	Gas. lch. Holiday.....	10	Chicago, Ill.....
22	Charlevoix.....	18 mi. SW.....	Str. Arthur Hawgood...	6,486	Cleveland, Ohio...
27	Frankfort.....	$\frac{1}{2}$ mi. E.....	Sc. Nellie Johnson.....	41	Grand Haven, Mich.
28	St. Joseph.....	200 yds. E.....	Str. Bonita.....	58	.....do.....
29	Manistee.....	2 $\frac{1}{2}$ mi. WSW.....	Str. John Schroeder.....	372	.....do.....
Oct. 29	Frankfort.....	12 mi. WNW.....	Sc. Ida.....	169	Chicago, Ill.....
8	South Manitou Island.	$\frac{1}{2}$ mi. NW.....	Sc. Emily and Eliza.....	63	.....do.....
10	.....do.....	$\frac{1}{2}$ mi. NW.....	Gas. lch. Reliance.....	13	Grand Haven, Mich.
11	Old Chicago.....	1 $\frac{1}{2}$ mi. S.....	Gas. yt. Result.....	11	.....do.....
16	Plum Island.....	1 $\frac{1}{2}$ mi. N.....	Sc. Harvey Ransom.....	28	Milwaukee, Wis...
18	Sturgeon Bay Canal.	9 mi. NW.....	Str. J. D. Marshall.....	531	Chicago, Ill.....
19	Kenosha.....	3 mi. N.....	Str. Maggie Marshall...	365	Manistee, Mich....
23	Grande Pointe au Sable.	.....do.....	Sc. John Sharples.....	1,614	Duluth, Minn....
23	Kenosha.....	2 mi. S.....	Str. City of Marquette...	341	Milwaukee, Wis...
Nov. 24	.....do.....	7 $\frac{1}{2}$ mi. S.....	Str. William Engel.....	47	.....do.....
1	Plum Island.....	16 mi. NE.....	Str. Muskegon.....	1,199	Chicago, Ill.....
5	Kenosha.....	15 mi. S.....	Sc. Oscar Newhouse.....	70	Milwaukee, Wis...
8	Pentwater.....	500 yds. W.....	Str. Hennepin.....	990	.....do.....
13	Sleeping Bear Point.	8 mi. SW.....	Sc. Seaman.....	181	.....do.....
15	Plum Island.....	8 mi. SSW.....	.....do.....	181	.....do.....
21	Sturgeon Bay Canal.	.....do.....	Sc. Ida Corning.....	444	Chicago, Ill.....
21	.....do.....	.....do.....	Str. Duncan City.....	179	.....do.....
22	Plum Island.....	1 mi. SE.....	Sc. Berwyn.....	269	.....do.....
24	Evanston.....	$\frac{3}{4}$ mi. N.....	Str. Kansas.....	835	Duluth, Minn....
27	Holland.....	360 yds. W.....	Str. Topeka.....	1,375	Milwaukee, Wis...
Dec. 3	North Manitou Island.	$\frac{1}{2}$ mi. E. by N....	Sc. Alice.....	307	.....do.....
10	Sheboygan.....	2 mi. NE.....	Gas. lch. Diamond.....	9	Grand Haven, Mich.
12	Grande Pointe au Sable.	4 mi. N.....	Sc. Belle.....	104	.....do.....
30	Ludington and Grande Pointe au Sable.	6 mi. NNW. Ludington Sta.	Str. Pere Marquette No. 17.	2,775	.....do.....

1909—documented vessels.

COAST OF LAKE MICHIGAN.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
At wharf.....		\$3,700		\$3,700	\$3,000	1			
Butlersville to Ludington, Mich.	Lumber and merchandise.	1,500	\$100	1,600		7			
Manistee to Muskegon, Mich.	Lumber.....	1,000	2,000	3,000		3			
Milwaukee to Chicago.....		5,000		5,000	500	11			
South Haven to St. James, Mich.	Lumber.....	700	200	900	200	2			
Chicago to White Lake, Mich.		7,000		7,000		5			
Chicago to Milwaukee.....	Merchandise	30,000	20,000	50,000	1,000	20			
Milwaukee to Detroit Harbor, Wis.		1,500		1,500		7			
Cleveland to South Manitou, Mich.		50,000		50,000		61			
In harbor.....		1,800		1,800		3			
Ludington to Pentwater, Mich.	Fruit.....	200,000	50,000	250,000		285			
Ludington, Mich., to Manitowoc, Wis.	Lumber.....	1,500	800	2,300	1,500	2	2	2	
Pine Lake to Muskegon, Mich..	Wood.....	1,000	300	1,300		2			
South Chicago, Ill., to Buffalo..	Corn and wheat.	275,000	95,000	370,000		26			
At mooring.....		1,800		1,800	1,800				
Ashtabula, Ohio, to Milwaukee.	Coal.....	430,000	25,000	455,000		25	1	1	
At mooring.....		1,000		1,000	50				
do.....		10,000		10,000		3			
Manistee, Mich., to Michigan City, Ind.	Salt.....	15,000	2,200	17,200		12			
Thompson, Ill., to Chicago.....	Lumber.....	2,500	2,000	4,500	3,500	6	6	18	
St. James to Manistee, Mich....	Wood.....	2,000	400	2,400	100	4			
Frankfort to South Manitou, Mich.	Lumber.....	1,000	125	1,125					
Detroit to Mississippi River		4,000		4,000		2			
Milwaukee to Hedge Hog, Wis.		600		600		2			
Flat Rock, Mich., to Chicago...	Lumber.....	18,000	6,750	24,750		14			
Chicago to Manistee, Mich.....		350,000		350,000	500	9	3	3	
Oswego, N. Y., to Chicago.....	Coal.....	100,000	15,000	115,000	410	18			
Waukegan, Ill., to Kenosha, Wis.	Merchandise	30,000	10,000	40,000		19			
do.....		6,800		6,800		6			
Menominee, Mich., to Buffalo..	Lumber.....	15,000	16,000	31,000	9,000	11			
At mooring.....	Potatoes	1,500	2,500	4,000	700	4			
Milwaukee to Pentwater, Mich.	Stone.....	100,000	1,000	101,000		17			
Empire, Mich., to Milwaukee...	Potatoes and wood.	2,000	2,800	4,800	100	6			
do.....	do.....	2,000	2,800	4,800	4,800	6	6	6	
Holland, Mich., to Sturgeon Bay, Wis.		3,500		3,500	100	3			
do.....		15,000		15,000		7			
Chicago to Nahma, Mich.....		4,000		4,000	4,000	7	7	7	
Milwaukee to Chicago.....	Merchandise	35,000	30,000	65,000		60			
Stone Haven, Wis., to St. Joseph, Mich.	Stone.....	45,000	1,100	46,100	1,100	19			
Cheboygan, Mich., to Chicago..	Bark and slabs.	3,000	3,500	6,500		7			
Chicago to Pentwater, Mich....		2,000		2,000		2			
Manistee, Mich., to Sheboygan, Wis.	Lumber.....	900	800	1,700	1,700	3			
Manitowoc, Wis., to Ludington, Mich.	Merchandise	325,000	25,000	350,000	50,000	39			

Table of casualties, season of 1909—

DISTRICT NO. 12.—EMBRACING COAST

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1909.					
Jan. 21	Kenosha.....	2½ mi. S.....	Str. Gunderson Brothers	46	Grand Haven, Mich.
24	Beaver Island.....	23 mi. E.....	Str. Violet.....	18	Port Huron, Mich.
Feb. 9	Kenosha.....	50 yds. SW.....	Str. Joseph C. Sult.....	318	Milwaukee, Wis...
18	Michigan City.....	½ mi. NNW.....	Str. C. W. Elphicke.....	13	Chicago, Ill.....
Apr. 11	Muskegon.....	¼ mi. NE.....	Sc. D. A. Wells.....	56	Grand Haven, Mich.
18	South Manitou Island.	¼ mi. E.....	Sc. Emily and Eliza...	63	Chicago, Ill.....
18	Milwaukee.....	100 ft. W.....	Sc. Wonder.....	39	do.....
25	South Manitou Island.	¼ mi. E.....	Sc. Isolda Bock.....	70	Milwaukee, Wis...
30	Plum Island.....	3 mi. N.....	Sc. Oscar Newhouse.....	70	do.....
May 7	do.....	¼ mi. E.....	Sc. Ellen Williams.....	274	Chicago, Ill.....
11	do.....	2½ mi. N.....	Str. Sailor Boy.....	162	Milwaukee, Wis...
13	Sturgeon Bay Canal.	2½ mi. NW.....	Sc. Three Sisters.....	52	do.....
14	Sheboygan.....	3 mi. S.....	Sc. Melitta.....	68	do.....
15	Milwaukee.....	12 mi. NE. ^a	Sc. Kewaunee.....	206	Marquette, Mich..
27	Sheboygan.....	Off station.....	Str. Fearless.....	28	Milwaukee, Wis...
June 1	St. Joseph.....	2½ mi. SSW.....	Str. H. Dahlke.....	442	Chicago, Ill.....
3	North Manitou Island.	1 mi. N.....	Str. Sioux.....	52	Milwaukee, Wis...
3	do.....	do.....	Str. M. A. Knapp.....	60	do.....
3	South Chicago.....	1 mi. S.....	Slp. yt. Hattie B.....	7	Chicago, Ill.....
6	Plum Island.....	10 mi. SSW.....	Gas. lch. Lilly Amiot...	14	Milwaukee, Wis...
14	South Haven.....	2 mi. S.....	Gas. lch. Flora V.....	6	Grand Haven, Mich.
15	Plum Island.....	9 mi. NW.....	Str. Sailor Boy.....	162	Milwaukee, Wis...
	Total.....				

^a In Milwaukee Harbor when reached by life-saving crew.

NOTE.—For summary of the foregoing table see page 15.

documented vessels—Continued.

OF LAKE MICHIGAN—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
On fishing trip.....	Fish and nets.	\$3,000	\$300	\$3,300	.....	4	.....	.....	.....
Charlevoix to Beaver Harbor, Mich.	Miscellaneous.	1,500	300	1,800	\$320	3	.....	.....	.....
At wharf.....	.....	6,000	.....	6,000	50	.....	.....	.....	.....
Michigan City, Ind., to Waukegan, Ill.	.....	3,000	.....	3,000	.....	5	.....	.....	.....
Ludington to Grand Haven, Mich.	Lumber and salt.	800	500	1,300	50	3	.....	.....	.....
Benton Harbor to Otter Creek, Mich.	Merchandise	2,000	300	2,300	.....	4	.....	.....	.....
Milwaukee to Sturgeon Bay, Wis.	.....	600	.....	600	.....	.....	.....	.....	.....
Pine Lake, Mich., to Kenosha, Wis.	Wood.....	1,500	350	1,850	.....	3	.....	.....	.....
At mooring.....	.....	1,800	.....	1,800	.....	.....	.....	.....	.....
Pine Lake, Mich., to Chicago...	Lumber.....	5,000	1,000	6,000	150	7	.....	.....	.....
Detroit Harbor to Sturgeon Bay, Wis.	.....	10,000	.....	10,000	.....	11	.....	.....	.....
Milwaukee to Sturgeon Bay, Wis.	.....	1,000	.....	1,000	150	3	.....	.....	.....
do.....	.....	1,800	.....	1,800	.....	3	.....	1	1
Gladstone, Mich., to Milwaukee.	Piling.....	2,400	2,300	4,700	500	6	.....	.....	.....
At dock a.....	.....	4,000	.....	4,000	600	.....	.....	.....	.....
Chicago to St. Joseph, Mich. ....	.....	5,000	.....	5,000	.....	8	.....	.....	.....
Cheboygan to Muskegon, Mich. ....	.....	2,500	.....	2,500	.....	7	.....	.....	.....
do.....	.....	4,000	.....	4,000	.....	8	.....	.....	.....
At mooring.....	.....	300	.....	300	.....	2	.....	.....	.....
Green Bay to Detroit Harbor, Wis.	General.....	1,500	700	2,200	2,200	3	.....	.....	.....
On fishing trip.....	.....	1,000	.....	1,000	.....	.....	.....	.....	.....
Sturgeon Bay to Detroit Harbor, Wis.	General.....	10,000	300	10,300	.....	20	.....	.....	.....
.....	.....	2,175,000	321,425	2,496,425	88,080	846	.....	26	38

a On fire.

Table of casualties, season of

DISTRICT No. 12.—EMBRACING

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Name of vessel.	Description of vessel.
1908.				
July 1	Charlevoix.....	1½ mi. N.....	Caspadore.....	Gas. lch.
3	Muskegon.....	1 mi. E.....	Slantzir An.....	Sloop.....
4	Holland.....	½ mi. E.....	Go Ly Kell.....	Canoe.....
4	St. Joseph.....	200 yds. NW.....	No name.....	.....do.....
4	Michigan City.....	2 mi. NNE.....	.....do.....	Gas. lch.
4	Racine.....	½ mi. ENE.....	.....do.....	Sailboat.
4	South Chicago.....	1½ mi. NE.....	Reliance.....	Gas. lch.
5	White River.....	1 mi. SE.....	No name.....	Sailboat.
5	South Chicago.....	1½ mi. NE.....	Harvey.....	Gas. lch.
5	Old Chicago.....	½ mi. S.....	No name.....	Slp. yt.
5	Milwaukee.....	400 ft. NW.....	Badger.....	Sloop.....
6	Manistee.....	½ mi. S.....	Lavita.....	.....do.....
7	Michigan City.....	¾ mi. WNW.....	No name.....	Gas. lch.
7	Jackson Park.....	2 mi. NE.....	.....do.....	Rowboat.
8	Ludington.....	1 mi. N.....	.....do.....	Gas. lch.
10	White River.....	1½ mi. S.....	Elizabeth R.....	.....do.....
12	Ludington.....	1½ mi. N.....	Marie.....	.....do.....
14	Michigan City.....	2½ mi. W.....	Wander Lust.....	.....do.....
15	Jackson Park.....	1 mi. SE.....	No name.....	.....do.....
16	Muskegon.....	3 mi. SW.....	Louise.....	.....do.....
16	Jackson Park (Farragut Yacht Club).	½ mi. NE.....	Badger.....	Sailboat.
16	Old Chicago.....	1½ mi. N.....	No name.....	Gas. lch.
17	Jackson Park.....	1½ mi. SE.....	.....do.....	Yawl.....
18	Frankfort.....	2 mi. W.....	Fram.....	Fishboat.
18	White River.....	2 mi. SSE.....	Lady of the Lake.....	Sloop.....
19	Ludington.....	½ mi. SW.....	Boreas.....	Gas. lch.
19	Kenosha.....	1 mi. S.....	Jingo.....	Slp. yt.
19	Sheboygan.....	2½ mi. ESE.....	No name.....	Scow.....
20	Ludington.....	2½ mi. S.....	Pauline (and tow).....	Gas. lch.
20	Plum Island.....	Off station.....	Georgia.....	.....do.....
22	Old Chicago.....	3½ mi. S.....	Jupiter.....	.....do.....
22	.....do.....	3 mi. S.....	Merry Widow.....	.....do.....
25	Kenosha.....	3 mi. N.....	Jabberwooc.....	.....do.....
26	Holland.....	500 yds. W.....	Mamie S.....	St. lch.
31	.....do.....	½ mi. E.....	Invader.....	Slp. yt.
31	.....do.....	½ mi. E.....	Omega.....	.....do.....
31	Jackson Park.....	2 mi. NE.....	Ethel.....	Gas. lch.
Aug. 2	St. Joseph.....	¾ mi. SW.....	No. 20.....	Rowboat.
2	Jackson Park.....	1½ mi. NE.....	Cora.....	Gas. lch.
3	Holland.....	½ mi. E.....	No name.....	Canoe.....
4	Old Chicago.....	4 mi. E.....	Merry Widow.....	Gas. lch.
4	Racine.....	¾ mi. NE.....	No name.....	Small boat.
5	South Haven.....	1 mi. NNW.....	Cold Springs.....	Gas. lch.
5	Jackson Park.....	1 mi. E.....	No name.....	Sailboat.
6	Evanston (Rogers Park).	½ mi. N. Rogers Park.....	Lilly.....	Gas. lch.
6	Old Chicago.....	¾ mi. SW.....	Adventure.....	Slp. yt.
7	Holland.....	¾ mi. E.....	Invader.....	.....do.....
7	Jackson Park.....	2 mi. SE.....	Papoose.....	.....do.....
7	Jackson Park (Farragut Yacht Club).	1½ mi. E. of Farragut Yacht Club.	No name.....	Gas. lch.
8	Holland.....	1 mi. E.....	Prince.....	Sailboat.
8	.....do.....	½ mi. E.....	Mermaid.....	Canoe.....
8	Jackson Park.....	2 mi. SE.....	Seabird.....	Sailboat.
9	Manistee.....	3 mi. SW.....	Dolphin.....	Gas. lch.
9	Evanston.....	2 mi. N.....	Inbad.....	Slp. yt.
13	Ludington.....	½ mi. WNW.....	No name.....	Rowboat.
13	.....do.....	1 mi. S.....	.....do.....	Gas. lch.
13	Holland.....	500 ft. W.....	.....do.....	Canoe.....
14	South Manitou Island.	½ mi. E.....	Beatrice.....	Gas. lch.
14	Holland.....	½ mi. E.....	Margaret.....	Sloop.....
14	Jackson Park.....	3 mi. SE.....	Pelican.....	.....do.....
15	Old Chicago.....	1½ mi. N.....	Rainbow.....	Gas. lch.
15	Racine.....	¾ mi. N.....	No name.....	Skiff.....
16	Holland.....	¾ mi. E.....	Prince.....	Catboat.
16	St. Joseph.....	¾ mi. E.....	Buckeye.....	Gas. lch.
16	Michigan City.....	2½ mi. NW.....	Bub.....	Gas. yt.
16	Milwaukee.....	1 mi. NE.....	Little Franzly.....	Gas. lch.
18	.....do.....	Off station.....	Juanita.....	Sailboat.

1909—undocumented vessels.

COAST OF LAKE MICHIGAN.

Home port.	Nature and cause of accident.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
Petoskey, Mich.	Gasoline exhausted	\$300		2	
Muskegon, Mich.	Dragged anchor and stranded	300		4	
Macatawa, Mich.	Capsized under sail	35		2	
St. Joseph, Mich.	Capsized while racing	40		2	
Michigan City, Ind.	Engine disabled	400		4	
Racine, Wis.	Unmanageable; running gear fouled	15		5	
South Chicago, Ill.	Struck breakwater; engine disabled	700		4	
White Lake, Mich.	Capsized by squall	50		1	
South Chicago, Ill.	Engine disabled	800		3	
Chicago, Ill.	Disasted	175		3	
Milwaukee, Wis.	Capsized by squall	250		4	
Manistee, Mich.	Misstayd and stranded	400		2	
Michigan City, Ind.	Engine disabled	450		2	
Chicago, Ill.	Adrift	20			
Ludington, Mich.	Engine disabled	85		4	
White Lake, Mich.	Stranded; engine disabled	300		2	
Ludington, Mich.	Engine disabled	300		5	
Chicago, Ill.	do.	1,500		5	
do.	do.	300		2	
Muskegon, Mich.	do.	350		2	
Chicago, Ill.	Capsized by squall	25		3	
do.	Engine disabled and leaking	585		10	
do.	Unable to return to shore against wind	30		1	
Frankfort, Mich.	Disasted; stays broken	300	\$10	2	
White Lake, Mich.	Capsized by high wind	200		2	
Ludington, Mich.	Engine disabled; batteries exhausted	150		3	
Kenosha, Wis.	Rigging disabled and occupants intoxicated	50	5	2	
Muskegon, Mich.	Sprung a leak and sunk	4,000	1,000		
Ludington, Mich.	Engine disabled; cylinder head blown off	1,100		6	
Chicago, Ill.	Leaking	1,500		3	
do.	Engine disabled	800		1	
do.	do.	900		7	
Kenosha, Wis.	Engine disabled and about to strand	800	10	19	
Holland, Mich.	Struck sunken crib	300		14	
Ottawa Beach, Mich.	Capsized; due to mismanagement	250		4	
Spring Lake, Mich.	do.	300		4	
Chicago, Ill.	Engine disabled in heavy sea	600		1	
St. Joseph, Mich.	Capsized; overloaded	40		4	
Chicago, Ill.	Engine disabled, and about to strand	200		1	
Macatawa, Mich.	Capsized	35		2	
Chicago, Ill.	Engine disabled	900		1	
Racine, Wis.	Adrift without oars	15		2	
South Haven, Mich.	Engine disabled	1,500		3	
Chicago, Ill.	Rigging damaged in gale	50		2	
Evanston, Ill.	Engine disabled, and drifting toward open lake; engineer intoxicated	3,000	25	12	
Chicago, Ill.	Parted mooring	300			
Ottawa Beach, Mich.	Capsized; due to mismanagement	250		3	
Chicago, Ill.	Blown against pier	100	15	1	
Michigan City, Ind.	Engine disabled by boarding seas	300		4	
Macatawa, Mich.	Capsized	80		3	
Ottawa Beach, Mich.	do.	35		2	
Chicago, Ill.	Capsized by squall	300	5	2	
Manistee, Mich.	Engine disabled	2,000		3	
Chicago, Ill.	Struck buoy	2,500		10	
Ludington, Mich.	Water-logged	25		5	
do.	Engine disabled	250		2	
Macatawa, Mich.	Capsized	35		2	
South Manitou Island, Mich.	Adrift; batteries exhausted	1,000		2	
Ottawa Beach, Mich.	Capsized	150		3	
Chicago, Ill.	Parted mooring and drifted into lake	200			
do.	Engine disabled in squall	1,000		6	
Racine, Wis.	Boat broached to in surf and threw occupants overboard	10		2	1
Macatawa, Mich.	Capsized	80		4	
St. Joseph, Mich.	On fire; explosion of gasoline	300	40	2	
South Chicago, Ill.	Engine disabled, and drifting out into the lake	800		3	
Milwaukee, Wis.	Unmanageable; insufficient power	200		17	
Escanaba, Mich.	Capsized	75	25		

Table of casualties, season of 1909—

DISTRICT NO. 12.—EMBRACING COAST

Date of disaster.	Name of station	Place of disaster (distance and direction from station).	Name of vessel.	Description of vessel.
1908.				
Aug. 22	Holland	$\frac{1}{2}$ mi. SE	Invader	Slp. yt.
23	Charlevoix	2 mi. E	Alert	Yacht
23	Holland	$\frac{1}{2}$ mi. SE	No name	Canoe
23	Racine	$\frac{1}{2}$ mi. N	Roma B	Gas. lch.
24	Holland	$\frac{1}{2}$ mi. E	Margaret	Sloop
26	do	do	do	do
26	Michigan City	12 mi. NE	Cloyne	Gas. lch.
28	White River	3 mi. E	No name	Sloop
28	Old Chicago	200 ft. E	Johnny	Gas. lch.
30	South Chicago	1 mi. SE	Evea	do
Sept. 1	Holland	2 mi. E	Invader	Sloop
1	St. Joseph	2 mi. SSW	No name	Gas. lch.
1	Racine	2 mi. E. by S	do	do
4	Holland	1 mi. NE	Prince	Catboat
5	Jackson Park	2 mi. NE	Albatross	Sloop
6	do	$\frac{2}{3}$ mi. E	Crescent	Gas. lch.
6	Racine	4 $\frac{1}{2}$ mi. S. by W	No name	do
6	Milwaukee	8 mi. N	Helen	Yacht
9	Point Betsie	$\frac{2}{3}$ mi. SW	Willow H	Gas. lch.
9	St. Joseph	1 mi. N. W	Bremen	do
9	Plum Island	Off station	No name	do
16	Evanston	1 mi. S	Heloise	do
16	South Chicago	3 mi. S	No name	do
18	Ludington	4 mi. S. by W	Ray	do
20	Racine	1 mi. E. by S	Belle City	do
21	Michigan City	1 mi. NW	Lillian H	do
27	Old Chicago	1 mi. N	Vina	do
30	South Chicago	3 mi. E	No name	Rowboat
30	Old Chicago	$\frac{1}{2}$ mi. SW	Thomas W. Jackson	Gas. lch.
30	do	100 yds. S	No name	Lighter
30	Milwaukee	$\frac{2}{3}$ mi. ENE	Mandota	Sloop
Oct. 5	Michigan City	7 mi. W	Hoosier	Gas. lch.
10	South Manitou Island	$\frac{1}{2}$ mi. NW	Beatrice	do
12	Frankfort	$\frac{1}{3}$ mi. S	No name	Small boat
15	Charlevoix	3 mi. E	do	Fish boat
15	Jackson Park	$\frac{1}{3}$ mi. E	Dorothea	Yacht
15	Old Chicago	$\frac{1}{2}$ mi. S	No name	Gas. lch.
16	South Chicago	$\frac{1}{3}$ mi. SE	Margaret	do
22	Plum Island	4 mi. ESE	Hurry Back	do
23	Beaver Island	1 mi. E	Shamrock	St. yt.
25	South Chicago	$\frac{1}{2}$ mi. from station	Bub	Gas. lch.
Nov. 1	Plum Island	$\frac{2}{3}$ mi. NW	Wapite	Gas. yt.
4	Ludington	$\frac{1}{2}$ mi. SE	No name	Scow
5	Old Chicago	2 mi. N	Queen	Gas. lch.
10	Michigan City	$\frac{1}{2}$ mi. SSE	No name	Pile driver
11	Ludington	$\frac{1}{2}$ mi. SE	Messenger	Gas. lch.
12	Old Chicago	6 mi. S	Glenn	Sloop
14	Jackson Park	$\frac{1}{2}$ mi. E	Orpheus	Slp. yt.
14	Milwaukee	$\frac{1}{2}$ mi. E	No name	Gas. lch.
15	Jackson Park	$\frac{1}{2}$ mi. E	Eva	Slp. yt.
15	Racine	$\frac{1}{4}$ mi. E	No name	Gas. lch.
17	Old Chicago	4 mi. S	do	do
20	Ludington	2 mi. S	do	Scow
26	Holland	400 ft. E	Handy Boy	Piledriver
26	Old Chicago	8 mi. NNE	No name	Rowboat
26	Baileys Harbor	$\frac{1}{2}$ mi. W	Jessie Jackson	St. yt.
Dec. 1	Racine	$\frac{2}{3}$ mi. E	No name	Gas. lch.
1909.				
Mar. 23	Plum Island	2 $\frac{1}{2}$ mi. NW	do	do
Apr. 4	Muskegon	$\frac{2}{3}$ mi. S	Verna	do
16	Jackson Park	$\frac{1}{4}$ mi. N	Catharine M	do
19	do	355 yds. E	Badger	do
21	Muskegon	$\frac{1}{4}$ mi. N. by W	No name	Pontoons (3)
21	do	4 $\frac{1}{2}$ mi. N. by W	do	Pontoon
21	Racine	$\frac{1}{2}$ mi. ENE	Eagle	Skiff
25	Old Chicago and Jackson Park.	$\frac{3}{4}$ mi. S. Old Chicago Sta	Hatrine	Gas. lch.

undocumented vessels—Continued.

OF LAKE MICHIGAN—Continued.

Home port.	Nature and cause of accident.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
Ottawa Beach, Mich..	Capsized.....	\$250		3	
Chicago, Ill.....	Capsized; insufficiently manned.....	400	\$35	2	
Macatawa, Mich.....	Capsized.....	35		2	
Racine, Wis.....	Engine disabled near surf.....	300		3	
Ottawa Beach, Mich..	Capsized.....	150		3	
do.....	do.....	150		2	
Michigan City, Ind....	Adrift; gasoline exhausted.....	800		4	
White Lake, Mich.....	Capsized in strong wind.....	150		2	
Chicago, Ill.....	Adrift; gasoline exhausted.....	400		5	
South Chicago, Ill.....	Engine disabled, and drifting toward breakwater.....	800		4	
Ottawa Beach, Mich..	Capsized.....	250		4	
St. Joseph, Mich.....	Stranded while making landing.....	300	10	2	
Racine, Wis.....	Rudder broken by striking submerged crib.....	150		2	
Macatawa, Mich.....	Capsized.....	80		2	
Chicago, Ill.....	Capsized by squall.....	200		3	
do.....	Engine disabled.....	400		3	
Racine, Wis.....	Stranded and sunk; engine disabled.....	500	25	4	
Milwaukee, Wis.....	Becalmed.....	350		4	
Frankfort, Mich.....	Engine disabled.....	800		2	
St. Joseph, Mich.....	do.....	600		3	
Detroit Harbor, Wis.....	do.....	150		2	
Chicago, Ill.....	do.....	2,500	100	2	
South Chicago, Ill.....	Stranded; engine disabled.....	2,000	100	3	
Ludington, Mich.....	Engine disabled 2 miles offshore.....	1,000		2	
Racine, Wis.....	Engine disabled.....	275		2	
Michigan City, Ind....	Adrift; gasoline exhausted.....	600		3	
Chicago, Ill.....	Engine disabled, and being blown toward pier.....	650		3	
South Chicago, Ill.....	Parted line and went adrift.....	25			
Chicago, Ill.....	do.....	2,500			
do.....	Parted mooring and went adrift.....	250			
Milwaukee, Wis.....	Parted line and stranded.....	2,500	20		
Michigan City, Ind....	Engine disabled and drifting into the lake.....	800		2	
South Manitou, Mich..	Parted mooring and stranded.....	1,000			
Frankfort, Mich.....	Dragged anchor.....	35		2	
Charlevoix, Mich.....	Dismasted by high wind and sea.....	60		1	
Chicago, Ill.....	Disabled by strong wind.....	150	10	6	
do.....	Engine disabled; batteries exhausted.....	1,800		5	
South Chicago, Ill.....	Engine disabled.....	1,500		2	
North Manitou Island, Mich.	Stranded; gasoline exhausted.....	500		4	
Grand Haven, Mich..	Stranded during smoky weather.....	2,000		15	
South Chicago, Ill.....	Engine disabled; drifting toward pier.....	700		9	
Buffalo, N. Y.....	In dangerous position; unacquainted with locality.....	2,500		2	
Ludington, Mich.....	Parted mooring and about to strand.....	100			
Chicago, Ill.....	Engine disabled.....	1,000		3	
Michigan City, Ind....	On fire.....	2,000	500		
Ludington, Mich.....	Parted mooring; in danger of stranding.....	200		4	
Chicago, Ill.....	Stranded; spar broken and leaking.....	500		4	
do.....	Missed channel and stranded.....	150		3	
Racine, Wis.....	Adrift; gasoline exhausted.....	350		1	
Chicago, Ill.....	Rendered unmanageable by strong wind.....	50		1	
U. S. vessel.....	Engine disabled.....	500		1	
South Chicago, Ill.....	Struck submerged crib in darkness.....	700		2	
Ludington, Mich.....	Driven on the beach by high wind and sea.....	100		3	
Muskegon, Mich.....	Sprung a leak and sunk.....	1,600	300		
Chicago, Ill.....	Adrift in gale and about to sink.....	30		2	
Balleys Harbor, Wis..	Parted mooring in gale.....	150	150		
U. S. vessel.....	Engine disabled, and drifting into the lake.....	500	250	1	
Detroit Harbor, Wis..	Fast in ice.....	700	5	2	
Muskegon, Mich.....	Gasoline exhausted.....	200		2	
Chicago, Ill.....	Engine disabled.....	1,000		4	
do.....	Stranded.....	600			
Muskegon, Mich.....	do.....	9,000	75		
do.....	do.....	3,000	25		
Racine, Wis.....	Lost rowlocks.....	20		3	
Chicago, Ill.....	Stranded, engine disabled.....	1,100		4	

Table of casualties, season of

DISTRICT NO. 12.—EMBRACING COAST

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Name of vessel.	Description of vessel.
1909.				
Apr. 26	Milwaukee.....	$\frac{1}{2}$ mi. WSW.....	No name.....	Skiff.....
27	Grand Haven.....	$\frac{1}{2}$ mi. SW.....	Marie.....	Gas. lch.....
29	North Manitou Island.	300 yds. S.....	Manitou.....	do.....
29	Michigan City.....	2 mi. W.....	Lulu F.....	do.....
29	Kenosha.....	150 yds. SE.....	Dragon.....	Catboat.....
29	do.....	50 yds. N.....	No name.....	Rowboat.....
29	do.....	25 yds. N.....	do.....	Yawl.....
29	Racine.....	$\frac{1}{2}$ mi. W.....	Eagle.....	Skiff.....
29	do.....	$\frac{3}{4}$ mi. W.....	No name.....	do.....
29	do.....	$\frac{1}{2}$ mi. W.....	do.....	Scow.....
29	Baileys Harbor.....	800 yds. E.....	Alena.....	Gas. lch.....
30	South Haven.....	$\frac{1}{2}$ mi. E.....	Katy D.....	do.....
30	Milwaukee.....	75 yds. NW.....	No name.....	Skiff.....
May 1	Racine.....	$\frac{1}{2}$ mi. E.....	do.....	do.....
6	do.....	3 mi. S.....	do.....	Scow.....
9	White River.....	$\frac{1}{2}$ mi. SE.....	Luberta.....	Gas. lch.....
10	Jackson Park.....	$\frac{1}{2}$ mi. SE.....	Adalbert.....	do.....
10	do.....	$\frac{1}{2}$ mi. S.....	No name.....	Sailboat.....
16	Milwaukee.....	1 mi. ESE.....	do.....	Rowboat.....
16	Grande Pointe au Sable	1 mi. S.....	Robert Wright.....	Gas. lch.....
17	Jackson Park.....	$\frac{1}{2}$ mi. N.....	Clara Ann.....	do.....
18	Grand Haven.....	6 mi. S.....	Wabasco.....	do.....
19	Sturgeon Bay Canal.....	$\frac{4}{5}$ mi. NW.....	Beatrice.....	do.....
20	Jackson Park.....	1 mi. N.....	Kortrix.....	do.....
23	South Haven.....	$\frac{1}{2}$ mi. SSW.....	No name.....	Sloop.....
26	Old Chicago.....	$\frac{2}{3}$ mi. N.....	Ester.....	Gas. lch.....
27	South Manitou Island..	$\frac{1}{2}$ mi. NW.....	Ulreka.....	do.....
27	Plum Island.....	13 mi. SW.....	Eagle.....	do.....
28	Kenosha.....	2 mi. E.....	No name.....	Skiff.....
June 2	Racine.....	$\frac{1}{2}$ mi. E.....	do.....	do.....
3	Jackson Park.....	$\frac{1}{2}$ mi. E.....	New Star.....	Gas. lch.....
4	Michigan City.....	18 mi. W.....	No name.....	do.....
6	Jackson Park.....	265 yds. E.....	Shadow.....	Sloop yt.....
6	Old Chicago.....	$\frac{1}{2}$ mi. N.....	Zephyr.....	Gas. lch.....
6	Kenosha.....	13 mi. S.....	Argo.....	Gas. yt.....
6	St. Joseph.....	4 mi. S.....	No name.....	Gas. lch.....
7	White River.....	$\frac{1}{2}$ mi. SW.....	Candy Kid.....	Sloop.....
7	Michigan City.....	1 mi. NE.....	No name.....	Gas. lch.....
10	Jackson Park.....	165 yds. S.....	Thetis.....	Sloop yt.....
13	St. Joseph.....	6 mi. SSW.....	Wilmer.....	Gas. lch.....
13	Jackson Park.....	300 yds. NE.....	Cygnet.....	Sloop yt.....
13	Jackson Park (Farragut Yacht Club).	$\frac{3}{4}$ mi. SE.....	Florence.....	Gas. lch.....
13	do.....	$\frac{1}{2}$ mi. NE.....	No name.....	Sailboat.....
13	Old Chicago.....	16 mi. NE.....	Kayosha.....	Yacht.....
14	South Chicago.....	3 mi. SE.....	No name.....	Scow.....
15	South Manitou Island..	500 yds. NE.....	do.....	Gas. lch.....
17	Chicago.....	1 mi. S.....	Leona Heron.....	do.....
17	Racine.....	$\frac{1}{2}$ mi. S.....	No name.....	Skiff.....
19	Muskegon.....	$\frac{1}{2}$ mi. N. by W.....	do.....	Yacht.....
20	Racine.....	$\frac{1}{2}$ mi. S.....	do.....	Gas. lch.....
21	South Chicago.....	$\frac{1}{2}$ mi. S.....	do.....	Sailboat.....
22	do.....	do.....	Sunset.....	Skiff.....
26	St. Joseph.....	$\frac{3}{4}$ mi. SW.....	No name.....	Gas. lch.....
27	Pentwater.....	$\frac{1}{2}$ mi. NW.....	Carl C.....	do.....
27	Jackson Park.....	$\frac{2}{3}$ mi. N.....	New Illinois.....	Sloop yt.....
30	do.....	500 ft. SE.....	No name.....	Rowboat.....
	Total.....			

NOTE.—For summary of the foregoing table see page 15.

1909—undocumented vessels—Continued.

OF LAKE MICHIGAN—Continued.

Home port.	Nature and cause of accident.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
Milwaukee, Wis.	Capsized.	\$15		3	
Grand Haven, Mich. . .	Unmanageable in high wind and sea.	400		2	
North Manitou Isd., Mich.	Dragged anchor and stranded.	700	\$5		
Michigan, City, Ind. . .	Engine disabled.	400		3	
Kenosha, Wis.	Adrift.	300			
do.	do.	45			
do.	do.	50			
Racine, Wis.	Capsized and adrift.	20			
do.	do.	15			
do.	Waterlogged and adrift	250			
Baileys Harbor, Mich.	Adrift.	400			
South Haven, Mich. . .	Waterlogged and adrift.	250			
Milwaukee, Wis.	Adrift.	5		5	
Racine, Wis.	Lost rowlocks	15		1	
do.	Parted towline and went adrift.	100			
Montague, Mich.	Engine disabled.	500		3	
Chicago, Ill.	Stranded.	250			
do.	do.	200		2	
Milwaukee, Wis.	Adrift.	35		2	
Ludington, Mich.	Swamped and stranded.	400		2	
Chicago, Ill.	Engine disabled.	1,000		3	
do.	do.	300		1	
Grand Haven, Mich. . .	Stranded; unacquainted with locality.	1,000		2	
Manitou Island, Mich.	Engine disabled.	3,000		2	
Chicago, Ill.	Unmanageable; due to inexperience.	220		3	
South Haven, Mich. . .	Gasoline exhausted, and adrift.	750		6	
do.	Engine disabled.	250		1	
South Manitou Isd., Mich.	do.				
West Harbor, Wis.	do.	400	25	3	
Kenosha, Wis.	Adrift.	10			
Racine, Wis.	Swamped.	15		2	1
Chicago, Ill.	Lost rudder and stranded.	1,500	50	5	
do.	Engine disabled.	200		2	
do.	Stranded.	300		1	
do.	Engine disabled.	800		5	
do.	Stranded.	1,000	1,000	4	
do.	Engine disabled.	100			
Muskegon, Mich.	Damage to sails.	65	5	2	
Michigan City, Ind. . .	Engine disabled.	200		1	
Chicago, Ill.	Parted mooring and stranded.	1,000			
Muskegon, Mich.	Engine disabled.	700		2	
Chicago, Ill.	Unmanageable in strong wind and current.	150		5	
do.	Engine disabled.	300		3	
do.	Unmanageable in heavy wind.	50		2	
do.	Dismasted.	4,000	10	5	
do.	Parted towline.	25,000			
South Manitou, Mich. .	Parted mooring and went adrift.	400			
Chicago, Ill.	Engine disabled.	3,000		1	
Racine, Wis.	Parted mooring.	10			
White Lake, Mich.	Stranded.	100	10	2	
Kenosha, Wis.	Engine disabled.	600		4	
South Chicago, Ill. . .	Capsized.	25		5	
Racine, Wis.	Parted mooring.	15			
St. Joseph, Mich.	On fire; explosion of gasoline.	800		4	
Pentwater, Mich.	Engine disabled.	250		5	
Chicago, Ill.	Stranded.	2,000		8	
do.	Capsized.	5	5	2	2
		142,365	3,850	517	5

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

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1908.					
July 1	Nome.....	33 mi. W. by S....	Str. Beechley (Br.).....	3,811	Belfast, Ireland...
4	Coos Bay.....	2 mi. S.....	Gas. sc. Fish.....	11	Coos Bay, Oreg....
20	Nome.....	$\frac{3}{4}$ mi. W.....	Gas. lch. President (and tow).	13	Nome, Alaska.....
29	do.....	$\frac{3}{4}$ mi. S.....	Gas. lch. Wilhelmina....	8	do.....
Aug. 1	do.....	mi. SW.....	Gas. sc. Trader.....	14	Seattle, Wash....
1	do.....	mi. S.....	Gas. lch. Defiance.....	7	Nome, Alaska.....
1	do.....	do.....	Gas. lch. Wilhelmina....	8	do.....
6	do.....	mi. S.....	do.....	8	do.....
7	do.....	mi. W.....	Gas. sc. New York.....	8	do.....
10	do.....	mi. S.....	Gas. lch. Wilhelmina....	8	do.....
10	do.....	do.....	Gas. lch. Defiance.....	7	do.....
10	do.....	do.....	Gas. sc. Seddon.....	14	Tacoma, Wash....
10	do.....	do.....	Gas. lch. Wilhelmina....	8	Nome, Alaska.....
14	do.....	$\frac{1}{2}$ mi. W.....	Gas. sc. Diamond L.....	13	do.....
15	do.....	do.....	Gas. lch. Edna.....	7	do.....
15	Umpqua River...	21 mi. N. by W....	Sc. May Flower.....	90	San Francisco, Cal.
17	Nome.....	mi. W.....	Gas. lch. Wilhelmina....	8	Nome, Alaska.....
18	do.....	mi. E.....	Gas. lch. Louise.....	8	do.....
20	do.....	mi. W.....	Gas. lch. Flyer.....	14	do.....
22	do.....	do.....	Gas. lch. Wilhelmina....	8	do.....
24	do.....	do.....	do.....	8	do.....
30	do.....	do.....	do.....	8	do.....
Sept. 2	Arena Cove.....	$3\frac{1}{2}$ mi. NW.....	Str. Shma Yak.....	839	San Francisco, Cal.
9	Nome.....	$\frac{1}{2}$ mi. W.....	Gas. lch. Defiance.....	7	Nome, Alaska.....
11	do.....	do.....	Gas. lch. Wilhelmina....	8	do.....
15	Fort Point.....	1 mi. NE.....	Gas. lch. Crowley No. 7..	15	San Francisco, Cal.
21	Nome.....	$\frac{1}{2}$ mi. W.....	Gas. lch. Defiance.....	7	Nome, Alaska.....
22	do.....	do.....	Gas. lch. Wilhelmina....	8	do.....
22	do.....	do.....	Gas. lch. Defiance.....	7	do.....
Oct. 2	Tillamook Bay...	$\frac{1}{2}$ mi. SW.....	Str. Bandon.....	625	San Francisco, Cal.
4	Nome.....	$\frac{1}{2}$ mi. W.....	Gas. lch. Defiance.....	7	Nome, Alaska.....
13	Coos Bay.....	$\frac{3}{4}$ mi. NE.....	Str. Fish (and tow).....	11	Coos Bay, Oreg....
14	Nome.....	$\frac{1}{2}$ mi. S.....	Gas. lch. Joe Mathews... do.....	19	Nome, Alaska.....
14	do.....	$\frac{1}{2}$ mi. W.....	Gas. lch. Defiance.....	7	do.....
14	do.....	do.....	Gas. lch. Wilhelmina....	8	do.....
26	Point Adams.....	4 mi. W.....	Gas. sc. Delia.....	30	Astoria, Oreg....
31	Coos Bay.....	$2\frac{1}{2}$ mi. SSW.....	Sc. Bertie Minor.....	273	Eureka, Cal.....
Nov. 1	Tillamook Bay...	$\frac{1}{2}$ mi. NW.....	Gas. lch. Rose.....	14	Portland, Oreg....
Dec. 23	Coos Bay.....	15 mi. SW.....	Sc. Buenaventura.....	180	San Francisco, Cal.
27	Grays Harbor...	$6\frac{1}{2}$ mi. S.....	Sc. Gotoma.....	198	do.....
1909.					
Jan. 15	Ilwaco Beach....	$3\frac{1}{2}$ mi. N.....	Shp. Alice (Fr.).....	2,509	St. Nazaire, France.
23	Point Bonita....	$5\frac{1}{2}$ mi. SW.....	Sc. Roderick Dhu.....	1,534	San Francisco, Cal.
Feb. 10	Point Adams....	4 mi. WNW.....	Str. Cascade.....	515	do.....
11	Tillamook Bay...	$\frac{3}{4}$ mi. SW.....	Gas. lch. Rose.....	10	Portland, Oreg....
19	Point Adams....	4 mi. WNW.....	Str. Cascade.....	515	San Francisco, Cal.
Mar. 20	Fort Point and Point Bonita.	16 mi. WNW, Fort Point Sta.	Str. R. D. Inman.....	768	do.....
23	Coos Bay.....	3 mi. S. by W.....	Sc. Marconi.....	693	Coos Bay, Oreg....
Apr. 20	Yaquina Bay....	13 mi. S.....	Gas. lch. Condor.....	42	Yaquina, Oreg....
May 9	Coos Bay.....	$\frac{1}{2}$ mi. E.....	Str. Reta.....	26	Coos Bay, Oreg....
16	Fort Point.....	2 mi. NW.....	Gas. lch. Lively (and tow).	18	San Francisco, Cal.
28	Waaddah Island..	20 mi. WNW.....	Sc. Ruth E. Godfrey....	597	do.....
June 2	Yaquina Bay....	1 mi. SW.....	Gas. lch. Eagle.....	12	Coos Bay, Oreg....
8	Nome.....	$\frac{1}{2}$ mi. W.....	Gas. sc. Diamond L.....	13	Nome, Alaska.....
8	do.....	do.....	Gas. sc. Flyer.....	14	do.....
11	Willapa Bay....	$\frac{1}{2}$ mi. SSW.....	Gas. lch. Eagle.....	12	Coos Bay, Oreg....
19	Humboldt Bay...	$\frac{1}{2}$ mi. SW.....	Gas. lch. Lady Mine....	9	Eureka, Cal.....
	Total.....				

NOTE.—For summary of foregoing table, see page 16.

1909—documented vessels.

PACIFIC COAST.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
Nanaimo, British Columbia, to Nome, Alaska.	Coal and Lumber.	\$200,000	\$35,000	\$235,000	\$47,000	29			
On pleasure trip.		2,000		2,000		32			
In harbor.		5,200		5,200	50	3			
At mooring.		3,000		3,000		2			
Siberia, Russia, to Nome, Alaska	Merchandise	6,000	3,000	9,000		4			
At mooring.		4,000		4,000		4			
do.		3,000		3,000		3			
do.		3,000		3,000		3			
Nome, Alaska, to Siberia, Russia	Merchandise	3,000	1,200	4,200	75	4			
In harbor.		3,000		3,000					
do.		4,000		4,000					
Solomon River to Nome, Alaska		4,000		4,000		1			
In harbor.		3,000		3,000		2			
Teller City to Nome, Alaska.		4,000		4,000		2			
Siberia, Russia, to Snake River, Alaska.	Merchandise	2,500	3,000	5,500	25	2			
San Francisco to Florence Oreg.	General	4,500	2,000	6,500	1,500	6			
Nome to Snake River, Alaska.		3,000		3,000		2			
Norton Bay to Nome, Alaska.		3,500		3,500		2			
Nome to Solomon River, Alaska	Merchandise	5,000		5,000	20	17			
Nome to Snake River, Alaska.		3,000		3,000		2			
Snake River to Nome, Alaska.		3,000		3,000		3			
Nome to Snake River, Alaska.		3,000		3,000		12			
Port Hadlock, Wash., to San Pedro, Cal.	Lumber.	125,000	15,000	140,000	10,500	23			
In harbor.		4,000		4,000		4			
Snake River to Nome, Alaska.		3,000		3,000		3			
On pleasure trip.		7,500		7,500		6			
Nome to Snake River, Alaska.		4,000		4,000		3			
Snake River to Nome, Alaska.		3,000		3,000		3			
do.		4,000		4,000		3			
Hobsonville, Oreg., to San Francisco.	Lumber.	83,200	8,000	91,200	22,000	20			
In harbor.		4,000		4,000		9			
Coos Bay to Empire, Oreg.		6,500		6,500		1		1	
At mooring.		6,000		6,000		2			
do.		4,000		4,000		2			
do.		3,000		3,000		2			
Nestugga to Astoria, Oreg.	Cheese	4,500	4,500	9,000	150	3			
San Diego, Cal., to Coos Bay, Oreg.		15,000		15,000		7			
Tillamook Bay to Yaquina Bay, Oreg.	Gasoline	5,000	200	5,200	350	2		2	2
San Francisco to Coquille River, Oreg.		5,000		5,000		7			
Tillamook, Oreg., to San Francisco.	Lumber.	6,000	3,500	9,500	9,500	8			
London, England, to Portland, Oreg.	Cement	60,000	25,000	85,000	85,000	24		2	2
Redondo (Cal.) to San Francisco	Oil.	10,000	17,000	27,000	1,800	12			
Rainier, Oreg., to San Francisco.	Lumber.	60,000	6,000	66,000		24			
On fishing trip.		5,000		5,000		17			
Rainier, Oreg., to San Francisco.	Lumber.	60,000	8,000	68,000		24			
San Francisco to Portland, Oreg.		100,000		100,000	100,000	22			
Coos Bay, Oreg., to Valparaiso, Chile.	Lumber.	45,000	11,000	56,000	56,000	10			
Waldport to Newport, Oreg.	Shingles.	7,000	3,000	10,000		4			
On pleasure trip.		600		600		32			
San Francisco to Vallejo, Cal.		14,500		14,500		3			
San Pedro, Cal., to Port Townsend, Wash.		30,000		30,000		9			
Coos Bay, Oreg., to Seattle.		4,000		4,000		2			
On hunting trip.		4,000		4,000		5			
Snake River to Solomon River, Alaska.		5,000		5,000		3			
Marshfield, Oreg., to Seattle.		4,000		4,000	100	2			
Smith River to Eureka, Cal.	General	1,000	200	1,200		3			
		977,500	145,600	1,123,100	334,070	438		5	5

Table of casualties, season of

DISTRICT NO. 13.—EMBRACING

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Name of vessel.	Description of vessel.
1908.				
July 1	Cape Disappointment.	3 mi. SW. by W.	No name.	Fish boat.
1	do.	do.	do.	do.
1	do.	do.	do.	do.
1	do.	do.	do.	do.
1	Point Adams	4 mi. W.	do.	do.
2	Nome	1½ mi. S.	do.	Small boat.
2	Cape Disappointment.	2 mi. S.	do.	Gas. lch.
2	Point Adams	7 mi. W.	do.	Fish boat.
2	do.	do.	do.	do.
2	do.	do.	do.	do.
3	Nome	700 yds. W.	X. L.	Schooner.
13	Point Adams	300 yds. N.	No name.	Canoe.
13	do.	7 mi. W.	do.	Fish boat.
13	do.	6 mi. W.	do.	do.
13	do.	7 mi. W.	do.	do.
17	Cape Disappointment.	3 mi. W.	do.	do.
19	Nome	1 mi. S.	do.	Small boat.
19	Point Adams	6 mi. W.	do.	Fish boat.
19	do.	7 mi. W.	do.	do.
20	Nome	300 yds. SW.	do.	Small boat.
20	Point Adams	4 mi. W.	do.	Fish boat.
21	do.	6 mi. W.	do.	do.
27	Cape Disappointment.	3½ mi. S.	do.	Barge.
28	do.	4½ mi. W.	do.	Fish boat.
29	Nome	½ mi. E.	do.	Skiff.
29	do.	½ mi. E.	do.	Small boat.
29	Cape Disappointment.	3 mi. W.	No name.	Fish boat.
30	Nome	1 mi. S.	Apaka.	Sloop.
30	Point Adams	6½ mi. W.	No name.	Fish boat.
31	Nome	1½ mi. S.	do.	Small boat.
31	Cape Disappointment.	Peacock Spit.	do.	Fish boat.
31	do.	4 mi. W.	do.	do.
31	Nome	½ mi. W.	Defender.	Gas. lch.
Aug. 1	do.	½ mi. W.	No name.	Small boat.
1	do.	500 yds. W.	do.	do.
1	do.	½ mi. W.	Defender.	Gas. lch.
2	do.	½ mi. E.	Arctic.	do.
2	do.	1½ mi. SW.	X. L.	Schooner.
2	Cape Disappointment.	1½ mi. NE.	No name.	Fish boat.
3	Point Adams	4 mi. W.	do.	do.
7	Nome	3½ mi. SE.	Arctic.	Gas. lch.
9	do.	½ mi. W.	No name.	Scow.
12	Yaquina Bay	4 mi. S.	Alesa.	Gas. lch.
15	Nome	½ mi. W.	Sophie.	Schooner.
16	do.	5 mi. SE.	No name.	Skiff.
17	do.	½ mi. W.	Defender.	Gas. lch.
20	do.	do.	Diamond K.	do.
20	do.	do.	Sophie.	Schooner.
21	do.	25 yds. S.	Defender.	Gas. lch.
21	do.	½ mi. W.	Jenie.	do.
21	do.	do.	Defender.	do.
22	do.	½ mi. S.	Immaculate.	Schooner.
23	do.	do.	do.	do.
25	do.	½ mi. W.	No name.	Scow.
27	do.	do.	Eagle.	Gas. lch.
30	do.	do.	Twins.	Schooner.
30	do.	½ mi. SE.	do.	do.
Sept. 2	do.	½ mi. W.	Sophie.	do.
8	do.	½ mi. W.	Defender.	Gas. lch.
9	do.	do.	do.	do.
9	do.	2 mi. S.	No name.	Rowboat.
9	do.	1½ mi. SSW.	do.	Skiff.
9	Humboldt Bay	2 mi. SW.	Calypso	Sloop.
20	Nome	1½ mi. SE.	No name.	Rowboat.
Oct. 22	do.	2 mi. S.	Defender.	Gas. lch.
24	do.	½ mi. W.	do.	do.
25	Fort Point.	1½ mi. NW.	No name.	Small boat.
27	Coquille River	400 yds. W.	do.	Skiff.
Nov. 1	Cape Disappointment.	2½ mi. SE.	do.	Fish boat.
3	Point Bonita	½ mi. SW.	do.	Small boat.
26	Fort point.	1½ mi. SW.	do.	do.
28	Humboldt Bay	2 mi. W.	do.	Gas. lch.

1909—undocumented vessels.

PACIFIC COAST.

Home port.	Nature and cause of accident.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
Astoria, Oreg.	Capsized in breakers.	\$500		2	
do.	do.	500		2	
do.	do.	500		2	1
do.	do.	500		2	
do.	do.	500		2	
do.	Drifted into breakers and stranded.	350			
Nome, Alaska.	Parted mooring and drifted offshore.	50			
Bay Center, Wash.	Engine disabled.	700		4	
Astoria, Oreg.	Adrift in breakers.	350		2	
do.	In dangerous position.	400		2	
do.	Drifted into breakers.	350		2	
Belkofsky, Alaska.	Leaking and about to sink.	700		3	
Hammond, Oreg.	Capsized.	15		2	
Astoria, Oreg.	Drifted into breakers.	400		2	
do.	do.	400		2	
do.	do.	450		2	
do.	Partly swamped.	500		2	
San Francisco, Cal.	Adrift; occupants intoxicated.	150		3	
Astoria, Oreg.	Drifted into breakers and lost an oar.	500		2	
do.	Unable to get out of breakers.	450		2	
Nome, Alaska.	Swamped in surf.	225		2	
Astoria, Oreg.	Stranded and capsized.	400		2	
do.	Capsized in breakers.	525	\$10	2	
do.	Parted moorings.	1,500		2	
do.	Swamped in breakers.	500	500	2	
Nome, Alaska.	Parted mooring and drifted ashore.	150			
do.	Struck wharf; occupants intoxicated.	150		4	
Astoria, Oreg.	Drifted into breakers.	500		2	
St. Michaels, Alaska.	Capsized by high sea.	150		3	
Astoria, Oreg.	Drifted into breakers.	400		2	
Nome, Alaska.	Unmanageable in high wind and sea.	100		3	
Astoria, Oreg.	Capsized in breakers.	500		2	
do.	Capsized.	500		2	
Nome, Alaska.	Stranded.	1,500		3	
do.	Capsized in surf.	100	10	4	
do.	Swamped and capsized in surf.	175	10	2	
do.	Stranded.	1,500		2	
do.	Parted mooring and stranded.	900	40		
Belkofsky, Alaska.	Capsized and drifted ashore.	700	700		
Astoria, Oreg.	Capsized.	150		2	
do.	Rudder disabled; stranded.	400	5		
Nome, Alaska.	Engine disabled.	900		2	
do.	Stranded.	650		2	
Waldport, Oreg.	Parted mooring and drifted into surf.	750			
Nome, Alaska.	Stranded.	1,500		8	
Kuskowin, Alaska.	Drifted offshore.	125	15	1	
Nome, Alaska.	Stranded.	1,500		3	
do.	do.	4,000	25	8	
do.	do.	1,500	20	4	
do.	do.	1,500	10	4	
St. Michaels, Alaska.	Stranded.	2,500		2	
Nome, Alaska.	do.	1,500		2	
do.	Shipped water, and about to sink.	350	50		
do.	In dangerous position.	350	50		
do.	Stranded.	150			
do.	do.	900		1	
Unalakleet, Alaska.	do.	2,000		5	
Golovan Bay, Alaska.	Struck piling.	600	150	6	
Nome, Alaska.	Mistook channel and stranded.	1,500		4	
do.	Stranded.	1,500		2	
do.	Grounded in channel.	1,500		2	
do.	Unable to row against wind.	150		1	
do.	Occupants incapable of managing a boat.	150		2	
Eureka, Cal.	Unable to proceed against current.	1,000		9	
Nome, Alaska.	Drifted offshore; unable to row against wind.	150		4	
do.	Engine disabled.	1,500		7	
do.	do.	1,500		2	
San Francisco, Cal.	Swamped in surf.	200		8	
Bandon, Oreg.	Occupants incapable of managing a boat.	25		4	
Astoria, Oreg.	Drifted ashore during storm.	400		1	
do.	Adrift without oars.	100		1	
Sausalito, Cal.	Stolen; beached and abandoned.	150		2	
Eureka, Cal.	Capsized by rough sea.	1,000	1,000	1	

Table of casualties, season of

DISTRICT NO. 13--EMBRACING

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Name of vessel.	Description of vessel.
1909.				
Jan. 1	Point Adams.....	400 yds. NW.....	No name.....	Catboat.....
9	Humboldt Bay.....	$\frac{3}{4}$ mi. S.....	do.....	Gas. lch.....
Feb. 13	Fort Point.....	8 mi. WSW.....	Pearl.....	Sloop.....
21	do.....	2 mi. NW by N.....	Arbordale.....	Gas. lch.....
27	Humboldt Bay.....	$1\frac{1}{2}$ mi. SSW.....	No name.....	Skiff.....
Mar. 14	Fort Point.....	1 mi. NE.....	Myrtle.....	Gas. lch.....
29	do.....	2 mi. NW.....	No name.....	Small boat.....
Apr. 8	Golden Gate.....	$1\frac{1}{2}$ mi. NNE.....	do.....	Rowboat.....
May 30	Waaddah Island.....	6 mi. WNW.....	Skidoo.....	Gas. lch.....
June 2	Fort Point.....	3 mi. W.....	No name.....	do.....
19	Nome.....	$\frac{3}{4}$ mi. W.....	do.....	Canoe.....
22	Cape Disappointment.	Peacock Spit.....	do.....	Fish boat.....
22	do.....	$4\frac{1}{2}$ mi. WSW.....	do.....	do.....
23	do.....	Peacock Spit.....	do.....	do.....
	Total.....			

NOTE.—For summary of the foregoing table see page 16.

1909—undocumented vessels—Continued.

PACIFIC COAST—Continued.

Home port.	Nature and cause of accident.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
U. S. vessel	Foundered.....	\$100 .....	.....	1 .....	.....
Eureka, Cal.....	Engine disabled.....	1,000 .....	.....	1 .....	.....
San Francisco, Cal.....	Adrift.....	250 .....	.....	2 .....	.....
Sausalito, Cal.....	Stranded; steersman blinded by lights.....	2,500 .....	.....	3 .....	.....
Eureka, Cal.....	Adrift in strong tide.....	25 .....	.....	3 .....	.....
Belvedere, Cal.....	Engine disabled.....	2,500 .....	.....	2 .....	.....
Fort Baker, Cal.....	Stranded and swamped.....	150 .....	.....	3 .....	.....
San Francisco, Cal.....	In dangerous position.....	50 .....	.....	1 .....	.....
Hoquaim, Wash.....	Engine disabled.....	3,000	\$200	3 .....	.....
San Francisco, Cal.....	.....do.....	1,100 .....	.....	4 .....	.....
Nome, Alaska.....	Capsized; occupants intoxicated.....	150 .....	.....	2 .....	.....
Astoria, Oreg.....	Capsized in breakers.....	500 .....	.....	2 .....	.....
.....do.....	.....do.....	500 .....	.....	2 .....	.....
.....do.....	.....do.....	500	50	2	1
.....	.....	62,715	2,845	210	2

BLUE ANCHOR SOCIETY,
AID FOR THE SHIPWRECKED,
WOMEN'S NATIONAL ASSOCIATION.

BLUE ANCHOR SOCIETY, AID FOR THE SHIPWRECKED, WOMEN'S NATIONAL ASSOCIATION.

On July 15, 1909, the Women's National Relief Association adopted the name that appears as a heading to this chapter, and in compliance with the wishes of the society the new title is printed in this report, although the tabular statement appended hereto relates to supplies expended within the last fiscal year.

The Women's National Relief Association was founded thirty years ago for the purpose of extending succor to the victims of shipwreck. Many of those whom the life-saving crews take from wrecked vessels, or rescue from other situations of peril, are brought to the stations of the service scantily clad or suffering from exposure. While the stations afford a shelter to such distressed persons, and while their rescuers may feed them for limited periods at government expense, no provision is made for clothing them temporarily or furnishing delicacies to such as are not in a condition to assimilate hardy fare. This need has been efficiently met by the zealous band of women composing the organization mentioned. In order that an ample store of the articles contributed by the society may be always on hand at the stations, the keepers are required to notify the office of the Life-Saving Service in Washington when their stock runs low. These requests are forwarded to the association's headquarters, where restoratives, and garments suited to the climate in which they are to be used, are packed in boxes and shipped direct to their destination without cost to the Government. During the last fiscal year, 64 of these consignments were sent out, 44 of them going to stations on the Atlantic and Gulf coasts, 12 to stations on the Great Lakes, and 8 to stations on the Pacific coast. The following is a list of the society's beneficiaries within the period covered by this report. The statement also shows the circumstances under which the supplies were expended:

Date.	Station.	Beneficiaries.
1908.		
July 1	Cape Disappointment, Wash.	Seven men from 4 capsized fish boats.
4	Buffalo, N. Y.	A man who had fallen off the dock near the station, and who was rescued by the station crew.
15	Tathams, N. J.	An old man who got wet in trying to land through the surf.
19	Newburyport, Mass.	A man who was washed overboard while fishing from the south jetty.
20	Point Adams, Oreg.	Two men from a capsized fish boat.
21	do.	Do.
28	Cape Disappointment, Wash.	Do.
29	Nauset, Mass.	The master of a wrecked gasoline launch.
29	Jackson Park, Ill., Lake Michigan.	A 10-year-old girl who had fallen off a wharf into the lake.
31	Barnegat, N. J.	Two men from the wrecked gasoline launch Raena.

Date.	Station.	Beneficiaries.
1908.		
Aug. 2	Cape Disappointment, Wash.	Two men from a capsized fish boat.
4	Hampton Beach, N. H.	A woman who had fallen into the water.
13	Humboldt Bay, Cal.	A fisherman whose boat had capsized in the breakers.
18	Jackson Park, Ill., Lake Michigan.	A man who had fallen into the lake.
29	Charlotte, N. Y., Lake Ontario.	A man and woman who had fallen into the boat slip of the New York Naval Division Armory.
Sept. 6	Vermilion, Mich., Lake Superior.	Some members of the crew of 14 of the wrecked steamer Chauncy Hurlburt who had lost most of their outfit.
9	Forked River, N. J.	Four persons, 2 of whom were women, from the stranded yacht Louise.
28	Straitsmouth, Mass.	Two men from the gasoline launch Noma, which burned near the station.
28	North Beach, Md.	Three men from a disabled gasoline launch.
29	Frankfort, Mich., Lake Michigan.	Six men, composing the crew of the capsized schooner Ida.
30	Sabine Pass, Tex.	A mentally unbalanced man who was found wandering in the marshes.
30	Crisps, Mich., Lake Superior.	Some members of the crew of 16 of the wrecked steamer Neshoto.
Oct. 14	Coos Bay, Oreg.	The master of the gasoline launch Fish, which was driven ashore in a gale.
20	Kenosha, Wis., Lake Michigan.	Three of the crew of the disabled steamer Maggie Marshall, who were capsized while landing in a small boat.
23	Bodie Island, N. C.	Crew of 7, and 1 passenger, from the wrecked schooner Flora Rogers.
29	Little Beach, N. J.	Three men from the gasoline launch Flirt, who were drowned by the heavy sea.
29	Paul Gamliels Hill, N. C.	Six men from the wrecked schooner Charles S. Hirsch.
Nov. 1	Cape Disappointment, Wash.	A fisherman who had been drenched while trying to launch his boat through the surf.
7	Metomkin Inlet, Va.	A man who had been adrift in a bateau.
12	Little Island, Va.	The 4 survivors of the wrecked schooner Florence Shay.
12	Ocracoke, N. C.	The crew of 7 of the steam tug Hampton, which had foundered 18 miles N. of the station.
12	Cleveland, Ohio, Lake Erie.	Ten men and a woman taken from the wrecked steamer John C. Pringle.
14	Santa Rosa, Fla.	The occupant of a yawl who was rescued from the surf by the station crew.
16	Harbor Beach, Mich., Lake Huron.	A dead sailor on the barge S. E. Marvin was furnished dry clothing for burial.
19	Gay Head, Mass.	A fisherman who was drenched, his boat having been driven ashore through the surf.
24	Forked River, N. J.	The occupant of a gasoline launch who lost his bearings in a fog.
Dec. 25	Plum Island, Mass.	Crew of 21 of the wrecked fishing schooner Thomas A. Cromwell.
4	Bogue Inlet, N. C.	Crew of 3 from the gasoline launch Helen, which they had abandoned at sea.
5	Wood End, Mass.	Two fishermen who came to the station in a wet and cold condition.
12	Metomkin Inlet, Va.	Two men from the wrecked sloop Annie.
22	Cold Spring, N. J.	Shipwrecked crew of 10 from the steam tug Alma and stone barge No. 4.
22	North Beach, Md.	Crew of 2 from the stranded catboat Nadine Showell.
30	Grande Pointe au Sable, Mich., Lake Michigan.	Crew of 8 volunteers who responded to a call for help in assisting the stranded steamer Pere Marquette No. 17 (closed season).
1909.		
Jan. 6	Atlantic City, N. J.	A man who had plunged into icy water in a straight-jacket to demonstrate his ability to free himself while under the surface.
9	Amagansett, N. Y.	One of the crew of a fish boat that upset in the surf.
15	Iliwaco Beach, Wash.	Crew of 7 of the wrecked French ship Alice.
29	Great Wass Island, Me.	Crew of the wrecked schooner Golden Ball.
30	Fourth Cliff, Mass.	Crew of 8 from the wrecked schooner Helena.
30	Hog Island, Va.	The master of the gasoline launch Syneth, which stranded on a bar.
Feb. 10	Cape Henlopen, Del.	The master, 8 sailors, and 1 woman passenger from the wrecked schooner Sarah W. Lawrence.
24	Assateague Beach, Va.	The mate and engineer of the schooner Helen H. Benedict, who were rescued from the vessel while she was in distress.
25	Hatteras Inlet, N. C.	A member of a government surveying party who was caught in a heavy rainstorm.
Mar. 14	Santa Rosa, Fla.	Three men from the capsized sloop Joy.
17	Race Point, Mass.	Two men who came ashore through the surf in a power dory.
17	Forked River, N. J.	Two men from a small boat which had stranded.
25	Wood End, Mass.	Twelve of the crew of the wrecked schooner William A. Morse.
25	Muskeget, Mass.	Two men from the stranded catboat Crusader.
27	Shark River, N. J.	Two men from a stranded gasoline launch.
8	Race Point, Mass.	Two men from the wrecked sloop Keewaydin IV.
Apr. 9	Wachapreague, Va.	A sturgeon fisherman, who came to the station wet and cold, was furnished a dry undershirt.
9	Marblehead, Ohio, Lake Erie.	A man who had beached his boat and waded ashore was furnished dry socks.
9	Golden Gate, Cal.	A man and woman who were rescued from drowning by the life-saving crew.
13	Core Bank, N. C.	A prospective bidder on station repairs, who had fallen into the water while looking over the situation.

Date.	Station.	Beneficiaries.
1909.		
Apr. 16	Cleveland, Ohio, Lake Erie..	A man from a capsized canoe.
19	Pamet River, Mass.....	The master of the sloop Stranger came to the station, and, being poorly clothed, he was furnished a pair of trousers.
19	Point Judith, R. I.....	The crew of 4 of the wrecked schooner G. H. Hayden.
30	Popes Island, Va.....	Three men who were caught in a rainstorm.
May 15	City Point, Mass.....	One of 3 men who were rescued by the life-savers from a capsized rowboat.
15	Marquette, Mich., Lake Superior.	Two sailors from the water-logged schooner Arenac, their clothing having been ruined.
21	Cold Springs, N. J.....	Two sailors from the wrecked barge Robert Campbell.
21	San Luis, Tex.....	Two men who had gotten badly wet in a small boat.
26	Cape May, N. J.....	The crew of 2 from the wrecked sloop Belle.
27	Aransas, Tex.....	Three men and 2 women who had been in an open launch.
June 3	Jackson Park, Ill., Lake Michigan.	Crew of 5 from the wrecked gasoline launch New Star.
18	Muskegon, Mich., Lake Michigan.	A man who had fallen into the river.
22	Cape Disappointment, Wash.	Four men from 2 capsized fish boats.
23	do.....	A fisherman who was rescued from a capsized boat.
24	Old Chicago, Ill., Lake Michigan.	A man who had fallen off the pier.

LETTERS ACKNOWLEDGING SERVICES OF
LIFE-SAVING CREWS.

LETTERS ACKNOWLEDGING THE SERVICES OF LIFE-SAVING CREWS.

The following letters have been received from ship masters, owners of vessels, and others in grateful acknowledgment of services rendered during the year by the crews of the various life-saving stations:

MONELLYN POULTRY FARM,
Montauk, L. I., July 28, 1908.

DEAR SIR: I wish to call to your attention the work done by Keeper Hedges, of the Ditch Plain life-saving station, Montauk, L. I., on Saturday, July 18, 1908.

With 3 volunteers, who knew practically nothing of the use of a breeches buoy, he got a line to the wrecked *Chippewa*, of the Clyde Line, and brought to shore 25 men. A high wind was blowing at right angles to the direction in which it was necessary for him to fire the shot to reach the vessel, which, by the way, lies about 900 feet from the shore.

Captain Hedges, I believe, deserves a great deal of credit for the manner in which he handled the rescue.

The newspapers of New York City try to give credit to a fake party of campers and the driver of an automobile. The campers, automobile, and driver never appeared on the scene.

Being practically a stranger in Montauk, I do not know many of the people here, but I believe that when a man performs the service that Keeper Hedges did he deserves all the glory that can be given him. I sincerely hope he will get credit for his work.

Very truly yours,

JOSEPH O. YOUNG.

Mr. SUMNER I. KIMBALL,
General Superintendent U. S. Life-Saving Service.

POINTE AUX BARQUES RESORT ASSOCIATION,
Pointe aux Barques, Mich., August 1, 1908.

GENTLEMEN: On behalf of Mrs. Yates and myself I wish to express our deep appreciation of the prompt and able manner in which you went to the rescue of my son and his friend, Harold Wadsworth, with the result of bringing happiness to their parents.

Ever will you all have a warm spot in our hearts.

Very sincerely, your friend,

B. W. YATES.

Captain GILL AND CREW,
Port Austin Life-Saving Station.

ERIE BASIN YACHT CLUB (INCORPORATED),
FOOT OF COLUMBIA STREET,
Brooklyn, N. Y., September 2, 1908.

DEAR SIR: The officers and members of the Erie Basin Yacht Club wish to thank you for the assistance rendered in the recovery of the body of our late member.

Sincerely yours,

GEO. STADERMAN, *Secretary.*

CAPTAIN LIFE-SAVING STATION,
Fort Hancock (Sandy Hook), N. J.

LEONARDTOWN, MD., *September 10, 1908.*

DEAR SIR: On behalf of myself and crew of the schooner *Margaret H. Vane*, which went ashore on ^a August 24 in thick weather on Cobb Island, I desire to express thanks to the crew of the Cobb Island life-saving station for services rendered.

We were taken off by No. 1 (Mr. W. F. Bloxom), in command at that time, the captain being off on sick leave.

I hope you have many such men in your service.

Yours truly,
GENERAL SUPERINTENDENT, LIFE-SAVING SERVICE.

(Captain) BENJ. PRATT.

OCRACOKE, N. C., *September 10, 1908.*

DEAR SIR: As master of the schooner *William T. Parker*, which was caught in a gale on September 9 at Cape Lookout and partly disabled, I wish to thank Keeper David Williams and crew of Ocracoke life-saving station for their valuable service in helping me to get over the shoals at Ocracoke and into Pamlico Sound.

Yours very truly,

GEO. G. HOWARD,
Master Sc. *William T. Parker.*

P. H. MORGAN,
Superintendent Seventh Life-Saving District, *Shawboro, N. C.*

CLEVELAND, OHIO, *September 15, 1908.*

CAPTAIN: On the 14th day of September my yacht, the *Edith*, parted her anchor line off Edgewater Park. By the heroic efforts of yourself and crew she was saved from being pounded to splinters on the beach, for which I am truly thankful.

Remaining yours, with thanks,

W. H. EBERWINE,
2045 W. Ninety-third Street, N. W.,
Cleveland, Ohio.

Capt. H. J. HANSEN,
U. S. Life-Saving Station.

DEPARTMENT OF COMMERCE AND LABOR,
LIGHT-HOUSE ESTABLISHMENT,
OFFICE OF ENGINEER, ELEVENTH DISTRICT,
212 Old Custom-House, Detroit, Mich., *September 21, 1908.*

SIR: Permit me to thank you for your recent prompt and effective help in protecting the light station at Cheboygan from fire. Your help undoubtedly saved the station.

Respectfully,

CHARLES KELLER,
Major, Corps of Engineers, U. S. Army,
Light-House Engineer.

The CAPTAIN, LIFE-SAVING STATION,
Bois Blanc, Mich.

DEPARTMENT OF COMMERCE AND LABOR,
LIGHT-HOUSE BOARD,
Washington, *September 26, 1908.*

SIR: It is with pleasure and gratitude that the Light-House Board learns through Maj. Charles Keller, Corps of Engineers, U. S. Army, engineer of the Eleventh Light-House District, at Detroit, Mich., of the praiseworthy action of yourself and the men of the life-saving station under your command in promptly responding to the signals of distress from the Cheboygan Light-Station, Mich., which was threatened with imminent danger to life and public property by forest fires on September 14, 1908, and to whose efficient services Major Keller ascribes great credit in relieving the light station from danger.

^a The date of this casualty is erroneously given on page 140 as January 25, 1909.

The Light-House Board desires to express its thanks to you and the noble men under your command, with the assurance that your action will be noted upon its official records.

This letter of commendation will be forwarded to you through the official head of the United States Life-Saving Service in order that he may thereby be informed of the board's appreciation of your services.

Very respectfully,

THOMAS L. CASEY,
Lieutenant-Colonel, Corps of Engineers, U. S. Army,
Engineer Secretary.

Capt. GEORGE CLEARY,
Bois Blanc Island Life-Saving Station,

FROM THE ATLANTIC CITY EVENING UNION OF OCTOBER 26, 1908.

We, the undersigned, wish to extend our heartfelt thanks to Capt. L. H. Parker and the crew of the Atlantic City life-saving station for their heroic services rendered us while in distress Sunday evening, October 25, aboard the launch *Eva*.

Captain BOWLER.
LOUIS HENDERSON.
CHARLES WRIGHT.
WALTER McCLAIN.
FRANK J. BENSEL.
GEORGE B. STODDARD.

WAR DEPARTMENT,
UNITED STATES ENGINEER OFFICE,
Kewaunee, Wis., October 31, 1908.

DEAR CAPTAIN: I want to thank you and your men for the service you performed for our department last night by coming to our aid in making a towline fast to three concrete caissons which were adrift on account of a cable having parted. The work was difficult on account of the darkness, cold weather, and the swell which was running, and you and your men showed considerable skill and courage in accomplishing it in a workmanlike manner.

With best regards to you and your men, I remain
Yours truly,

L. E. LION,
Assistant Engineer.

Capt. NELSON CRAITE,
United States Life-Saving Service,
Kewaunee, Wis.

NORFOLK, VA., November 4, 1908.

DEAR SIR: We desire to express to you our heartfelt thanks and high appreciation of timely aid rendered us on the morning of the 29th of October when our vessel, the schooner *Chas. S. Hirsch*, was stranded on the beach at your life-saving station.

We were in a critical condition, and if you and your gallant men had not come to our assistance all on board would have been lost. As it was, two of our crew were drowned before you could reach us. We fully realize the hardships you and your men endured to render us aid, as the seas and wind were very high and dangerous. We also want to thank you for your kindness in caring for us after you rescued us.

We are very thankful to know that we live under a Government that provides life-saving crews to protect us in such times of peril.

Very respectfully yours,

F. W. HUNTER, *Master.*
CHARLES O. OLSON, *Mate.*
FRED L. HOFFSES, *Engineer.*
ALBIN JULGEN, *Seaman.*
EDWARD J. CHRISTIANSEN, *Seaman.*
TORRES GUNDERSEN, *Seaman.*

Capt. THOMAS HARRIS AND CREW,
Paul Gamiels Hill Life-Saving Station,
Kitty Hawk, N. C.

MACHIAS, ME., November 9, 1908.

DEAR SIR: I am glad to report to you that the life-saving crew at Cross Island rendered prompt and efficient service in getting the wrecked schooner *Rowena* and cargo off the rocks of Libby Island bar.

Captain Small and his men spent the entire day of November 2 in the vicinity of the wreck taking soundings for the revenue cutter *Woodbury*, running lines, and assisting us in every possible way.

I have known Captain Small and members of his crew for years, and it gives me great pleasure to write you this acknowledgement of their helpfulness and courtesy.

Yours truly,

SAM'L M. HOLWAY.

Capt. S. H. HARDING,
*Superintendent First Life-Saving District,
Portsmouth, N. H.*

NOVEMBER 16, 1908.

SIR: This is to certify that on the 12th day of November, 1908, our vessel, the schooner *Florence Shay*, stranded between the Little Island and False Cape life-saving stations during a gale of wind and high surf, and we take great pleasure in writing to inform you of the timely and heroic services of the Little Island and False Cape life-saving crews. They were abreast of the wreck in forty-five minutes from the time the vessel stranded, and worked rapidly and bravely under many difficulties in saving us from our terrible position.

The loss of life was due to no fault of theirs, as there was no time during the day, before they launched their boat, that we could possibly have been reached by boat. One man was dead at 9 a. m.; the other man died at 1.30 p. m., one hour before the life-saving crews were able to launch their boat. It was a miracle that they did not all lose their lives in saving ours. Too much praise can not be given them.

Respectfully,

CHARLES W. GILBERT, *Master.*
JOHN JOHNSON, *Mate.*
FRANK GOTTFRIED, *Seaman.*
MATTI HUKKA, *Seaman.*

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

NORFOLK, VA., November 23, 1908.

DEAR SIR: By authority, and in behalf of Progressive Harbor No. 9, American Association of Masters, Mates, and Pilots, I wish to express to you and your crew our keen appreciation for the hospitality shown the shipwrecked crew of the tug *Hampton*, and especially that shown our esteemed brother members, W. J. Rolley and A. J. Eure, captain and mate, respectively, of the ill-fated tug.

I am, most respectfully yours,

GEO. W. P. OVERMAN,
Secretary.

Capt. DAVID WILLIAMS,
Keeper Ocracoke Life-Saving Station, Ocracoke, N. C.

BROWNSVILLE, TEX., November 23, 1908.

DEAR SIR: I desire to express my appreciation of the services of your crew at Brazos, Tex.

During the last norther my schooner (the *Jeff N. Miller*) parted a 30-fathom chain at Point Isabel Bay. The current took charge of the vessel, carrying her direct for the Gulf. Your wide-awake and energetic Captain Reed and his crew boarded my vessel, then at the mercy of a strong wind, high sea, and strong current, and saved her from going out to sea.

I have no words at my command strong enough to commend the bravery and promptness of the Brazos life-savers.

Respectfully,

LOUIS COBOLINI,
Fish Packer.

Capt. WM. A. HUTCHINGS,
Superintendent Ninth Life-Saving District, Galveston, Tex.

85 HAMILTON AVENUE, BROOKLYN, N. Y., December 4, 1908.

DEAR SIR: I beg to express through you my thanks to the keeper and crew of the life-saving station at Sandy Hook for the timely and commendable assistance and courteous treatment accorded myself and a party of amateur fishermen aboard the auxiliary sloop yacht *Faustina* on the 2d instant, at 4 p. m.

Very respectfully,

JOHN LARSON.

To the GENERAL SUPERINTENDENT,
U. S. Life-Saving Service, Washington, D. C.

DECEMBER 13, 1908.

DEAR SIR: We feel it our duty to express our heartfelt thanks to you and your men for assistance rendered on the 12th instant while adrift at sea in a helpless condition: one of us on an upturned craft, the other adrift in a 9-foot boat without oars sufficient to stem a strong northwest wind blowing at the time.

We also wish to thank you for hospitality shown us while at your station.

Very truly,

WM. HILL.

WM. A. WINBROUGH.

Capt. L. F. TAYLOR,
Keeper Metomkin Inlet Life-Saving Station.

U. S. DEPARTMENT OF AGRICULTURE,
CENTRAL OFFICE OF THE WEATHER BUREAU,
Washington, December 16, 1908.

SIR: I desire to thank you and the officers and men of your district, especially Capt. J. S. Clark and Mr. C. E. Martin, for the valuable assistance rendered Prof. A. G. McAdie, our official in San Francisco, at the time of the recent attempt to recover the Farallon cable. The cooperation of the Life-Saving Service with the Weather Bureau on this occasion is appreciated.

Very respectfully,

H. E. WILLIAMS,

Acting Chief, U. S. Weather Bureau.

Capt. GEORGE H. VARNEY,
*Superintendent Thirteenth District, Life-Saving Service,
San Francisco, Cal.*

POPHAM BEACH, ME., December 18, 1908.

RESPECTED SIR: We hereby tender our sincere thanks to you and your crew for the great service rendered us in saving our wharf and building from destruction by fire early Wednesday morning, December 16, 1908; also for the service performed by you in moving the steamer *Eldorado* from the pier and trying to extinguish the fire on her.

We certainly appreciate so valuable an institution in our community as the United States Life-Saving Service.

JOHN H. STACEY & Co.

Capt. ZINA H. SPINNEY,
Keeper Hunniwells Beach Life-Saving Station.

GARIBALDI, OREG., December 18, 1908.

DEAR SIR: The gasoline launch *Rose*, ashore on the north spit entrance to Tillamook Bay for the last six weeks, was floated to-day. During that time the Tillamook Bay life-saving crew rendered us the best service. Captain Farley and his gallant crew were ready night and day and ran lines through the rough cold surf several times. We were treated very kindly at the station.

We are unable adequately to express our obligation for the assistance rendered.

Very sincerely yours,

PETER JOHNS, *Master and Owner.*
C. M. JOHNS, *Engineer.*

To Capt. ROBERT FARLEY,
Keeper Tillamook Bay Life-Saving Station.

BATH, ME., December 21, 1908.

DEAR SIR: In behalf of the Popham Beach Steamboat Company, and in my own personal capacity, I desire to express our very great appreciation of the able manner in which you and your crew handled the fire on the 16th instant on the steamer *Eldorado*.

To your well-directed efforts is due entirely the fact that the shed and the pier were not both destroyed along with the steamer.

Yours very truly,

J. E. PERKINS,

Manager Popham Beach Steamboat Company.

Capt. Z. H. SPINNEY,
Keeper U. S. Life-Saving Station,
Popham Beach (Hunniwells Beach), Me.

CHINCOTEAGUE, VA., December 25, 1908.

SIR: On Saturday, December 12, 1908, while we were passing Metomkin Inlet life-saving station in a sloop on the ocean, we were suddenly thrown from our boat, and but for the promptness of Capt. Lynn F. Taylor and crew would have been drowned.

Too much praise can not be given them for our rescue.

Very respectfully,

WILLIAM H. HILL,
WILLIAM WIMBER, Jr.

S. I. KIMBALL,
General Superintendent U. S. Life-Saving Service.

U. S. NAVY-YARD,
Portsmouth, N. H., December 28, 1908.

DEAR SIR: I beg to thank you for your prompt answer to the call for assistance from our ferryboat on Sunday, the 27th instant, between midnight and 1 a. m., and for the assistance which you so kindly rendered.

Very respectfully,

E. K. MOORE,
Rear-Admiral, U. S. Navy, Commandant.

KEEPER PORTSMOUTH HARBOR LIFE-SAVING STATION.

OCRACOKE, N. C., January 18, 1909.

MY DEAR SIR: During a recent gale of wind, a gas boat, of the Oriental and Ocracoke Transportation Company, went adrift, and it was only by the watchfulness and heroism of Capt. C. S. McWilliams of the Portsmouth life-saving station that she was saved. Therefore, I wish to express my gratitude not only to him, but also to the service because it can boast of such a dutiful servant.

Very truly yours,

G. P. HASSELL,
Agent, O. & O. Transportation Co.

Mr. S. I. KIMBALL,
General Superintendent, U. S. Life-Saving Service.

LUDINGTON, MICH., January 25, 1909.

DEAR SIR: On the morning of December 30, 1908, one passenger and a crew of 38 men were safely landed from the steamer *Pere Marquette No. 17*, which had stranded 4 miles south of Grande Pointe au Sable. The imperiled people were brought ashore by Captain Carlson of the Ludington life-saving station, six trips being made in the surfboat. Not one of those landed got his feet wet.

I wish to call your attention to the skilful manner in which the surfboat was handled. If there is any keeper in the Life-Saving Service that deserves credit, it is Captain Carlson. The beach apparatus was shot aboard of us in good shape. The first shot landed on our deck and was got in readiness, but the surfboat was so ably handled, and every trip so successfully made, that the apparatus was not used.

Captain Carlson and his crew also rendered us the best of service during the thirteen days we were on the beach.

Yours very truly,

J. RUSSELL, Captain.

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

MILWAUKEE, WIS., *January 30, 1909.*

DEAR SIR: On December 30, the steamer *Pere Marquette No. 17* stranded in a fog about 6 miles north of Ludington at about 12.50 a. m. There was an extremely heavy sea running from the northwest which continued all that day and the next. Captain Carlson, of the Ludington life-saving station with a volunteer crew, took the men off the wreck under very severe weather conditions. Subsequent to landing the ship's company, Captain Carlson and his men assisted almost continually during the wrecking operations. He showed a constant desire to do everything that was asked of him, and there seemed to be nothing too trying or difficult for him to undertake.

I wish to call your attention to these facts, as it seems to me you have a very efficient captain in this man.

Respectfully,

T. C. WARKMAN,
Surveyor for Underwriters.

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

NEW YORK, N. Y., *February 8, 1909.*

SIR: One of our vessels, the *Pendleton Satisfaction*, was recently ashore at Little Island life-saving station, Virginia, and we write to express our appreciation of the services rendered by the life-saving crew at that station, and particularly of Capt. J. W. Partridge, keeper, who appeared to us to be a very efficient and capable man.

The writer was taken off in the surf to the vessel, after very much difficulty, there being a very heavy sea on. He has been on the water a long time, and wishes to say that the boat was handled as well as any he has ever seen, if not better. We further wish to express the gratitude of the master and crew for being successfully taken off in the breeches buoy and cared for at the station.

Appreciating the service, we beg to remain,

Yours very truly,

PENDLETON BROTHERS.

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

CHINCOTEAGUE ISLAND, VA., *February 9, 1909.*

DEAR SIR: I want to thank you and all the members of your crew for saving me and my crew of 4 men, and also for trying to help save my vessel, the schooner *P. E. Wharton*, which was wrecked on the morning of January 28, 2½ miles south of your station during a heavy gale.

I owe to you and the members of your crew the greatest thanks, for no one could have treated shipwrecked sailors with more kindness.

Yours sincerely,

Capt. E. D. BRASURE,
Late Master of Schooner P. E. Wharton.

Capt. JOHN HUDSON,
Keeper of North Beach Life-Saving Station, Ocean City, Md.

PHILADELPHIA, PA., *February 11, 1909.*

MY DEAR MR. KIMBALL: The recent wreck of the four-masted schooner *Sarah W. Lawrence* near Cape Henlopen has demonstrated very clearly that your service is well represented in that vicinity, and as the good work is well described in the Philadelphia Ledger of this morning I am sending to you a clipping from that paper which will, I am sure, interest you.

It is exceedingly gratifying to read of the noble work of life-savers, especially when the service performed is so well and successfully managed as in the present case.

For your information I would advise that the official wind record at Delaware Breakwater on the morning of the disaster showed a velocity of 60 miles an hour at 8 a. m. and later attained a maximum of 66 miles.

With kind regards,

Very truly yours,

E. R. SHARWOOD,
Secretary Philadelphia Maritime Exchange.

Hon. SUMNER I. KIMBALL,
U. S. Life-Saving Service, Washington, D. C.

HAMMONTON, N. J., February 24, 1909.

DEAR SIR: The schooner *Sarah W. Lawrence*, loaded with 1,993 tons of steam coal, bound from Newport News, Va., to Boston, Mass., was totally wrecked on the 10th of February, 4.30 a. m., on Hen-and-Chickens Shoals, off the Delaware coast, in a gale of wind from the southward, thick and stormy weather, with a nasty sea running.

Myself, wife, and crew of 8 men were saved by the Cape Henlopen and Lewes, Del., life-saving crews combined, with the aid of the tugboat *Atkin Hughes* towing them out as near as possible to the schooner. We were rescued from the rigging under most trying circumstances by the life-saving crews, as the vessel was entirely submerged. After three hours of most daring and heroic efforts of said crews, whose lives were in danger at all times, the rescue was successfully effected.

I wish to thank the Government and the life-saving crews for saving our lives, and for the kind treatment received while at the life-saving station at Lewes, Del.

I also wish to commend the good qualities of the lifeboat that was used in our rescue, as I do not think any other boat could have withstood the terrible sea. Too much praise can not be given the crews for the way in which they handled their boat and made the rescue.

Vessel and cargo are a total loss.

Yours very truly,

DE WITT C. MOORE,
Master of Schooner Sarah W. Lawrence.

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

ASSATEAGUE BEACH LIFE-SAVING STATION, VA.,
February 25, 1909.

SIR: Allow us to offer to your service our sincere thanks for the valuable service rendered by the keeper and crew of this station in taking us off the schooner *Helen H. Benedict* on the 24th instant, and for subsequent kind treatment in their station.
Very truly yours,

J. E. RAWDING, *Master.*
PAUL RUELL, *First Mate.*

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

138 WINTHROP STREET, MEDFORD HILLSIDE, MASS.,
March 15, 1909.

DEAR SIR: Appreciating very deeply the prompt and effective manner in which you rescued us from the *Dimock* last Wednesday, I want to thank you again for myself and daughter, also in behalf of my husband, whose anxiety knew no bounds until relieved by word from your station that we were safe. May He who holds us all in the hollow of His hand keep and bless you always.

Sincerely yours,

Mrs. WM. H. CASEY.

To Captain CHARLES,
Orleans Life-Saving Station.

PENSACOLA, FLA., March 15, 1909.

DEAR SIR: We now take the pleasure of thanking you for your good and liberal service toward us on Sunday last, when we were in danger of a watery grave while adrift on the upturned sloop *Joy*. We left the city yesterday for a cruise around the Bay, going first to the marine ways, where we stopped for water. Leaving there, we started to Barancas, but seeing there would be a change in the weather, we turned to go home. Reaching a point about halfway between the station and town, the norther struck us, and we capsized. We spent only a short time on the capsized sloop before being rescued by you.

We also appreciate your kindness toward us in giving us dry clothing and a night's lodging and meals; we wish also to thank you for our passage back to Pensacola.

We remain, very respectfully yours,

F. G. RUPERT.
A. C. HENRY.
W. P. REID.

To Captain BROADBENT,
Santa Rosa Life-Saving Station.

PENSACOLA, FLA., *March 15, 1909.*

KIND SIR: I also join in thanking you for your active service toward my husband and friends during their distress on Sunday, and trust that it will never happen again, as both mother and I were frightened motionless. I sincerely hope to meet you, and may God bless and protect you all.

I remain,

Mrs. F. G. RUPERT.

To Captain BROADBENT,
Santa Rosa Life-Saving Station.

PENSACOLA, FLA., *March 19, 1909.*

DEAR SIR: I now take the pleasure of writing you these few lines and thanking you for your good service on Sunday, the 14th instant, in rescuing us from the overturned sloop *Joy*. While sailing in the bay for pleasure there came up a squall from the northeast, so we decided we would turn homeward, and on our way the boat capsized. I got adrift from the boat, and was just about to go down when Mr. F. G. Rupert came to my rescue and swam to the boat with me. The boat was sloop-rigged, and the spar was wedged in the deck. We were sitting on the side of the boat, and every time a big sea hit us it would knock the boat over, and the wind would get under the sail and cause us considerable trouble.

You will always be remembered by me for coming to our assistance and for your kindness in giving us dry clothing, plenty to eat, and a good place to sleep.

I remain, very sincerely,

A. C. HENRY.

To Captain BROADBENT,
Santa Rosa Life-Saving Station.

PORTLAND, ME., *March 23, 1909.*

DEAR SIR: We wish to express our great appreciation of the attention and services rendered to our representative, Capt. Leslie B. Clark, by Capt. Charles T. Gordon, of the Moriches life-saving station on Long Island in connection with the stranding of our schooner, the *Miles M. Merry*. Captain Clark was at the station for some four weeks in his endeavor to float this vessel, and while his efforts were unsuccessful he makes a most favorable report of the assistance and attention shown him by Captain Gordon.

Yours, truly,

J. S. WINSLOW & Co.,
ELEAZER W. CLARK, *President,*
Managing Owners Sc. Miles M. Merry.

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

OFFICE OF THE BOARD OF
MARINE UNDERWRITERS OF SAN FRANCISCO,
310 California Street, San Francisco, March 24, 1909.

DEAR SIR: We wish to take this opportunity of expressing our appreciation of the service rendered by the Life-Saving Service in sending the power boat from the Fort Point station to the scene of the wreck of the *R. D. Inman*, in tow of the revenue steamer *Snohomish*.

It is reported to us that the captain and crew of this boat did their utmost to approach the wreck and that the captain displayed great skill and judgment in handling the boat in the breakers.

We also learned with much interest of the promptness with which the Point Bonita crew proceeded with their life-saving gun and apparatus across a very rough country to Bolinas, with a view of rendering assistance.

Trusting that you will convey our sincere appreciation to the officers and men directly engaged in this work, we remain,

Yours truly,

EDWARD L. WOODS, *Secretary.*

GEO. H. VARNEY, Esq.,
Superintendent Thirteenth Life-Saving District,
San Francisco, Cal.

ROYAL SHOAL, N. C., April 12, 1909.

GENTLEMEN: I wish to thank you for the valuable service rendered me in saving my schooner and cargo while ashore on Royal Shoal, April 11 and 12. Without your assistance the chances were that both vessel and cargo would have been a total loss.

J. A. KENNARD,

Master of Schooner *Kate H. Tilghman*.

To the KEEPERS AND CREWS OF THE OCRACOKE AND PORTSMOUTH LIFE-SAVING STATIONS.

DEAR SIR: I wish to express my gratitude to you and your crew for your timely rescue of myself and crew of the schooner *G. A. Hayden*, wrecked on April 15, 1909, about 2 miles from your station, and which was being fast pounded to pieces on the rocks by the heavy surf. We were safely landed in the breeches buoy, otherwise we should have been swept to death by the seas or lost by the fast breaking up of the schooner.

My crew join me in thanking you for saving our lives and for the kind treatment we received while at your station. Mrs. Whalen and my daughter also join me in this expression of our gratitude.

With best wishes for your further success,

I remain, yours, faithfully,

Capt. THOMAS WHALEN,
Master of Schooner *G. A. Hayden*.

Capt. AMOS P. TEFFT,

Keeper of Point Judith Life-Saving Station.

MACHIASPORT, ME., June 26, 1909.

SIR: On the 24th instant, while endeavoring to make a harbor in Machias Bay with my vessel, the schooner *Phoenix*, during a dense fog, I had the misfortune to run onto Libby Island. Within a short time Capt. F. E. Small, from the Cross Island station, came to my assistance, remaining by me until the 26th instant, when my vessel was taken from her dangerous position and towed to a place of safety. During the entire time of my distress Captain Small rendered me most valuable, efficient, and kindly aid, and such as only a kind-hearted and efficient officer could give.

As a fitting recognition of his kindness and assistance, I send this testimonial to you, hoping it will accrue to his benefit.

Very respectfully yours,

G. E. BENTLEY.

To the GENERAL SUPERINTENDENT LIFE-SAVING SERVICE,
Washington, D. C.

JONESPORT, ME., June 30, 1909.

MY DEAR SIR: I wish to thank you for the valuable assistance you so willingly rendered me when you found the schooner *E. S. Wilson* among the ledges near your station. Had it not been for you, we should have surely gone ashore, and would no doubt have lost vessel and cargo, as we were in a very exposed place.

The way your power surfboat towed us was surprising. Had it not been for her, I think we would have had a hard show to save the schooner anyway, for if she had grounded, she would have filled before she could float again. I also wish to thank you for towing us to a safe harbor in Jonesport.

The Life-Saving Service certainly does a great good to all seafaring men.

I am, yours very truly,

CHARLES U. RUSS.

To Capt. O. B. HALL,

Keeper of Great Wass Island Life-Saving Station.

DETROIT, MICH., *July 1, 1909.*

DEAR SIR: On June 22 my yacht *Galatea* stranded near Grace Harbor in Lake Huron, and was on for about twenty hours. The life-saving crew at Hammond came to her assistance immediately and stood by until all danger was past and the yacht was floated again, doing everything they could to assist in getting her off.

I wish to thank the Department very much for this assistance, and to commend the life-saving crew for their promptness and efficiency.

Very truly yours,

E. L. FORD.

Lieut. B. H. CAMDEN, U. S. Revenue-Cutter Service,
Assistant Inspector of Life-Saving Stations, Detroit, Mich.

SOMERVILLE, MASS., *July 3, 1909.*

DEAR SIR: The undersigned wish to extend their thanks for the timely and heroic rescue made by your crew when a boat capsized at City Point, South Boston, June 27, throwing the seven occupants into the bay. We hope this humble recognition of your brave deed will find favor with all people who love chivalry.

Gratefully yours,

THOMAS POOLE.
PHILLIP SMITH.
WM. CARROLL.
DANIEL MULLIN.
CHARLES BRETT.
CLIFFORD WAITT.
GEORGE JOHNSON.

To the LIFE-SAVING CREW, CITY POINT LIFE-SAVING STATION,
South Boston, Mass.

PERIODS OF EMPLOYMENT OF SURFMEN.

PERIODS OF EMPLOYMENT OF SURFMEN.

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. Keepers are on duty at the stations throughout the year.

Districts.	Stations.	Periods of employment (all dates inclusive).
1	Quoddy Head, Cranberry Islands, Hunniwells Beach, Cape Elizabeth, Fletchers Neck, Walls Sands, Rye Beach, and Hampton Beach.	Six surfmen from Aug. 1, 1908, to May 31, 1909, and 1 additional surfman from Nov. 1, 1908, to Mar. 31, 1909.
	Burnt Island and Damiscope Island.....	Six surfmen from Aug. 1, 1908, to May 31, 1909, and 2 additional surfmen from Nov. 1, 1908, to March 31, 1909.
	White Head and Portsmouth Harbor.....	Seven surfmen from Aug. 1, 1908, to May 31, 1909.
	Cross Island and Great Wass Island.....	Seven surfmen from Aug. 1, 1908, to May 31, 1909, and 1 additional surfman from Nov. 1, 1908, to Mar. 31, 1909.
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, Coskata, Surfside, Maddequet, Muskeget, Gay Head, and Cuttyhunk.	Six surfmen from Aug. 1, 1908, to May 31, 1909, and 1 additional surfman from Nov. 1, 1908, to Mar. 31, 1909.
	Chatham and Monomoy.....	Seven surfmen from Aug. 1, 1908, to May 31, 1909, and 1 additional surfman from Nov. 1, 1908, to Mar. 31, 1909.
	Monomoy Point.....	Seven surfmen from Aug. 1 to Oct. 31, 1908; 8 surfmen from Nov. 1 to Dec. 22, 1908; 9 surfmen from Dec. 23, 1908, to May 31, 1909; and 1 additional surfman from Dec. 21, 1908, to Mar. 31, 1909.
3	City Point.....	Nine surfmen from July 1 to Nov. 15, 1908, and from May 1 to June 30, 1909.
3	Brenton Point, Narragansett Pier, Point Judith, Quonochontaug, Watch Hill, Sandy Point, New Shoreham, and Block Island.	Six surfmen from Aug. 1, 1908, to May 31, 1909, and 1 additional surfman from Nov. 1, 1908, to Mar. 31, 1909.
	Fishers Island.....	Seven surfmen from Aug. 1, 1908, to May 31, 1909, and 1 additional surfman from Nov. 1, 1908, to Mar. 31, 1909.
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.	Six surfmen from Aug. 1, 1908, to May 31, 1909, and 1 additional surfman from Nov. 1, 1908, to Mar. 31, 1909.
	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.	Six surfmen from Aug. 1, 1908, to May 31, 1909, and 1 additional surfman from Nov. 1, 1908, to Mar. 31, 1909.
5	Monmouth Beach.....	Seven surfmen from Aug. 1, 1908, to May 31, 1909.
	Sandy Hook.....	Eight surfmen from Aug. 1, 1908, to May 31, 1909.
6	Cape Henlopen, Rehoboth Beach, Indian River Inlet, Bethany Beach, Fenwick Island, Isle of Wight, Ocean City, North Beach, Green Run Inlet, Popes Island, Wallops Beach, and Metomkin Inlet.	Six surfmen from Aug. 1, 1908, to May 31, 1909, and 1 additional surfman from Nov. 1, 1908, to Mar. 31, 1909.

District.	Stations.	Period of employment (all dates inclusive).
6	Parramore Beach	Six surfmen from Aug. 1, 1908, to May 31, 1909, and 1 additional surfman from Nov. 1, 1908, to May 31, 1909. Seven surfmen from Aug. 1, 1908, to May 31, 1909.
	Lewes, Wachapreague, Hog Island, Cobbs Island, and Smith Island. Assateague Beach	Eight surfmen from Aug. 1, 1908, to May 31, 1909.
7	Virginia Beach, Dam Neck Mills, Little Island, False Cape, Wash Woods, Penneys Hill, Currituck Beach, Poyners Hill, Caffey's Inlet, Paul Gameli's Hill, Kitty Hawk, Kill Devil Hills, Nags Head, Bodie Island, Oregon Inlet, Pea Island, Chicamacomico, Gull Shoal, Little Kinnakeet, Big Kinnakeet, Durants, Ocracoke, Portsmouth, Core Bank, Fort Macon, and Bogue Inlet.	Six surfmen from Aug. 1, 1908, to May 31, 1909, and 1 additional surfman from Nov. 1, 1908, to Mar. 31, 1909.
7	New Inlet and Hatteras Inlet. Oak Island	Seven surfmen from Aug. 1, 1908, to May 31, 1909. Seven surfmen from Aug. 1, 1908, to May 31, 1909, and 1 additional surfman from Nov. 1, 1908, to Mar. 31, 1909. Eight surfmen from Aug. 1, 1908, to May 31, 1909.
	Cape Henry, Cape Hatteras, Creeds Hill, Cape Lookout, and Cape Fear. Sullivans Island	Six surfmen from Aug. 1, 1908, to May 31, 1909.
as	Santa Rosa, Sabine Pass, Galveston, Velasco, Saluria, Aransas, and Brazos. San Luis	Six surfmen from Aug. 1, 1908, to May 31, 1909.
9	Big Sandy and Niagara	Seven surfmen from Aug. 1, 1908, to May 31, 1909.
10	Oswego and Charlotte	Seven surfmen from July 1 to Dec. 6, 1908, and from Apr. 6 to June 30, 1909.
	Ashtabula and Marblehead	Eight surfmen from July 1 to Dec. 6, 1908, and from Apr. 6 to June 30, 1909.
	Buffalo, Erie, Fairport, and Cleveland	Seven surfmen from July 1 to Dec. 15, 1908, and from Apr. 6 to June 30, 1909.
	Louisville	Eight surfmen from July 1 to Dec. 15, 1908, and from Apr. 6 to June 30, 1909.
11	Lake View Beach	Seven surfmen from July 1, 1908, to June 30, 1909.
	Harbor Beach, Pointe aux Barques, Port Austin, Tawas, Sturgeon Point, Middle Island, Hammond, and Bois Blanc. Thunder Bay Island	Seven surfmen from July 1 to Dec. 9, 1908, and from Apr. 12 to June 30, 1909. Eight surfmen from July 1 to Dec. 9, 1908, and from Apr. 12 to June 30, 1909.
	Vermilion and Crisps	Eight surfmen from July 1 to Dec. 9, 1908, and from Apr. 13 to June 30, 1909.
	Two Heart River	Seven surfmen from July 1 to Dec. 21, 1908, and from Apr. 20 to June 30, 1909.
	Deer Park	Seven surfmen from July 1 to Dec. 16, 1908, and from Apr. 21 to June 30, 1909.
	Grand Marais	Seven surfmen from July 1 to Dec. 16, 1908, and from Apr. 20 to June 30, 1909.
	Marquette	Eight surfmen from July 1 to Dec. 16, 1908, and from Apr. 20 to June 30, 1909.
	Portage	Eight surfmen from July 1 to Dec. 5, 1908, and from Apr. 27 to June 30, 1909.
	Duluth	Eight surfmen from July 1 to Dec. 8, 1908, and from Apr. 26 to June 30, 1909.
12	Charlevoix, North Manitou Island, South Manitou Island, Sleeping Bear Point, Point Betsey, 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. Grand Haven, South Chicago, Jackson Park, Old Chicago, Milwaukee, and Sheboygan.	Eight surfmen from July 1 to Nov. 30, 1908, and from Apr. 1 to June 30, 1909.
13	Nome, Tillamook Bay, Yaquina Bay, Coquille River, and Point Reyes. Ilwaco Beach	Seven surfmen from July 1, 1908, to June 30, 1909.
	Grays Harbor, Willapa Bay, Umpqua River, Coos Bay, Humboldt Bay, Arena Cove, Point Bonita, Fort Point, and Southside. Cape Disappointment and Point Adams	Seven surfmen from July 1, 1908, to Feb. 28, 1909, and 8 surfmen from Mar. 1 to June 30, 1909. Eight surfmen from July 1, 1908, to June 30, 1909.
	Golden Gate	Eight surfmen from July 1, 1908, to June 30, 1909, and 1 additional surfman from July 1 to Aug. 25, 1908, and from May 1 to June 30, 1909.
	Waaddah Island	Nine surfmen from July 1, 1908, to June 30, 1909. Two surfmen from Sept. 10 to 11, 3 surfmen from Sept. 12 to 16, 6 surfmen from Sept. 17 to 22, 7 surfmen from Sept. 23 to 30, and 10 surfmen from Oct. 1, 1908, to June 30, 1909.

* Nine of the 10 stations in the Eighth district are maintained only as houses of refuge for the succor of the shipwrecked, no crews being employed.

APPROPRIATIONS AND EXPENDITURES.
1909.

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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, 1909.

APPROPRIATION—LIFE-SAVING SERVICE, 1909.

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, 200. 00	
Massachusetts, district No. 2.....	2, 200. 00	
Rhode Island and Fishers Island, district No. 3.....	2, 000. 00	
Long Island, district No. 4.....	2, 200. 00	
New Jersey, district No. 5.....	2, 200. 00	
Delaware, Maryland, and Virginia, district No. 6.....	2, 200. 00	
Virginia and North Carolina, district No. 7.....	2, 200. 00	
South Carolina, Georgia, and Florida, district No. 8.....	1, 900. 00	
Gulf of Mexico, district No. 9.....	2, 000. 00	
Lakes Ontario and Erie, district No. 10.....	2, 200. 00	
Lakes Huron and Superior, district No. 11.....	2, 200. 00	
Lake Michigan, district No. 12.....	2, 200. 00	
Alaska, Washington, Oregon, and California, district No. 13.....	2, 200. 00	
		\$27, 900. 00

For salaries of 288 keepers of life-saving and lifeboat stations and of houses of refuge.....	273, 800. 00
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For pay of crews of surfmen employed at the life-saving and lifeboat stations, including the old Chicago station, at the rate of \$70 per month each for the number one surfman in each station, and at the rate of \$65 per month for each of the other surfmen during the period of actual employment, and \$3 per day for each occasion of service at other times; rations or commutation thereof for keepers and surfmen; 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 allowance for heat and light for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service; for carrying out the provisions of sections 7 and 8 of the act approved May 4, 1882; for draft animals and their maintenance; for telephone lines and care of same; and contingent expenses, including freight, storage, rent, repairs to apparatus, labor, medals, stationery, newspapers for statistical purposes, advertising, and all other necessary expenses, not included under any other head of life-saving stations on the coasts of the United States.....	1, 967, 157. 00
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Total.....	2, 268, 857. 00
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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, 1908, to June 30, 1909.....	\$2,200.00	
District No. 2, July 1, 1908, to June 30, 1909.....	2,200.00	
District No. 3, July 1, 1908, to June 30, 1909.....	2,000.00	
District No. 4, July 1, 1908, to June 30, 1909.....	2,200.00	
District No. 5, July 1, 1908, to June 30, 1909.....	2,200.00	
District No. 6, July 1, 1908, to June 30, 1909.....	2,200.00	
District No. 7, July 1, 1908, to June 30, 1909.....	2,200.00	
District No. 8, July 1, 1908, to June 30, 1909.....	1,900.00	
District No. 9, July 1, 1908, to June 30, 1909.....	2,000.00	
District No. 10, July 1, 1908, to June 30, 1909.....	2,200.00	
District No. 11, July 1, 1908, to June 30, 1909.....	2,200.00	
District No. 12, July 1, 1908, to June 30, 1909.....	2,200.00	
District No. 13, July 1, 1908, to June 30, 1909.....	2,200.00	
	<hr/>	\$27,900.00

Salaries of 275 keepers, districts Nos. 1 to 13, inclusive, quarter ending September 30, 1908.....	67,825.00	
Salaries of 275 keepers, districts Nos. 1 to 13, inclusive, quarter ending December 31, 1908.....	67,950.00	
Salaries of 275 keepers, districts Nos. 1 to 13, inclusive, quarter ending March 31, 1909.....	67,950.00	
Salaries of 275 keepers, districts Nos. 1 to 13, inclusive, quarter ending June 30, 1909.....	67,873.47	
	<hr/>	271,598.47

Pay of surfmen in district No. 1, from August 1, 1908, to May 31, 1909.....	62,390.04	
Pay of surfmen in district No. 2, from July 1, 1908, to June 30, 1909.....	139,040.92	
Pay of surfmen in district No. 3, from August 1, 1908, to May 31, 1909.....	39,113.65	
Pay of surfmen in district No. 4, from August 1, 1908, to May 31, 1909.....	128,284.14	
Pay of surfmen in district No. 5, from August 1, 1908, to May 31, 1909.....	176,577.85	
Pay of surfmen in district No. 6, from August 1, 1908, to May 31, 1909.....	83,958.12	
Pay of surfmen in district No. 7, from August 1, 1908, to May 31, 1909.....	151,481.43	
Pay of surfmen in district No. 8, from August 1, 1908, to May 31, 1909.....	3,948.87	
Pay of surfmen in district No. 9, from August 1, 1908, to May 31, 1909.....	32,127.86	
Pay of surfmen in district No. 10, from July 1, 1908, to June 30, 1909.....	46,335.83	
Pay of surfmen in district No. 11, from July 1 to December 21, 1908, and from April 12 to June 30, 1909.....	72,031.16	
Pay of surfmen in district No. 12, from July 1 to November 30, 1908, and from April 1 to June 30, 1909.....	113,564.79	
Pay of surfmen in district No. 13, from July 1, 1908, to June 30, 1909.....	116,208.03	
Pay of volunteer surfmen for assistance to the keepers and crews of certain stations at wrecks which occurred during the active season:		
District No. 1.....	\$2.10	
District No. 6.....	6.00	
District No. 12.....	18.00	
	<hr/>	26.10

Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations:

District No. 1.....	\$33. 00
District No. 2.....	6. 00
District No. 3.....	3. 00
District No. 4.....	33. 00
District No. 5.....	66. 00
District No. 6.....	12. 00
District No. 7.....	9. 00
District No. 10.....	15. 00
District No. 12.....	250. 00
	\$427. 00

\$1, 165, 515. 79
191, 389. 70

Commutation of rations for keepers and surfmen.....	
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882.....	6, 198. 22
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882.....	4, 994. 31
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882.....	3, 796. 49

14, 989. 02

Apparatus.....	29, 625. 99
Books, charts, stationery, advertising, etc.....	1, 935. 56
Care of stations pending appointment of keepers.....	600. 00
Commutation of quarters and fuel in kind for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service.....	9, 211. 96
Compensation for special services, labor, etc.....	50, 225. 35
Draft animals.....	13, 033. 43
Equipments.....	13, 883. 09
Freight, packing, storage, telegraphing, etc.....	4, 789. 64
Fuel and water for stations.....	33, 270. 05
Furniture.....	10, 027. 94
Medals.....	165. 09
Protection of stations.....	1, 017. 50
Rebuilding, repair, and improvement of stations.....	64, 686. 96
Rents.....	8, 337. 33
Repairs to apparatus, equipments, and furniture.....	37, 775. 01
Sites for stations.....	3, 046. 62
Subsistence of persons rescued from wrecked vessels.....	79. 40
Supplies.....	32, 910. 04
Telephones, telephone lines, and their maintenance.....	28, 270. 90
Transporting apparatus to and from wrecks, at stations where horses are not kept.....	548. 00
Traveling expenses of officers.....	12, 621. 51

356, 061. 37

Pay of 2 keepers and 9 surfmen at the station on the grounds of the Alaska-Yukon-Pacific Exposition, Seattle, Wash., for fractional part of May, 1909.....

416. 28

Total expenditures from appropriation "Life-Saving Service, 1909".....	2, 027, 870. 63
Balance of available funds, June 30, 1909.....	240, 986. 37

2, 268, 857. 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, 1908.....	\$215, 776. 30
To which repayments have been made amounting to.....	3, 943. 58

Total available funds..... 219, 719. 88

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, 1908," available as above.....	\$219, 719. 88
--	----------------

Pay of surfman, Sea Isle City Station, fifth district, February 1 to 9, 1908.....	\$19. 50	
Pay of surfman, Grays Harbor Station, thirteenth district, during August and September, 1907.....	47. 75	
Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations:		
District No. 1.....	\$21. 00	
District No. 2.....	3. 00	
District No. 4.....	21. 00	
District No. 7.....	8. 00	
District No. 9.....	21. 00	
	<hr/>	74. 00
		\$141. 25
Commutation of rations for keepers and surfmen.....		55. 20
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882.....	3, 119. 88	
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882.....	22, 683. 16	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882.....	5, 506. 11	
	<hr/>	31, 309. 15
Apparatus.....	50, 375. 33	
Books, charts, stationery, advertising, etc.....	153. 49	
Care of stations pending appointment of keepers.....	84. 50	
Commutation of quarters and fuel in kind for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service.....	1, 118. 70	
Compensation for special services, labor, etc.....	4, 239. 21	
Draft animals.....	3, 327. 97	
Equipments.....	1, 335. 26	
Freight, packing, storage, telegraphing, etc.....	5, 141. 10	
Fuel and water for stations.....	1, 319. 84	
Furniture.....	229. 80	
Protection of stations.....	10. 93	
Rebuilding, repair, and improvement of stations.....	38, 573. 42	
Removal of stations.....	4, 650. 00	
Rents.....	2, 685. 17	
Repairs to apparatus, equipments, and furniture.....	22, 171. 31	
Subsistence of persons rescued from wrecked vessels.....	4. 80	
Supplies.....	1, 499. 21	
Telephones, telephone lines, and their maintenance.....	5, 980. 26	
Transporting apparatus to and from wrecks, at stations where horses are not kept.....	268. 00	
Traveling expenses of officers.....	2, 669. 83	
	<hr/>	145, 838. 13
Telephone line, Umpqua River life-saving station to Siuslaw River, Oregon.....		712. 35
		<hr/>
Total expenditures from appropriation "Life-Saving Service, 1908".....		178, 056. 08
Balance of available funds, June 30, 1909.....		41, 663. 80
		<hr/>
		219, 719. 88
There also remained unexpended at the beginning of the fiscal year, from appropriation of 1907, the following:		
"Life-Saving Service, 1907".....		53, 309. 78
To which repayments have been made amounting to.....		1, 422. 33
		<hr/>
Total available funds.....		54, 732. 11

The expenditures from this balance during the year, made in payment of indebtedness standing over from the fiscal year ending June 30, 1907, were as follows:

"Life-Saving Service, 1907," available as above.....		\$54,732. 11
Pay of surfman, Nome Station, thirteenth district, during January, February, and March, 1907.....		\$68. 87
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882.....	\$777. 50	
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882.....	1,109. 34	
Pay of widows and others under provisions of section 8 of the act approved May 4, 1882.....	17. 50	
		<u>1,904. 34</u>
Books, charts, stationery, advertising, etc.....	13. 40	
Commutation of quarters and fuel in kind for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service.....	56. 31	
Freight, packing, storage, telegraphing, etc.....	158. 42	
Rebuilding, repair, and improvement of stations... ..	13,749. 00	
Rents.....	30. 00	
Repairs to apparatus, equipment, and furniture....	7. 00	
Telephones, telephone lines, and their maintenance.....	21. 45	
		<u>14,035. 58</u>

Total expenditures from appropriation "Life-Saving Service, 1907"..... 16,008. 79

Balance unexpended June 30, 1909..... 38,723. 32

This unexpended balance of \$38,723.32 was carried to the surplus fund June 30, 1909.

At the beginning of the fiscal year there was on hand available from the appropriation "Rebuilding and improving life-saving stations (proceeds of sales)," the following:

Unexpended balance, July 1, 1908.....	\$19,645. 64
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.....	1,534. 07
	<u>21,179. 71</u>

Deduct amount carried to surplus fund June 30, 1909..... 11,717. 90

Total available funds at the close of June 30, 1909..... 9,461. 81

There was collected during the year and covered into the Treasury as miscellaneous receipts and carried to the account of "Receipts from United States telephone lines, Life-Saving Service," the sum of \$153.50, being tolls for the transmission of messages.

The total net expenditures for the maintenance of the Life-Saving Service during the fiscal year ending June 30, 1909, were therefore as follows:

"Life-Saving Service, 1909".....	\$2,027,870. 63
"Life-Saving Service, 1908".....	178,056. 08
"Life-Saving Service, 1907".....	16,008. 79
	<u>2,221,935. 50</u>

Less the following:

Repayments to appropriations:	
"Life-Saving Service, 1908".....	\$3,943. 58
"Life-Saving Service, 1907".....	1,422. 33
"Rebuilding and improving life-saving stations (proceeds of sales)".....	1,534. 07
	<u>6,899. 98</u>

Total net expenditures of the service..... 2,215,035. 52

There remained standing to the credit of the respective appropriations at the close of the fiscal year ending June 30, 1909, available as heretofore stated, the following balances:

"Life-Saving Service, 1909".....	\$240,986.37
"Life-Saving Service, 1908".....	41,663.80
"Rebuilding and improving life-saving stations (proceeds of sales)".....	9,461.81

The foregoing statement of the net expenditures for the maintenance of the Life-Saving Service for the fiscal year ending June 30, 1909, differs from the expenditures by warrants in the following particulars:

Net expenditure by warrants.....	\$2,229,112.99
To which should be added the following amount, as shown on page 274 of the report for 1908:	
In hands of W. S. Richards, disbursing clerk, June 30, 1908—	
"Life-Saving Service, 1908".....	11,127.07
	<u>2,240,240.06</u>

Less the following amounts:

In hands of W. S. Richards, disbursing clerk, June 30, 1909—	
"Life-Saving Service, 1909".....	\$24,640.89
Amounts reappropriated and expended by warrants not included in the foregoing statement.....	563.65
	<u>25,204.54</u>

Net expenditures from appropriations for the year..... 2,215,035.52

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, 1909"..... \$48,000.00

EXPENDITURES.

Compensation of officers and employees in office of Life-Saving Service.....	\$46,427.91
Amount unexpended.....	1,572.09
	<u>48,000.00</u>

LIST OF UNITED STATES LIFE-SAVING
DISTRICTS AND STATIONS.

309

LIFE-SAVING DISTRICTS AND STATIONS IN THE UNITED STATES.

FIRST DISTRICT.

COASTS OF MAINE AND NEW HAMPSHIRE.

Name of station.	State.	Locality.	Approximate position. ^a	
			Latitude, north.	Longitude, west.
Quoddy Head.....	Maine.....	Carrying Point Cove.....	44 48 40	66 58 50
Cross Island.....	do.....	Off Machiasport.....	44 36 45	67 16 30
Great Wass Island.....	do.....	Off Jonesport.....	44 28 00	67 35 30
Cranberry Islands.....	do.....	Little Cranberry Island, off Mount Desert.	44 15 30	68 12 40
White Head.....	do.....	On southwest end White Head Island....	43 58 40	69 08 00
Burnt Island.....	do.....	Off mouth St. Georges River.....	43 52 20	69 17 40
Damiscove Island.....	do.....	On the west shore of Damiscove Harbor....	43 45 20	69 37 00
Hunniwells Beach.....	do.....	On west side mouth Kennebec River.....	43 45 00	69 46 55
Cape Elizabeth.....	do.....	Near the Lights.....	43 33 58	70 12 00
Fletchers Neck.....	do.....	Biddeford Pool, Fletchers Neck.....	43 26 30	70 20 30
Portsmouth Harbor.....	do.....	Wood Island, Portsmouth Harbor.....	43 03 50	70 41 55
Wallis Sands.....	New Hampshire..	1½ miles south of Odiornes Point.....	43 01 15	70 44 00
Rye Beach.....	do.....	North end of Rye Beach.....	42 59 30	70 45 20
Hampton Beach.....	do.....	1½ miles north of Great Boars Head....	42 56 20	70 47 40

SECOND DISTRICT.

COAST OF MASSACHUSETTS.

Salisbury Beach.....	Massachusetts....	¾ mile south of state line.....	42 51 40	70 49 00
Newburyport.....	do.....	North end of Plum Island, mouth of Merrimac River.	42 48 30	70 49 00
Plum Island.....	do.....	On Plum Island, 2¼ miles from south end..	42 44 00	70 47 15
Straitsmouth ^b	do.....	¼ mile west of Straitsmouth light.....	42 39 30	70 36 00
Brant Rock.....	do.....	Old House Cove, westerly side of harbor, 1½ miles from town.	42 35 30	70 41 10
Nahant.....	do.....	On the neck, close to Nahant.....	42 25 45	70 56 00
City Point.....	do.....	Floating station in Dorchester Bay, Boston Harbor.		
Point Allerton.....	do.....	1 mile west of Point Allerton.....	42 18 20	70 54 00
North Scituate.....	do.....	2¼ miles south of Minots Ledge light.....	42 14 00	70 45 30
Fourth Cliff.....	do.....	South end of Fourth Cliff, Scituate.....	42 09 30	70 42 10
Brant Rock.....	do.....	On Green Harbor Point.....	42 05 30	70 38 40
Gurnet.....	do.....	4¼ miles northeast of Plymouth.....	42 00 10	70 36 10
Manomet Point.....	do.....	6¼ miles southeast of Plymouth.....	41 55 30	70 32 40
Wood End.....	do.....	¼ mile east of light.....	42 01 15	70 11 30
Race Point.....	do.....	1½ miles northeast of Race Point light..	42 04 45	70 13 15
Peaked Hill Bars.....	do.....	2½ miles northeast of Provincetown....	42 04 40	70 09 50
High Head.....	do.....	3¼ miles northwest of Cape Cod light....	42 03 55	70 06 50
Highland.....	do.....	¾ mile northwest of Cape Cod light....	42 02 55	70 04 20
Pamet River.....	do.....	3¼ miles south of Cape Cod light.....	42 00 00	70 01 15
Cahoons Hollow.....	do.....	2¼ miles east of Wellfleet.....	41 56 45	69 59 05
Nauset.....	do.....	1½ miles south of Nauset lights.....	41 50 40	69 56 45
Orleans.....	do.....	Abreast of Ponchet Island.....	41 45 35	69 55 55
Old Harbor.....	do.....	¼ mile north of Chatham Inlet.....	41 41 45	69 56 00
Chatham.....	do.....	1¼ miles south-southwest of Chatham lights.	41 39 10	69 57 10
Monomoy.....	do.....	2¼ miles north of Monomoy light.....	41 35 25	69 59 10
Monomoy Point.....	do.....	¾ mile southwest of Monomoy light.....	41 33 10	70 00 20
Coskata.....	do.....	2¼ miles south of Nantucket (Great Point) light.	41 22 00	70 01 15
Surfside.....	do.....	2½ miles south of the town of Nantucket..	41 14 30	70 06 00
Maddequet.....	do.....	6 miles west of Surfside.....	41 16 05	70 12 30
Muskeget.....	do.....	Near west end of Muskeget Island.....	41 20 20	70 18 50
Gay Head.....	do.....	Near light.....	41 21 04	70 50 08
Cuttyhunk.....	do.....	Near east end Cuttyhunk Island.....	41 25 25	70 54 45

^a Obtained from latest Coast Survey charts.

^b Formerly Davis Neck.

*Life-Saving Districts and Stations in the United States—Continued.***THIRD DISTRICT.****COASTS OF RHODE ISLAND, NEW YORK, AND FISHERS ISLAND.**

Name of station.	State.	Locality.	Approximate position.	
			Latitude, north.	Longitude, west.
Brenton Point.....	Rhode Island.....	On Princes Neck.....	41 26 58	71 20 10
Narragansett Pier.....	do.....	Northern part of the town.....	41 25 45	71 27 20
Point Judith.....	do.....	Near light.....	41 21 40	71 29 00
Quonochontaug.....	do.....	7½ miles east of Watch Hill light.....	41 19 50	71 43 10
Watch Hill.....	do.....	Near light.....	41 18 20	71 51 30
Fishers Island.....	New York.....	West shore of East Harbor.....	41 17 00	71 56 40
Sandy Point.....	Rhode Island.....	Block Island, north side, near light.....	41 13 40	71 34 40
New Shoreham.....	do.....	Block Island, east side, near landing.....	41 10 20	71 33 30
Block Island.....	do.....	Block Island, west side, near Dickens Point.....	41 09 40	71 36 40

FOURTH DISTRICT.**COAST OF LONG ISLAND.**

Montauk Point ^a	New York.....	At the light.....	41 04 00	71 51 30
Ditch Plain.....	do.....	3½ miles southwest of Montauk light.....	41 02 10	71 54 30
Hither Plain.....	do.....	½ mile southwest of Ford Pond.....	41 01 30	71 57 50
Napeague.....	do.....	Abreast of Napeague Harbor.....	40 59 45	72 02 40
Amagansett.....	do.....	Abreast of the village.....	40 58 00	72 08 20
Georgica.....	do.....	1 mile south of village of East Hampton.....	40 56 40	72 11 40
Mecox.....	do.....	2 miles south of the village of Bridgehampton.....	40 54 10	72 18 00
Southampton.....	do.....	¾ mile south of the village.....	40 52 40	72 22 30
Shinnecock.....	do.....	2 miles east-southeast of Shinnecock light.....	40 50 40	72 27 50
Tiana.....	do.....	2 miles southwest of Shinnecock light.....	40 49 40	72 31 30
Quogue.....	do.....	½ mile south of the village.....	40 48 20	72 36 00
Potunk.....	do.....	1½ miles southwest of Potunk village.....	40 47 30	72 39 00
Moriches.....	do.....	2½ miles southwest of Speonk village.....	40 46 30	72 43 10
Forge River.....	do.....	3¼ miles south of Moriches.....	40 44 30	72 49 00
Smiths Point.....	do.....	Abreast of the point.....	40 44 00	72 52 20
Bellport.....	do.....	4 miles south of the village.....	40 42 40	72 55 50
Blue Point.....	do.....	4½ miles south of Patchogue.....	40 40 40	73 01 20
Lone Hill.....	do.....	8 miles east of Fire Island light.....	40 39 40	73 04 20
Point of Woods.....	do.....	4 miles east of Fire Island light.....	40 38 50	73 08 10
Fire Island.....	do.....	½ mile west of Fire Island light.....	40 37 40	73 13 20
Oak Island.....	do.....	East end of Oak Island.....	40 38 10	73 17 40
Gilgo.....	do.....	West end of Oak Island.....	40 37 20	73 22 20
Jones Beach.....	do.....	East end of Jones Beach.....	40 36 40	73 26 20
Zachs Inlet.....	do.....	West end of Jones Beach.....	40 36 10	73 28 50
Short Beach.....	do.....	½ mile east of Jones Inlet.....	40 35 30	73 31 20
Point Lookout.....	do.....	2 miles west of New Inlet.....	40 35 20	73 35 00
Long Beach.....	do.....	Near west end of Long Beach.....	40 35 10	73 40 45
Far Rockaway ^b	do.....	.....	.....	.....
Rockaway.....	do.....	Near the village of Rockaway.....	40 35 30	73 47 30
Rockaway Point.....	do.....	West end of Rockaway Beach.....	40 34 10	73 51 50
Coney Island ^c	do.....	Manhattan Beach.....	40 34 20	73 55 30
Eatons Neck.....	do.....	East side entrance to Huntington Bay, Long Island Sound.....	40 57 10	73 24 00
Rocky Point.....	do.....	Near Rocky Point, Long Island Sound, about 4 miles northerly from Greenport.....	41 08 20	72 21 10

^a In charge of keeper of Ditch Plain station. No crew employed.^b Station destroyed by sudden gale while being moved across the water to new site.^c Not in operation.

Life-Saving Districts and Stations in the United States—Continued.

FIFTH DISTRICT.

COAST OF NEW JERSEY.

Name of station.	State.	Locality.	Approximate position.	
			Latitude, north.	Longitude, west.
Sandy Hook.....	New Jersey.....	On Bay side $\frac{1}{2}$ mile south of point of Hook.	40 27 51	74 00 27
Spermaceti Cove.....	do.....	2 $\frac{1}{2}$ miles south of Sandy Hook light.	40 25 40	73 59 00
Seabright.....	do.....	About a mile south of Navesink light.	40 22 50	73 58 30
Monmouth Beach.....	do.....	About a mile south of Seabright.	40 20 30	73 58 30
Long Branch.....	do.....	Greens Pond.	40 16 40	73 59 00
Deal.....	do.....	Asbury Park.	40 13 50	73 59 50
Shark River.....	do.....	Near the mouth of Shark River.	40 11 30	74 00 40
Spring Lake.....	do.....	2 $\frac{1}{2}$ miles south of Shark River.	40 09 20	74 01 20
Squan Beach.....	do.....	1 mile southeast of Squan village.	40 07 00	74 02 00
Bayhead.....	do.....	At the head of Barnegat Bay.	40 04 00	74 02 40
Mantoloking.....	do.....	2 $\frac{1}{2}$ miles south of head of Barnegat Bay.	40 01 40	74 03 10
Chadwick.....	do.....	5 miles south of head of Barnegat Bay.	39 59 10	74 04 00
Toms River.....	do.....	On the beach abreast mouth of Toms River.	39 56 10	74 04 30
Island Beach.....	do.....	1 $\frac{1}{2}$ miles south of Seaside Park.	39 53 40	74 05 00
Cedar Creek.....	do.....	5 $\frac{1}{2}$ miles north of Barnegat Inlet.	39 51 10	74 05 10
Forked River.....	do.....	2 miles north of Barnegat Inlet.	39 48 10	74 05 40
Barnegat.....	do.....	South side of Barnegat Inlet.	39 45 30	74 06 10
Loveladies Island.....	do.....	2 $\frac{1}{2}$ miles south of Barnegat Inlet.	39 43 50	74 07 20
Harvey Cedars.....	do.....	5 $\frac{1}{2}$ miles south of Barnegat Inlet.	39 41 20	74 08 30
Ship Bottom.....	do.....	Midway of Long Beach.	39 38 10	74 11 00
Long Beach.....	do.....	1 $\frac{1}{2}$ miles north of Beach Haven.	39 35 00	74 13 20
Bonds.....	do.....	2 miles south of Beach Haven.	39 32 00	74 15 20
Little Egg.....	do.....	Near the light north of Inlet.	39 30 10	74 17 30
Little Beach.....	do.....	South side of Little Egg Inlet.	39 27 30	74 19 30
Brigantine.....	do.....	5 $\frac{1}{2}$ miles north of Absecon light.	39 25 30	74 20 30
South Brigantine.....	do.....	3 $\frac{1}{2}$ miles north of Absecon light.	39 24 00	74 22 30
Atlantic City.....	do.....	At Absecon light.	39 22 00	74 24 50
Absecon.....	do.....	2 miles south of Absecon light.	39 20 50	74 27 40
Great Egg.....	do.....	6 $\frac{1}{2}$ miles south of Absecon light.	39 19 00	74 31 10
Ocean City.....	do.....	South side of Egg Harbor Inlet.	39 17 00	74 34 00
Pecks Beach.....	do.....	3 $\frac{1}{2}$ miles north of Corson Inlet.	39 14 50	74 36 50
Corson Inlet.....	do.....	Near the Inlet, north side.	39 13 10	74 38 20
Sea Isle City.....	do.....	3 miles north of Townsend Inlet.	39 09 40	74 41 05
Townsend Inlet.....	do.....	Near the Inlet, north side.	39 07 30	74 42 45
Avalon.....	do.....	3 $\frac{1}{2}$ miles southwest from Ludiam Beach light.	39 05 50	74 43 10
Tathams.....	do.....	2 miles northeast from Hereford Inlet light.	39 02 30	74 45 50
Hereford Inlet.....	do.....	Near Hereford light.	39 00 20	74 47 20
Holly Beach.....	do.....	6 miles northeast of Cape May City.	38 58 40	74 49 50
Two Mile Beach.....	do.....	4 miles northeast of Cape May City.	38 57 10	74 51 10
Cold Spring.....	do.....	$\frac{1}{2}$ mile east of Cape May City.	38 56 00	74 54 30
Cape May.....	do.....	Near the light.	38 55 40	74 57 30
Bay Shore a.....	do.....	2 $\frac{1}{2}$ miles west of Cape May City.	38 56 40	74 58 10

SIXTH DISTRICT.

COAST BETWEEN DELAWARE AND CHESAPEAKE BAYS.

Lewes.....	Delaware.....	2 miles west from Cape Henlopen light.	38 46 50	75 07 10
Cape Henlopen.....	do.....	$\frac{1}{2}$ mile southerly of Cape Henlopen light.	38 45 50	75 04 50
Rehoboth Beach.....	do.....	Opposite north end of Rehoboth Bay.	38 41 30	75 04 20
Indian River Inlet.....	do.....	North of Inlet.	38 37 50	75 03 40
Bethany Beach.....	do.....	7 $\frac{1}{2}$ miles north of Fenwick light.	38 33 00	75 03 30
Fenwick Island.....	do.....	1 $\frac{1}{2}$ miles north of light.	38 28 20	75 03 00
Isle of Wight.....	Maryland.....	3 miles south of Fenwick light.	38 24 10	75 03 30
Ocean City.....	do.....	At village.	38 20 00	75 05 00
North Beach.....	do.....	10 miles south of Ocean City.	38 11 30	75 09 20
Green Run Inlet.....	do.....	13 $\frac{1}{2}$ miles northeast of Assateague light.	38 04 30	75 12 50
Popes Island.....	Virginia.....	10 miles northeast of Assateague light.	38 00 20	75 15 40
Assateague Beach.....	do.....	1 $\frac{1}{2}$ miles south of Assateague light.	37 53 40	75 21 40
Wallops Beach.....	do.....	1 $\frac{1}{2}$ miles south of Chincoteague Inlet.	37 52 00	75 26 50
Metomkin Inlet.....	do.....	On Metomkin Beach, near the Inlet.	37 40 45	75 34 50
Wachapreague.....	do.....	South end of Cedar Island.	37 35 20	75 36 40
Parramore Beach.....	do.....	Midway of beach.	37 32 20	75 37 20
Hog Island.....	do.....	South end of Hog Island.	37 22 20	75 42 45
Cobb Island.....	do.....	South end of Cobb Island.	37 17 30	75 47 00
Smith Island.....	do.....	At Cape Charles light.	37 07 00	75 53 40

a In charge of keeper of Cape May station. No crew employed.

*Life-Saving Districts and Stations in the United States—Continued.***SEVENTH DISTRICT.****COAST BETWEEN CHESAPEAKE BAY AND THE NORTHERN BOUNDARY OF SOUTH CAROLINA.**

Name of station.	State.	Locality.	Approximate position.	
			Latitude, north.	Longitude, west.
Cape Henry.....	Virginia.....	$\frac{3}{4}$ mile southeast of Cape Henry light.....	36 55 10	75 59 50
Virginia Beach.....	do.....	5 $\frac{1}{2}$ miles south of Cape Henry light.....	36 51 10	75 58 40
Dam Neck Mills.....	do.....	10 miles south of Cape Henry light.....	36 47 10	75 57 30
Little Island.....	do.....	On beach abreast of North Bay.....	36 41 30	75 55 20
False Cape.....	do.....	On beach abreast of Back Bay.....	36 36 00	75 52 50
Wash Woods.....	North Carolina.....	On beach abreast of Knotts Island.....	36 32 00	75 52 10
Penneys Hill.....	do.....	5 $\frac{1}{2}$ miles north of Currituck Beach light.....	36 27 30	75 50 40
Currituck Beach.....	do.....	$\frac{3}{4}$ mile north of Currituck Beach light.....	36 23 20	75 49 40
Poyners Hill.....	do.....	6 $\frac{1}{2}$ miles south of Currituck Beach light.....	36 17 10	75 48 00
Caffees Inlet.....	do.....	10 $\frac{1}{2}$ miles south of Currituck Beach light.....	36 13 40	75 46 20
Paul Gamiels Hill.....	do.....	5 miles north of Kitty Hawk.....	36 08 00	75 43 50
Kitty Hawk.....	do.....	On the beach abreast of north end of Kitty Hawk Bay.....	36 03 50	75 41 30
Kill Devil Hills.....	do.....	4 $\frac{1}{2}$ miles south of Kitty Hawk.....	36 00 10	75 39 40
Nags Head.....	do.....	9 miles north of Oregon Inlet.....	35 56 00	75 36 40
Bodie Island.....	do.....	$\frac{7}{8}$ mile northeast of Bodie Island light.....	35 49 40	75 33 20
Oregon Inlet.....	do.....	$\frac{1}{2}$ mile south of Oregon Inlet.....	35 47 30	75 32 10
Pea Inlet.....	do.....	2 miles north of New Inlet.....	35 43 15	75 29 30
New Inlet.....	do.....	$\frac{1}{2}$ mile south of New Inlet.....	35 40 40	75 29 00
Chicamacomico.....	do.....	5 miles south of New Inlet.....	35 36 40	75 27 50
Gull Shoal.....	do.....	11 $\frac{1}{2}$ miles south of New Inlet.....	35 29 50	75 28 40
Little Kinnakeet.....	do.....	11 $\frac{1}{2}$ miles north of Cape Hatteras light.....	35 25 00	75 29 10
Big Kinnakeet.....	do.....	5 $\frac{1}{2}$ miles north of Cape Hatteras light.....	35 20 00	75 30 20
Cape Hatteras.....	do.....	1 mile south of Cape Hatteras light.....	35 14 20	75 31 20
Creeds Hill.....	do.....	4 miles west of Cape Hatteras light.....	35 14 30	75 35 15
Durants.....	do.....	3 miles east of Hatteras Inlet.....	35 12 35	75 41 10
Hatteras Inlet.....	do.....	1 $\frac{1}{2}$ miles west of Hatteras Inlet.....	35 11 00	75 46 10
Ocracoke.....	do.....	3 miles northeast of Ocracoke Inlet.....	35 06 55	75 59 20
Portsmouth.....	do.....	Northeast end of Portsmouth Island.....	35 04 00	76 03 05
Core Bank.....	do.....	On Core Bank, opposite Hunting Quarters, about halfway between Ocracoke Inlet and Cape Lookout.....	34 51 30	76 18 30
Cape Lookout.....	do.....	1 $\frac{1}{2}$ miles south of Cape Lookout light.....	34 36 30	76 32 20
Fort Macon.....	do.....	Beaufort Entrance, $\frac{1}{2}$ mile north of fort.....	34 42 00	76 40 50
Bogue Inlet.....	do.....	Inner shore of Bogue Banks, $\frac{1}{2}$ mile east of Inlet.....	34 39 00	77 05 40
Cape Fear.....	do.....	On Smiths Island, Cape Fear.....	33 50 40	77 57 30
Oak Island.....	do.....	West side mouth Cape Fear River.....	33 53 20	78 01 20

EIGHTH DISTRICT.**COASTS OF SOUTH CAROLINA, GEORGIA, AND EASTERN FLORIDA.**

Sullivans Island....	South Carolina....	At Moultrieville, Sullivans Island, at north end of harbor jetty.....	32 45 30	79 51 05
Bulow b.....	Florida.....	20 miles south of Matanzas Inlet.....	29 26 10	81 06 25
Mosquito Lagoon a.....	do.....	On beach outside the lagoon.....	28 51 30	80 46 20
Chester Shoal a.....	do.....	11 miles north of Cape Canaveral.....	28 36 40	80 35 50
Cape Malabar b.....	Florida.....	16 miles north of Indian River Inlet.....	27 40 00	80 21 20
Bethel Creek a.....	do.....	South side of Inlet.....	27 29 45	80 17 50
Indian River Inlets.....	do.....	At St. Lucie Rocks, 2 miles north of Gilberts Bar Inlet.....	27 12 00	80 09 50
Gilberts Bar a.....	do.....	.....	.....	.....
Jupiter Inlet c.....	do.....	.....	.....	.....
Orange Grove d.....	do.....	.....	.....	.....
Fort Lauderdale a.....	do.....	4 miles north of New River Inlet.....	26 06 45	80 06 15
Biscayne Bay a.....	do.....	6 miles north of Norris Cut.....	25 54 10	80 08 00

a House of refuge; no crew employed.
 b Discontinued March 30, 1891.

c Discontinued January 21, 1899.
 d Discontinued October 1, 1896.

Life-Saving Districts and Stations in the United States—Continued.

NINTH DISTRICT.
GULF COAST OF UNITED STATES.

Name of station.	State.	Locality.	Approximate position.	
			Latitude, north.	Longitude, west.
Santa Rosa.....	Florida.....	Santa Rosa Island, 2 miles east of Fort Pickens.	30 19 00	87 15 30
Sabine Pass.....	Texas.....	West side of pass, south of light.....	29 42 27	93 51 10
Galveston.....	do.....	East end Galveston Island.....	29 20 10	94 46 10
San Luis.....	do.....	West end Galveston Island.....	29 07 00	95 04 00
Velasco.....	do.....	2½ miles northeast of mouth of Brazos River	28 57 45	95 16 30
Saluria.....	do.....	Northeast end Matagorda Island.....	28 23 00	96 24 00
Aransas.....	do.....	Northeast end Mustang Island.....	27 51 00	97 03 00
Brazos.....	do.....	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.....	New York.....	North side mouth of Big Sandy Creek, Lake Ontario.		
Salmon Creek ^a Oswego.....	New York.....	East side entrance of Oswego Harbor, Lake Ontario.		
Charlotte.....	do.....	East side entrance of Charlotte Harbor, Lake Ontario.		
Niagara.....	do.....	East side entrance of Niagara River, Lake Ontario.		
Buffalo.....	do.....	South side entrance of Buffalo Harbor, Lake Erie.		
Erie.....	Pennsylvania.....	North side entrance of Erie Harbor, Lake Erie.		
Ashtabula.....	Ohio.....	West side of Ashtabula Harbor, Lake Erie.		
Fairport.....	do.....	West side entrance of Fairport Harbor, Lake Erie.		
Cleveland.....	do.....	West side entrance of Cleveland Harbor, Lake Erie.		
Marblehead.....	do.....	Point Marblehead, near Quarry Docks, Lake Erie.		
Louisville.....	Kentucky.....	Falls of the Ohio River, Louisville, Ky....		

ELEVENTH DISTRICT.

LAKES HURON AND SUPERIOR.

Lake View Beach..	Michigan.....	5 miles north of Fort Gratiot light.....		
Harbor Beach....	do.....	Inside Harbor Beach Harbor, Lake Huron.		
Pointe aux Barques	do.....	Near light, Lake Huron.....		
Port Austin.....	do.....	About 2 miles northeast of Port Austin Reef light, Lake Huron.		
Tawas.....	do.....	Near light, Lake Huron.....		
Sturgeon Point..	do.....	do.....		
Thunder Bay Island.	do.....	West side of island, Lake Huron.....		
Middle Island.....	do.....	North end of Middle Island, Lake Huron.		
Hammond.....	do.....	Hammonds Bay, Lake Huron.....		
Bois Blanc.....	do.....	About midway east side of island, Lake Huron.		
Vermillion.....	do.....	10 miles west of Whitefish Point, Lake Superior.		
Crisps.....	do.....	18 miles west of Whitefish Point, Lake Superior.		
Two Heart River..	do.....	Near mouth of Two Heart River, Lake Superior.		
Deer Park.....	do.....	Near mouth of Sucker River, Lake Superior.		
Grand Marais.....	do.....	West of harbor entrance.....		
Marquette.....	do.....	Near light, Lake Superior.....		
Portage.....	do.....	Old Portage Lake Ship Canal, ¼ mile from north end on east bank.		
Duluth.....	Minnesota.....	On Minnesota Point, Upper Duluth.....		

^a Destroyed by fire.

*Life-Saving Districts and Stations in the United States—Continued.***TWELFTH DISTRICT.****LAKE MICHIGAN.**

Name of station.	State.	Locality.	Approximate position.	
			Latitude, north.	Longitude, west.
Beaver Island ^a	Michigan	Near light	° / "	° / "
Charlevoix	do	South side of harbor entrance		
North Manitou Island	do	Near Pickards wharf		
South Manitou Island	do	Near light, Lake Michigan		
Sleeping Bear Point	do	Near Glenhaven, Michigan		
Point Betsie	do	Near light		
Frankfort	do	South side entrance of harbor		
Manistee	do	North side entrance of harbor		
Grande Pointe au Sable	do	1 mile south of light		
Ludington	do	North side entrance of harbor		
Pentwater	do	do		
White River	do	North side entrance of White Lake		
Muskegon	do	South side entrance of harbor, Port Sherman		
Grand Haven	do	North side entrance of harbor		
Holland	do	In the harbor, south side		
South Haven	do	North side entrance of harbor		
Saint Joseph	do	In the harbor, north side		
Michigan City	Indiana	East side entrance of harbor		
South Chicago	Illinois	North side entrance of Calumet Harbor		
Jackson Park	do	About 7 miles S. by E. of Chicago River light		
Old Chicago	do	In the harbor		
Evanston	do	On the Northwestern University grounds		
Kenosha	Wisconsin	In the harbor, on Washington Island		
Racine	do	In the harbor, adjoining light		
Milwaukee	do	Near entrance of harbor, south side		
Sheboygan	do	Entrance to harbor, north side		
Two Rivers	do	North side entrance of harbor		
Kewaunee	do	do		
Sturgeon Bay Canal	do	Eastern entrance of canal, north side		
Baileys Harbor	do	On easterly side of harbor		
Plum Island	do	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
Waaddah Island	Washington	South end of Waaddah Island, Neah Bay, 7 miles east of Cape Flattery light	48 22 20	124 34 40
Grays Harbor	do	Just south of Grays Harbor light	46 53 15	124 07 15
Willapa Bay	do	Near light-house boat landing	46 43 00	124 03 00
Ilwaco Beach	do	13 miles north of Cape Disappointment	46 27 50	124 03 25
Cape Disappointment	do	Bakers Bay, $\frac{3}{4}$ mile northeast of light	46 16 40	124 03 00
Point Adams	Oregon	$\frac{3}{4}$ miles southeast of Fort Stevens	46 12 00	123 57 00
Tillamook Bay	do	North side of entrance of Tillamook Bay	45 34 00	123 56 30
Yaquina Bay	do	North side of harbor entrance	44 37 20	124 03 40
Umpqua River	do	Near entrance of river, north side	43 42 00	124 10 30
Coos Bay	do	Coos Bay, north side	43 22 50	124 18 00
Coquille River	do	In town of Bandon	43 07 00	124 25 00
Humboldt Bay	California	Near old light-house tower, north side entrance, Humboldt Bay	40 46 00	124 13 00
Arena Cove	do	3 miles southeast from Point Arena light	38 54 50	123 42 30
Point Reyes	do	$\frac{3}{4}$ miles north of light	38 02 20	122 59 30
Bollinas Bay ^b	do	do		
Point Bonita	do	Near Point Bonita light	37 47 50	122 31 40
Fort Point	do	$\frac{3}{4}$ mile east of light	37 48 10	122 27 50
Golden Gate	do	On beach in Golden Gate Park, San Francisco, $\frac{3}{4}$ mile south Point Lobos	37 46 10	122 30 30
Southside	do	$\frac{3}{4}$ miles south of Golden Gate Life-Saving Station	37 43 18	122 30 18

^a No crew employed.^b Destroyed by fire.

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.

*Prepared by Lieut. C. H. McLELLAN, U. S. Revenue-Cutter Service, Assistant
Inspector Life-Saving Stations, under the Direction of the General Superintendent.*

NOTE.—The following pages contain such information and instructions as the experience of the Life-Saving Service has shown it desirable that mariners should possess, with the view of securing their effectual cooperation with the station crews in efforts to rescue persons from their vessels when wrecked or imperiled.

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 so far as determined.

All stations on the Atlantic coast from the eastern extremity of the State of Maine to Sullivans Island, South Carolina (with the exception of City Point, South Boston, which is manned from May 1 to November 15), and all stations on the coast of the Gulf of Mexico, are manned annually by crews of experienced surfmen from the 1st of August until the 31st of May following; upon the Lake coasts the stations are manned from the opening until the close of navigation, with the exception of the one on Beaver Island, Lake Michigan, which depends on a volunteer crew; and upon the Pacific coast they are open and manned throughout the year.

All life-saving stations are fully supplied with boats, wreck guns, beach apparatus, restoratives, clothing provided by the Women's National Relief Association for the shipwrecked requiring it, etc.

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

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

The life-saving stations are provided with the International Code of Signals, and vessels can, by opening communication, be reported; or obtain the latitude and longitude of the station, where determined;

or information as to the weather probabilities in most cases; or, where facilities for the transmission of messages by telephone or telegraph are available, requests for a tug or revenue cutter will be received and promptly forwarded.

All services are performed by the life-saving crews without other compensation than their wages from the Government.

Destitute seafarers are provided with food and lodging at the nearest station by the Government as long as necessarily detained by the circumstances of shipwreck, and, if needed, with clothing provided by the Women's National Relief Association.

The station crews patrol the beach from 2 to 4 miles each side of their stations between sunset and sunrise, and if the weather is foggy the patrol is continued through the day. A continuous lookout is also maintained at every station night and day.

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

If the vessel is not discovered by the patrol immediately after striking, rockets, flare-up lights, or other recognized signals of distress should be used. If the weather be foggy, some recognized sound signal should be made to attract attention, as the patrolman may be some distance away at the other end of his beat.

Masters are particularly cautioned, if they should be driven ashore anywhere in the neighborhood of the stations, 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 400 yards offshore, and the surf when viewed from a vessel never appears as dangerous as it is. Many lives have been lost unnecessarily by the crews of stranded vessels being thus deceived and attempting to land in the ship's boats.

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

INSTRUCTIONS.

RESCUE WITH THE LIFEBOAT OR SURFBOAT.

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

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

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

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

RESCUE WITH THE BREECHES BUOY OR LIFE CAR.

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

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

Get hold of the line as soon as possible and haul on board until you get a tail block with a whip or endless line rove through it. This tail block should be hauled on board as quickly as possible to prevent the whip drifting off with the set or fouling with wreckage, etc. Therefore, if you have been driven into the rigging, where but one or

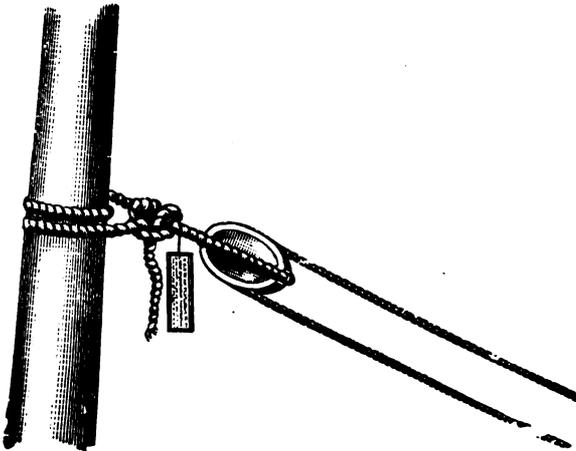


FIGURE 1.

two men can work to advantage, cut the shot line and run it through some available block, such as the throat or peak-halyards block, or any block which will afford a clear lead, or even between the ratlines, that as many as possible may assist in hauling.

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

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

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

As soon as your signal is seen a 3-inch hawser will be bent onto the whip and hauled off to your ship by the life-saving crew.

If circumstances permit, 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 2 feet above the tail block, see all clear and that the rope in the block runs free, and show signal to the shore.”

These instructions being obeyed, the result will be as shown in figure 2.

Take particular care that there are no turns of the whip line round the hawser. To prevent this take the end of the hawser up between the parts of the whip before making it fast.

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

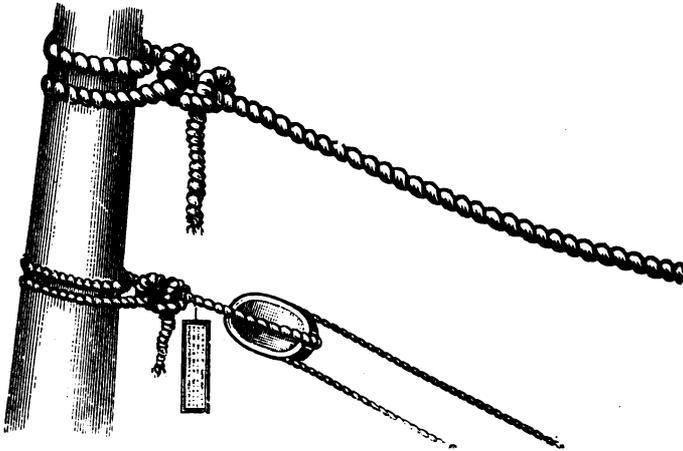


FIGURE 2.

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

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 therein as it will hold (4 to 6), and secure the hatch on the outside by the hatch bar and hook, signal as before, and the buoy or car will be hauled ashore. This will be repeated until all are landed. On the last trip of the life car the hatch must be secured by the inside hatch bar.

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

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

In signaling as directed in the foregoing instructions, if in the daytime, let one man separate himself from the rest and swing his hat, a handkerchief, or his hand; if at night, the showing of a light and

concealing it once or twice will be understood; and like signals will be made from the shore. (See, also, signals on page 324.)

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

If your vessel is stranded during the night and discovered by the patrolman—which you will know by his burning a brilliant red light—keep a sharp 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 3 or 4 miles distant, and the life-saving crew draw the apparatus or surfboat through the sand or over bad roads to where your vessel is stranded.

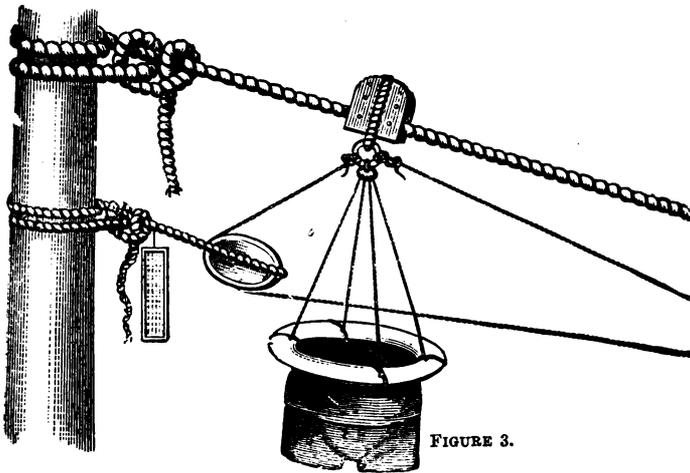


FIGURE 3.

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 vessel will be a good mark for the men experienced in the use of the wreck gun, and the first shot seldom fails.

IMPORTANT.

Remain by the wreck until assistance arrives from the shore, or as long as possible. If driven aloft the inshore mast is the safest.

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

Make the shot-line fast on deck or to the rigging to prevent its being washed into the sea and possibly fouling the gear.

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 success in bringing you and your people safely to land.

WRECK SIGNALS.

The following signals, approved by the International Marine Conference convened at Washington in October, 1889, have been adopted by the Life-Saving Service, and will be used and recognized by the officers and employees as occasion may require:

“Upon the discovery of a wreck by night, the life-saving force will burn a red pyrotechnic light or a red rocket to signify: ‘You are seen; assistance will be given as soon as possible.’

“A red flag waved on shore by day, or a red light, red rocket, or red Roman candle displayed by night, will signify: ‘Haul away.’

“A white flag waved on shore by day, or a white light slowly swung back and forth, or a white rocket, or white Roman candle fired by night will signify: ‘Slack away.’

“Two flags, a white and a red, waved at the same time on shore by day, or two lights, a white and a red, slowly swung at the same time, or a blue pyrotechnic light burned by night, will signify: ‘Do not attempt to land in your own boats. It is impossible.’

DIRECTIONS FOR RESTORING THE
APPARENTLY DROWNED.

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DIRECTIONS FOR RESTORING THE APPARENTLY DROWNED.

NOTE.—These directions differ from those given in the last revision of the Service Regulations by the addition of directions for securing deeper inspiration. The method heretofore 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 several persons are present. A modification of Rule III, however, is published as a guide in cases where one person is compelled to act alone. In prepar-



FIG. 4.—Expelling water from body.

ing these 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. 4). 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. 5 and 6).—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

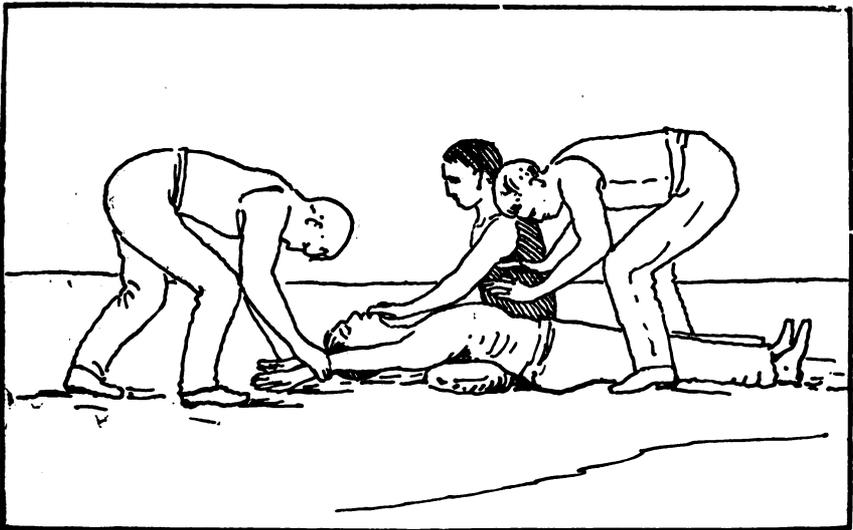


FIG. 5.—Movements to produce inspiration.

(which enlarges the capacity of the chest and induces inspiration). (Fig. 5.) 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^a 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 thumbs 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

^a 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, then suddenly let go with a final push, which will spring him back to his first position.^a This completes expiration. (Fig. 6.)

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.

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-

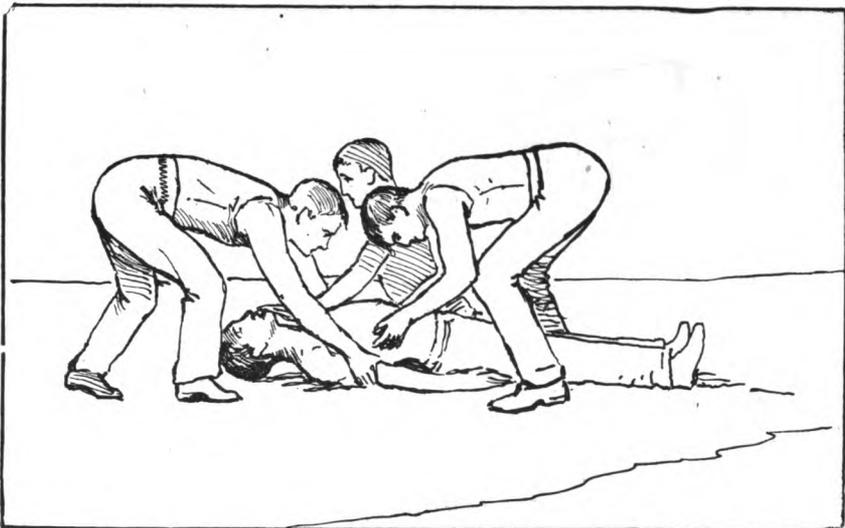


FIG. 6.—Movements to produce expiration.

pose of freeing the air passage from any remaining water. Continue the artificial respiration from one to four hours, or until the patient breathes, according to Rule III; and for awhile after the appearance of returning life, carefully aid the first short gasps until deepened into full breaths. Continue the drying and rubbing, which should have been unceasingly practiced from the beginning by assistants, taking care not to interfere with the means employed to produce breathing. Thus the limbs of the patient should be rubbed, always in an upward direction toward the body, with firm-grasping pressure and energy, using the bare hands, dry flannels or handkerchiefs, and continuing the friction under the blankets or over the dry clothing. The warmth of the body can also be promoted by the application of hot flannels to the stomach and armpits, bottles or bladders of hot water, heated bricks, etc., to the limbs and soles of the feet.

^a 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

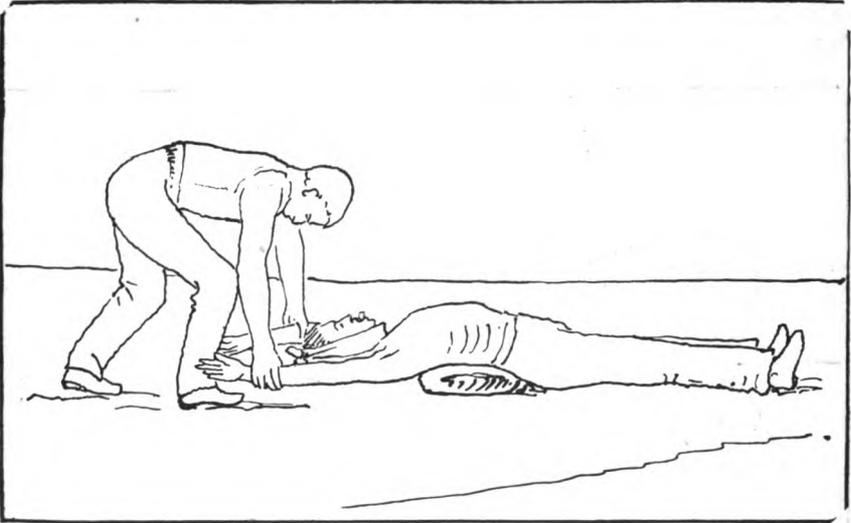


FIG. 7.—Movements by one person to produce inspiration.

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 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. 7.)

Next lower the arms to the sides 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. 8.)

Repeat these movements twelve to fifteen times every minute.

INSTRUCTIONS FOR SAVING DROWNING PERSONS BY SWIMMING TO THEIR RELIEF.

1. When you approach a person drowning in the water assure him with a loud and firm voice that he is safe.

2. Before jumping in to save him, divest yourself as far and as quickly as possible of all clothes; tear them off if necessary; but if there is not time, loose at all events the foot of your drawers, if they are tied as, if you do not do so, they fill with water and drag you.

3. On swimming to a person in the sea, if he be struggling do not seize him then, but keep off for a few seconds till he gets quiet, for it is sheer madness to take hold of a man when he is struggling in the water, and if you do you run a great risk.

4. Then get close to him and take fast hold of the hair of his head, turn him as quickly as possible onto his back, give him a sudden pull,

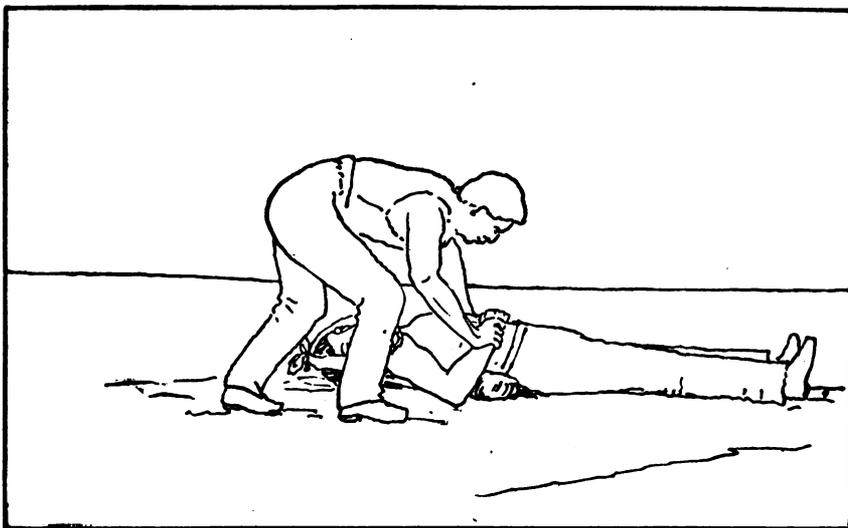


FIG. 8.—Movements by one person to produce expiration.

and this will cause him to float, then throw yourself on your back also and swim for the shore, both hands having hold of his hair, you on your back and he also on his, and of course his back to your stomach. In this way you will get sooner and safer ashore than by any other means, and you can easily thus swim with two or three persons; the writer has even, as an experiment, done it with four, and gone with them 40 or 50 yards in the sea. One great advantage of this method is that it enables you to keep your head up and also to hold the person's head up you are trying to save. It is of primary importance that you take fast hold of the hair and throw both the person and yourself on your backs. After many experiments, it is usually found preferable to all other methods. You can in this manner float nearly as long as you please, or until a boat or other help can be obtained.

5. It is believed there is no such thing as a *death grasp*; at least it is very unusual to witness it. As soon as a drowning man begins to get feeble and to lose his recollection, he gradually slackens his hold until

he quits it altogether. No apprehension need, therefore, be felt on that head when attempting to rescue a drowning person.

6. After a person has sunk to the bottom, if the water be smooth, the exact position where the body lies may be known by the air bubbles, which will occasionally rise to the surface, allowance being of course made for the motion of the water, if in a tideway or stream, which will have carried the bubbles out of a perpendicular course in rising to the surface. Oftentimes a body may be regained from the bottom, before too late for recovery, by diving for it in the direction indicated by these bubbles.

7. On rescuing a person by diving to the bottom, the hair of the head should be seized by one hand only, and the other used in conjunction with the feet in raising yourself and the drowning person to the surface.

8. If in the sea, it may sometimes be a great error to try to get to land. If there be a strong "outsetting" tide, and you are swimming either by yourself or having hold of a person who can not swim, then get on your back and float till help comes. Many a man exhausts himself by stemming the billows for the shore on a back-going tide, and sinks in the effort, when, if he had floated, a boat or other aid might have been obtained.

9. These instructions apply alike to all circumstances, whether as regards the roughest sea or smooth water.

TREATMENT OF FROSTBITES.

[As recommended by the Surgeon-General of the Public Health and Marine-Hospital Service.]

1. Do not bring the patient to the fire, nor bathe the parts in warm water.

2. If snow be on the ground, or accessible, taken a woollen cloth in the hand, place a handful of snow upon it, and gently rub the frozen part until the natural color is restored. In case snow is not at hand bathe the part gently with a woollen cloth in the coldest *fresh* water obtainable—ice water if practicable.

3. In case the frostbite is old, and the skin has turned black or begun to scale off, do not attempt to restore its vitality by friction, but apply carron oil on a little cotton; after which wrap the part loosely in flannel.

4. In all cases, as soon as the vitality has been restored, apply the carron oil, prepared according to service formula. As it contains opium, do not administer morphia or other opiate.

5. In the case of a person apparently dead from exposure to cold, friction should be applied to the body and the lower extremities, and artificial respiration practiced as in cases of the apparently drowned. As soon as the circulation appears to be restored, administer spirits and water at intervals of fifteen or twenty minutes until the flesh feels natural. Even if no signs of life appear, friction should be kept up for a long period, as instances are on record of recovery after several hours of suspended animation.

Carron oil—(Service formula):

Olive oil or linseed oil (raw).

Limewater, of each 12 parts.

Tincture of opium, 1 part.

Mix.

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

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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, 1909.

REMARKS EXPLANATORY OF THE WRECK STATISTICS FOR THE YEAR 1908-1909.

The following is the thirty-sixth statement published in the annual reports of the Life-Saving Service with regard to wrecks and other casualties occurring 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 furnished by customs officers in compliance with the acts of June 20, 1874, and June 18, 1878.

Those relating to disasters 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 a number of 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 caused by the leaking or capsizing of vessels, but not those resulting from collision, stranding, or striking sunken wrecks, piers, snags, or ice.

2. *Strandings*.—Embracing disasters caused by running aground, striking rocks, reefs, bars, or other natural objects, although the vessels may have foundered as a result of such casualties.

3. *Collisions*.—Embracing all collisions between vessels only.

4. *Other causes*.—Embracing disasters caused by various agencies, as follows:

Fire, irrespective of results; scuttling or any other intentional damage to vessel; collisions with ice, although vessel may be sunk thereby; striking submerged wrecks, anchors, buoys, piers, or bridges; leakage (except when vessel foundered or went ashore for safety); loss of masts, sails, boats, or any other portion of vessel's equipment; capsizing, when vessel did not sink; damage to machinery; fouling of anchors; damage by lightning; explosion of boilers; breaking of wheels; also water-logged, missing, and abandoned vessels.

ADDITIONAL STATISTICS FOR THE FISCAL YEAR ENDING JUNE 30, 1908.

Since the publication of the report of the Life-Saving Service for 1908 reports have been received of disasters to 74 additional vessels, involving the loss of 4 lives; also of the loss of 25 lives from 24 vessels suffering no damage. The following table shows the nature of the casualties to the 74 vessels first mentioned, their tonnage, the number of persons on board, and the number of lives lost. The table also includes similar data with regard to the 24 vessels that sustained no casualties except loss of life.

Nature of disaster, etc.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
<i>Involving the 74 additional vessels.</i>						
Foundering s:						
Vessels.....	7	1				10
Tonnage.....	417	70		26		513
Passengers.....	3					3
Crews.....	35	1		7		43
Lives lost.....						
Strandings :						
Vessels.....	7	3			1	11
Tonnage.....	4,341	1,809			365	6,515
Passengers.....	20	16				36
Crews.....	89	53			7	149
Lives lost.....						

Nature of disaster, etc.	Atlantic and Gulf coast.	Pacific coast.	Great lakes.	Rivers.	At sea and in foreign waters.	Total.
<i>Involving the 74 additional vessels.</i>						
Collisions:						
Vessels.....	10		4	2	2	18
Tonnage.....	10,438		15,080	3,575	14,988	44,081
Passengers.....	78		103	7	181	369
Crews.....	86		149	4	346	585
Lives lost.....						
Other causes:						
Vessels.....	5	4	8	11	7	35
Tonnage.....	2,356	2,468	15,647	1,390	18,057	39,918
Passengers.....		36		18	212	266
Crews.....	39	39	225	118	535	956
Lives lost.....					4	4
Totals for the foregoing:						
Vessels.....	29	8	12	15	10	74
Tonnage.....	17,552	4,347	30,727	4,991	33,410	91,027
Passengers.....	101	52	103	25	393	674
Crews.....	249	93	374	129	888	1,733
Lives lost.....					4	4
Proportion of the 74 vessels totally lost:						
Vessels.....	10	3	1	5	2	21
Tonnage.....	896	306	31	125	495	1,853
Passengers.....				3		3
Crews.....	37	2	3	12	4	58
Lives lost.....						
Proportion of the 74 vessels damaged only:						
Vessels.....	19	5	11	10	8	53
Tonnage.....	16,656	4,041	30,696	4,866	32,915	89,174
Passengers.....	101	52	103	22	393	671
Crews.....	212	91	471	117	884	1,775
Lives lost.....					4	4
The 24 vessels from which loss of life only occurred:						
Vessels.....	5	2	1	15	1	24
Tonnage.....	704	2,059	941	4,210	1,976	9,890
Passengers.....	5	10		913		928
Crews.....	28	3	32	387	20	470
Lives lost.....	5	2	1	16	1	25
Aggregate for all vessels mentioned in explanatory note at head of table:						
Vessels.....	34	10	13	30	11	98
Tonnage.....	18,256	6,406	31,668	9,201	35,386	100,917
Passengers.....	106	62	103	938	393	1,602
Crews.....	277	96	506	516	908	2,303
Lives lost.....	5	2	1	16	5	29

Of the 29 persons lost, as shown in the preceding table, 4 were aboard the schooner *John H. Chaffee*, which sailed from Boston April 3, 1908, bound for New York, and was never heard from afterward; 2 lost their lives in a collision in the Ohio River at Pittsburg; 21 were accidentally drowned from various vessels and small boats belonging thereto; 1 fell down a hatchway; and 1 jumped overboard while insane.

As the figures contained in the foregoing table were not available in season for publication in the report for 1908, the general summary for that year is amended to include them and reprinted as follows. This table will be found convenient for comparison with the corresponding table in previous reports.

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, 1908.

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
FOUNDERINGS.						
Number of vessels.....	59	4	15	22	17	117
Tonnage of vessels totally lost.....	8,949	70	8,359	325	12,053	29,756
Tonnage of vessels damaged.....	4,384	2,653	2,915	896	.....	10,848
Value of vessels.....dollars.....	310,625	182,200	480,350	176,720	392,470	1,542,365
Value of cargoes.....do.....	75,560	112,720	60,910	3,150	107,020	359,360
Loss to vessels.....do.....	184,535	56,800	414,850	80,900	392,470	1,129,555
Loss to cargoes.....do.....	62,010	53,010	48,485	2,400	107,020	272,925
Insurance on vessels.....do.....	110,125	103,200	301,000	68,500	105,750	688,575
Insurance on cargoes.....do.....	24,470	.....	25,000	.....	18,820	68,290
Laden.....	44	3	9	3	15	74
Ballast.....	15	1	6	19	2	43
Wrecks involving total loss.....	37	1	10	11	17	76
Casualties involving partial and unknown damage.....	22	3	5	11	.....	41
Number of passengers.....	18	54	.....	51	1	124
Number in crews.....	206	76	106	98	117	603
Total on board.....	224	130	106	149	118	727
Number of lives lost.....	16	.....	35	4	21	76
STRANDINGS.						
Number of vessels.....	192	59	65	12	19	347
Tonnage of vessels totally lost.....	28,703	18,764	2,729	605	9,249	60,050
Tonnage of vessels damaged.....	98,708	23,021	204,498	9,817	23,191	359,235
Value of vessels.....dollars.....	7,937,045	2,557,350	11,850,100	864,000	2,866,700	26,075,195
Value of cargoes.....do.....	2,506,330	654,710	2,325,305	571,800	2,372,600	8,430,745
Loss to vessels.....do.....	1,485,850	1,005,510	624,800	89,500	549,330	3,754,990
Loss to cargoes.....do.....	625,545	391,915	39,570	5,255	107,900	1,170,185
Insurance on vessels.....do.....	5,026,425	1,151,850	8,461,800	676,000	1,296,160	16,612,235
Insurance on cargoes.....do.....	983,430	351,965	1,499,635	10,100	1,138,815	3,983,945
Laden.....	118	41	55	8	15	237
Ballast.....	74	18	10	4	4	110
Wrecks involving total loss.....	94	25	6	3	10	138
Casualties involving partial and unknown damage.....	98	34	59	9	9	209
Number of passengers.....	301	595	119	226	726	1,967
Number in crews.....	1,932	1,068	1,240	228	559	5,027
Total on board.....	2,233	1,663	1,359	454	1,285	6,994
Number of lives lost.....	10	24	1	.....	17	52
COLLISIONS.						
Number of vessels.....	226	42	135	44	18	465
Tonnage of vessels totally lost.....	4,126	2,760	2,430	977	1,451	11,744
Tonnage of vessels damaged.....	275,937	41,671	347,753	38,330	45,700	749,391
Value of vessels.....dollars.....	15,373,525	4,319,000	20,532,025	1,852,890	4,271,000	46,348,440
Value of cargoes.....do.....	3,052,220	808,055	2,056,765	268,370	289,385	6,474,795
Loss to vessels.....do.....	487,565	383,635	589,040	104,065	210,950	1,775,255
Loss to cargoes.....do.....	41,875	183,150	18,265	3,350	19,700	266,340
Insurance on vessels.....do.....	7,734,030	2,106,025	13,462,645	762,925	2,172,120	26,237,745
Insurance on cargoes.....do.....	2,280,385	246,045	978,420	208,370	80,000	3,793,220
Laden.....	102	26	95	18	10	251
Ballast.....	87	13	34	14	2	150
Unknown whether laden or not.....	37	3	6	11	6	63
Wrecks involving total loss.....	21	2	1	4	3	31
Casualties involving partial and unknown damage.....	205	40	134	40	15	434
Number of passengers.....	4,638	900	2,592	570	805	9,505
Number in crews.....	2,894	887	2,622	625	765	7,793
Total on board.....	7,532	1,787	5,214	1,195	1,570	17,298
Number of lives lost.....	23	82	1	.....	18	124
OTHER CAUSES.						
Number of vessels.....	98	40	112	74	88	412
Tonnage of vessels totally lost.....	5,562	2,384	5,626	2,572	9,990	26,134
Tonnage of vessels damaged.....	75,820	31,399	198,525	12,324	146,664	464,732
Value of vessels.....dollars.....	8,821,415	3,047,700	11,829,700	1,685,045	12,873,300	38,257,160
Value of cargoes.....do.....	1,684,130	523,480	1,137,800	223,300	2,845,930	6,414,640
Loss to vessels.....do.....	1,013,730	263,000	522,725	397,340	699,230	2,896,025
Loss to cargoes.....do.....	112,250	44,975	22,000	30,720	232,760	442,705
Insurance on vessels.....do.....	6,334,040	2,690,600	9,115,950	1,118,675	6,697,795	25,957,060
Insurance on cargoes.....do.....	1,384,965	33,800	412,845	115,435	539,400	2,486,445
Laden.....	39	22	53	23	71	208
Ballast.....	59	18	59	51	17	204
Wrecks involving total loss.....	25	11	15	30	18	99

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 coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
OTHER CAUSES—continued.						
Casualties involving partial and unknown damage.....	73	29	97	44	70	313
Number of passengers.....	1,259	931	838	775	2,103	5,906
Number in crews.....	1,502	901	1,832	953	2,678	7,866
Total on board.....	2,761	1,832	2,670	1,728	4,781	13,772
Number of lives lost.....	5	12	5	21	79	122
RECAPITULATION.						
Number of vessels.....	575	145	327	152	142	1,341
Tonnage of vessels totally lost..	47,340	23,978	19,144	4,479	32,743	127,684
Tonnage of vessels damaged....	454,849	98,744	753,091	61,367	215,555	1,584,206
Aggregate.....	502,189	122,722	772,835	65,846	248,298	1,711,890
Laden.....	303	92	212	52	111	770
Ballast.....	235	50	109	89	25	508
Unknown whether laden or not.	37	3	6	11	6	63
Wrecks involving total loss....	177	39	32	48	48	344
Casualties involving partial and unknown damage.....	398	106	295	104	94	997
Number of passengers.....	6,216	2,480	3,549	1,622	3,635	17,502
Number in crews.....	6,534	2,932	5,800	1,904	4,119	21,289
Total on board.....	12,750	5,412	9,349	3,526	7,754	38,791
Number of lives lost ^a	54	118	42	25	135	374
Value of vessels..... dollars..	32,442,610	10,106,250	44,692,175	4,578,655	20,403,470	112,223,160
Value of cargoes..... do....	7,318,240	2,098,965	5,580,780	1,066,620	5,614,935	21,679,540
Aggregate..... do.....	39,760,850	12,205,215	50,272,955	5,645,275	26,018,405	133,902,700
Losses to vessels..... do....	3,171,680	1,708,945	2,151,415	671,805	1,851,980	9,555,825
Losses to cargoes..... do....	841,680	673,050	128,320	41,725	467,380	2,152,155
Aggregate..... do.....	4,013,360	2,381,995	2,279,735	713,530	2,319,360	11,707,980
Insurance on vessels..... do....	19,204,620	6,051,675	31,341,395	2,626,100	10,271,825	69,495,615
Insurance on cargoes..... do....	4,673,250	631,810	2,915,900	333,905	1,777,035	10,331,900
Aggregate..... do.....	23,877,870	6,683,485	34,257,295	2,960,005	12,048,860	79,827,515

^a In addition to the number of lives lost here reported, 25 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 399.

COMPARATIVE STATEMENT.

The following table shows, by the five classifications mentioned under the explanatory remarks on pages 335-336, the total number of vessels that sustained casualties during the fiscal years 1907-8 and 1908-9, the total value of such vessels and their cargoes, the total losses to both, the total tonnage involved, and the tonnage of the vessels totally lost, together with the percentage of increase or decrease for the last-mentioned year:

	1907-8.	1908-9.	Increase (+), decrease (-).
Vessels involved:	<i>Number.</i>	<i>Number.</i>	<i>Number.</i>
Atlantic and Gulf coasts.....	546	501	- 8.24
Pacific coast.....	137	149	+ 8.76
Great Lakes.....	315	342	+ 8.57
Rivers.....	137	152	+10.95
At sea and in foreign waters.....	132	173	+31.06
Aggregate.....	1,267	1,317	+ 3.95

	1897-8.	1898-9.	Increase (+), decrease (-).
Value of vessels and cargoes:	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
Atlantic and Gulf coasts.....	38,500,885	46,744,645	+21.41
Pacific coast.....	11,862,815	13,504,105	+13.84
Great Lakes.....	48,431,955	51,837,695	+ 7.03
Rivers.....	5,484,820	5,440,370	- 0.81
At sea and in foreign waters.....	22,272,575	26,499,575	+18.97
Aggregate.....	126,553,050	144,026,390	+13.81
Losses to vessels and cargoes:			
Atlantic and Gulf coasts.....	3,701,935	4,710,530	+27.25
Pacific coast.....	2,341,135	1,773,465	-24.25
Great Lakes.....	2,257,120	2,829,585	+25.36
Rivers.....	670,225	826,375	+23.30
At sea and in foreign waters.....	2,166,030	2,422,960	+11.86
Aggregate.....	11,136,445	12,562,915	+12.81
Tonnage of vessels involved:	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Atlantic and Gulf coasts.....	484,637	428,442	-11.60
Pacific coast.....	118,375	142,328	+20.23
Great Lakes.....	742,108	793,221	+ 6.89
Rivers.....	60,855	65,203	+ 7.14
At sea and in foreign waters.....	214,888	269,999	+25.65
Aggregate.....	1,620,863	1,699,193	+ 4.83
Tonnage of vessels totally lost:			
Atlantic and Gulf coasts.....	46,444	47,916	+ 3.17
Pacific coast.....	23,672	13,679	-42.21
Great Lakes.....	19,113	29,954	+56.72
Rivers.....	4,354	6,152	+41.30
At sea and in foreign waters.....	32,248	22,754	-29.47
Aggregate.....	125,831	120,455	- 4.27

On the 30th of June, 1909, the total number of registered, enrolled, and licensed vessels, exclusive of canal boats, belonging to the United States was 24,943, with a total tonnage of 7,307,804. Of this number 1,261 vessels (5.06 per cent of the total number), having a total tonnage of 1,580,518, sustained casualties during the year.

The following table shows the number of steam and sailing vessels and barges registered, enrolled, and licensed belonging to the United States on June 30, 1909, the number of each class which incurred disaster 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.....	11,641	806	1 to 14.44
Sailing vessels.....	9,712	386	1 to 25.16
Barges.....	3,590	69	1 to 52.03
Total.....	24,943	1,261	1 to 19.78

During the year 438 vessels were reported as having been in collisions, but as 2 vessels were engaged in each collision (though in a few instances 3 or more collided with each other in gales, etc.) the actual number of casualties of this nature was a little less than one-half the total number of vessels involved.

Fifty foreign vessels, having an aggregate tonnage of 92,026, suffered disaster in American waters during the fiscal year. The respective nationalities and descriptions of these vessels are shown in tables

appearing on succeeding pages of this report under each of divisions numbered I, II, III, and IV, see the first and second pages of this chapter. Other statistics relating thereto are contained in Table No. 62.

Besides the 50 foreign vessels above mentioned, 6 others, having a combined tonnage of 26,649, collided with American vessels at sea.

In addition to the total number of lives reported lost during the year in connection with disasters to vessels, 198 persons—passengers, members of ships' crews, etc.—perished by drowning and in other ways from aboard 178 vessels that sustained no casualties. Those drowned were lost overboard, or were capsized from small boats while away from ship attending to fishing trawls, etc. Some of the 198 persons met death by falling from aloft, or were killed by falling spars, swinging booms, tackle, etc. Statistics relating to these cases of accident are found only in Tables Nos. 64 and 65.

The following table shows the number of marine casualties occurring within each of the thirty-four fiscal years from 1876 to 1909 upon the coasts and rivers of the United States and in adjacent waters and to American shipping at sea and in foreign waters; the number of persons involved in such casualties; the number of lives lost therein; and the ratio of the accompanying fatalities to the number of persons involved and to the number of casualties:

Fiscal year.	Number of casualties.	Number of persons on board.	Number of lives lost. ^a	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
1905-6	1,250	30,464	499	1 to 61.05	1 to 2.51
1906-7	1,578	35,768	571	1 to 62.64	1 to 2.77
1907-8	1,267	36,384	357	1 to 101.92	1 to 3.55
1908-9	1,317	42,782	403	1 to 106.16	1 to 3.27

^a 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. ^a	Ratio of lives lost to number on board.	Ratio of lives lost to number of casualties.
1875-76	1,139	13,487	501	1 to 26.92	1 to 2.27
1876-77	1,023	15,977	278	1 to 57.47	1 to 3.68
1877-78	1,083	16,785	403	1 to 41.65	1 to 2.69
1878-79	1,044	16,245	222	1 to 73.18	1 to 4.70
1879-80	1,265	21,691	170	1 to 127.59	1 to 7.44
1880-81	1,171	19,713	272	1 to 72.47	1 to 4.31
1881-82	1,203	20,495	241	1 to 85.04	1 to 4.99
1882-83	1,090	20,623	328	1 to 62.88	1 to 3.32
1883-84	1,246	20,364	327	1 to 62.28	1 to 3.81
1884-85	1,066	24,302	107	1 to 227.12	1 to 9.96
1885-86	1,269	21,076	266	1 to 79.23	1 to 4.77
1886-87	1,196	20,538	302	1 to 68.00	1 to 3.96
1887-88	1,175	18,635	235	1 to 79.30	1 to 5.00
1888-89	1,158	19,792	253	1 to 78.23	1 to 4.58
1889-90	1,176	25,261	269	1 to 93.91	1 to 4.37
1890-91	1,205	30,181	343	1 to 88.25	1 to 3.51
1891-92	1,231	19,676	197	1 to 99.88	1 to 6.25
1892-93	1,177	21,653	203	1 to 106.67	1 to 5.80
1893-94	1,271	27,152	379	1 to 71.64	1 to 3.35
1894-95	1,150	21,787	197	1 to 110.59	1 to 5.84
1895-96	1,076	21,439	145	1 to 147.86	1 to 7.42
1896-97	943	17,005	120	1 to 141.71	1 to 7.86
1897-98	1,000	24,285	227	1 to 106.98	1 to 4.40
1898-99	1,365	25,323	472	1 to 53.65	1 to 2.89
1899-1900	1,052	21,735	151	1 to 143.94	1 to 6.96
1900-1901	1,077	25,419	274	1 to 92.77	1 to 3.93
1901-2	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
1905-6	1,099	25,711	240	1 to 107.13	1 to 4.58
1906-7	1,368	30,396	449	1 to 67.69	1 to 3.05
1907-8	1,135	29,911	226	1 to 132.35	1 to 5.03
1908-9	1,144	36,785	288	1 to 127.73	1 to 3.97

^a Exclusive of lives lost where vessels suffered no damage.

STATISTICAL TABLES FOR THE FISCAL YEAR ENDING JUNE 30, 1909.

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, 1909, 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.	Value.		Number.	Value.		
July.....	31	\$2,102,200	1	18	\$429,205	1	1
August.....	23	580,510	.....	9	123,575	.....	.....
September.....	29	4,473,500	5	13	662,975	.....	5
October.....	34	2,895,350	2	17	1,405,000	1	3
November.....	60	3,264,460	5	32	1,178,880	3	5
December.....	49	2,760,990	1	22	332,970	2	1
January.....	46	5,187,625	1	24	908,315	.....	1
February.....	41	2,869,350	6	18	322,900	2	6
March.....	41	4,053,000	3	25	1,475,865	1	3
April.....	41	4,993,900	2	24	375,015	4	2
May.....	38	1,344,100	.....	28	955,935	.....	.....
June.....	37	3,218,250	5	19	830,775	1	5
Total.....	470	37,743,235	31	249	9,001,410	15	32

Month.	Loss to vessels.		Vessels totally lost, amount unknown.	Vessels damaged, amount unknown.*	Loss to cargoes.		Cargoes totally lost, amount unknown.	Cargoes not damaged, or damage unknown.
	Number.	Value.			Number.	Value.		
July.....	29	\$111,800	.....	3	7	\$19,790	.....	13
August.....	21	47,280	.....	2	6	9,060	.....	3
September.....	26	185,230	.....	8	6	28,500	.....	12
October.....	32	116,135	.....	4	12	43,775	.....	9
November.....	53	503,090	.....	12	11	409,700	.....	29
December.....	42	262,080	.....	8	12	229,150	.....	13
January.....	43	585,300	.....	4	9	326,800	.....	16
February.....	40	237,425	.....	7	9	30,400	.....	17
March.....	39	675,540	.....	5	17	174,150	.....	12
April.....	37	241,020	.....	6	14	40,315	.....	16
May.....	35	252,955	.....	3	15	46,805	.....	13
June.....	34	116,080	.....	8	7	20,150	.....	18
Total.....	431	3,333,935	.....	70	125	1,376,595	.....	171

* 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, 1909, showing the number of vessels involved in casualties, the number totally lost, the number damaged, the number sustaining no damage, etc.; also, their tonnage, the number of persons on board, and the number of lives lost.

Month.	Vessels totally lost.	Vessels damaged only.	Whether lost or damaged not known.	Vessels involved in casualties resulting in no damage.	Total number of casualties.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including master, etc.	Lives lost.
July.....	6	23	1	2	32	2,046	19,044	605	366	1
August.....	7	14	.....	2	23	676	7,705	1	150	0
September.....	7	20	5	2	34	1,378	27,199	1,493	714	0
October.....	13	19	2	2	36	1,533	28,551	3,536	594	2
November.....	12	41	6	6	65	6,573	43,481	953	808	16
December.....	10	33	1	6	50	5,530	34,201	780	545	9
January.....	9	34	1	3	47	6,446	42,550	664	857	22
February.....	11	29	7	.....	47	6,500	35,378	333	527	4
March.....	8	32	3	1	44	6,935	37,141	939	773	0
April.....	7	30	2	4	43	3,025	49,075	1,238	1,007	2
May.....	6	29	.....	3	38	4,982	17,100	196	378	4
June.....	4	31	5	2	42	2,292	39,101	971	718	0
Total.....	100	335	33	33	501	47,916	380,526	11,709	7,437	60

TABLE 3.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1909, showing the number of vessels and cargoes insured and uninsured, and the amount of insurance, where known.

Month.	Vessels reported insured.		Cargoes reported insured.		Total amount of insurance.	Reported not insured.		Unknown whether insured or not.		Vessels in ballast.
	Num-ber.	Amount.	Num-ber.	Amount.		Ves-sels.	Car-goes.	Ves-sels.	Car-goes.	
July.....	14	\$1,152,330	12	\$389,405	\$1,541,735	11	2	7	6	12
August.....	12	171,700	3	106,200	277,900	10	3	1	3	14
September.....	14	2,894,500	7	359,850	3,254,350	12	2	8	9	16
October.....	20	2,402,635	9	1,048,470	3,451,105	11	3	5	9	15
November.....	28	1,994,960	14	927,300	2,922,260	25	9	12	17	25
December.....	29	1,793,145	7	63,940	1,857,085	14	5	7	13	25
January.....	26	3,679,045	12	364,055	4,043,100	17	6	4	7	22
February.....	19	2,137,500	7	139,300	2,276,800	14	5	14	14	21
March.....	23	2,640,050	12	1,166,815	3,806,865	12	5	9	12	15
April.....	21	2,636,100	15	324,880	2,960,980	15	2	7	13	13
May.....	19	906,835	8	321,410	1,228,245	13	8	6	12	10
June.....	16	1,204,300	5	477,500	1,681,800	15	5	11	15	17
Total.....	241	23,613,100	111	5,689,125	29,302,225	169	55	91	130	205

TABLE 4.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1909, distinguishing the nature of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
	Foundered.....	2	2	2	1	4	3	3	3	4	3	5	2	34
Stranded.....	9	8	5	12	16	13	11	13	15	9	19	8	138
Collided.....	12	6	18	12	36	24	25	18	12	23	8	26	220
Capsized.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	.....	1	3
Damage to hull, masts, rigging, etc.....	2	2	1	2	.....	2	.....	3	1	2	1	.....	16
Damage to machinery.....	1	1	2	1	1	.....	1	2	2	2	1	.....	14
Explosion of gasoline.....	.....	.....	1	1	.....	1	.....	1	1	.....	.....	.....	5
Fire.....	4	4	5	7	6	5	6	4	6	2	2	3	54
Involved in ice.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Struck bridge, pier, wreck, etc.....	1	.....	.....	.....	2	2	.....	2	1	1	1	2	12
Sprung a leak.....	1	.....	.....	.....	.....	.....	.....	.....	1	1	1	.....	3
Miscellaneous.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Total.....	32	23	34	36	65	50	47	47	44	43	38	42	501

TABLE 5.—Abstract of returns of disasters (excluding collisions) to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1909, 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.....		9			9
Darkness.....		3			3
Fog.....		31	1		32
Gales, hurricanes, etc.....	13	33	12		58
Heavy seas.....	3	3	4		10
Snowstorms.....		6			6
Total of class 1.....	16	85	17		118
Class 2. —Causes connected with vessels and equipments:					
Error in compass.....		1			1
Total of class 2.....		1			1
Class 3. —Causes connected with navigation and seamanship:					
Error of officers, masters, and crew.....		16			16
Error of pilots.....		2	1		3
Total of class 3.....		18	1		19
Class 4. —Causes connected with machinery and boilers:					
Damage to machinery.....			7		7
Total of class 4.....			7		7
Class 5. —Other causes:					
Absence of buoys.....		5			5
Capsized.....	2				2
Explosion of gasoline, gases, etc.....			5		5
Fire.....			53		53
Ice.....			1		1
Missed stays.....		4			4
Sprung a leak.....	13	3	1		17
Struck bridge, pier, rock, wreck, etc.....		13	20		33
Water-logged.....			1		1
Miscellaneous.....	3	4	2		9
Unknown.....		5	1		6
Total of class 5.....	18	34	84		136
Aggregate.....	34	138	109		281

TABLE 6.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1909, showing the number of vessels collided and distinguishing the cause of each disaster.

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Accidental.....	2				2		5	2	2	3	2	2	20
Carelessness.....							1			1			2
Darkness.....		1			1	1							3
Error in judgment.....		2			1		1				2	1	7
Fault of other vessel.....	1	2	3	4	11	9		4	1	5			45
Fault of tug towing.....	1			1		3		1	1				6
Fog.....	6	2	10		8	6	10	2	6	2	2	2	56
High baffling winds.....							2	3					5
Misunderstanding of signals.....			1	5	2	2				4			14
Missed stays.....							2						2
Tide, currents, etc.....					2		2			3			7
Unavoidable.....					4	1		1			2		10
Miscellaneous.....											2	2	4
Unknown.....	2	1	4	1	6	2		5	2	3		7	33
Total.....	12	6	18	12	36	24	25	18	12	23	8	26	220

TABLE 7.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1909, showing the number of vessels and distinguishing their description.

Description of vessels	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
	Barges.....	2	1	2	2	6	2	2	3	5	3	9	2	44
Barks.....	.....	.....	.....	.....	1	.....	.....	3	.....	.....	.....	.....	3
Barkentines.....	2	.....	.....	.....	.....	.....	1	1	1	1	.....	.....	6
Brigantines.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Dredges.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Ferryboats.....	1	.....	1	.....	3	9	5	2	2	.....	.....	2	25
Schooners.....	11	10	8	17	21	11	18	14	15	20	13	14	172
Scows.....	.....	.....	1	.....	1	1	.....	1	.....	.....	.....	.....	3
Sloops.....	.....	1	1	.....	.....	.....	1	.....	.....	.....	1	.....	3
Steamers.....	14	7	17	17	31	26	20	16	21	19	14	21	223
Steam yachts.....	2	4	3	.....	1	.....	.....	.....	.....	.....	1	.....	11
Yachts.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Total.....	32	23	34	36	65	50	47	47	44	43	38	42	501.

TABLE 8.—Abstract of returns of disasters to foreign vessels on the Atlantic and Gulf coasts during the year ending June 30, 1909, showing nationality and description and distinguishing those totally lost and those damaged.

Nationality and rig.	July.		August.		September.		October.		November.		December.		January.	
	Total loss.	Partial loss.												
British barkentines.....
British schooners.....	1	1	1	2	1
British steamers.....	1	1	1	2	1
Cuban steamers.....
German steamers.....	1
Italian barks.....
Norwegian barks.....
Norwegian steamers.....	1	1	1
Russian barkentines.....	1
Spanish steamers.....
Total.....	2	2	1	1	2	2	2	2	1	1	3	2	2
Aggregate.....	2	1	3	2	3	4	2

Nationality and rig.	February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
British barkentines.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	1	1	2
British schooners.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	5	8
British steamers.....	.....	1	.....	2	.....	.....	.....	.....	1	.....	2	8	10
Cuban steamers.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1	1	1
German steamers.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
Italian barks.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Norwegian barks.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Norwegian steamers.....	.....	1	.....	.....	.....	.....	.....	.....	1	1	.....	4	5
Russian barkentines.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Spanish steamers.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1	1
Total.....	3	3	.....	3	1	1	.....	.....	5	10	23	.....	.....
Aggregate.....	6	.....	3	.....	2	.....	.....	.....	5	33	.....	.....	33

TABLE 9.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1909, showing the tonnage and distinguishing the number of those totally lost and those damaged.

Burden of vessels.	July.		August.		September.		October.		November.		December.		January.	
	Total loss.	Partial loss.												
Not exceeding 100 tons.....	5	5	6	5	8	9	8	6	11	6	12	4	6	6
Over 100 and not exceeding 200 tons.....	1	3	4	1	2	1	1	1	2	2	4	2	2	2
Over 200 and not exceeding 300 tons.....	2	5	1	.....	3	2	.....	2	3	1	1	1	1
Over 300 and not exceeding 500 tons.....	1	1	1	.....	1	1	.....	1	1	1	1	1	1
Over 500 and not exceeding 700 tons.....	3	3	3	.....	1	1	.....	.....	.....	.....	.....	.....	.....
Over 700 and not exceeding 1,000 tons.....	1	1	1	.....	1	1	.....	.....	6	.....	6	.....	5
Over 1,000 and not exceeding 1,500 tons.....	.....	.....	.....	.....	1	1	.....	1	1	.....	2	.....	1
Over 1,500 and not exceeding 2,000 tons.....	2	.....	.....	.....	1	1	.....	1	1	.....	1	.....	1
Over 2,000 and not exceeding 2,500 tons.....	1	.....	1	.....	4	3	1	4	.....	1	3	.....	1
Over 2,500 and not exceeding 3,000 tons.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1	.....	.....	1
Over 3,000 and not exceeding 3,500 tons.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Over 3,500 and not exceeding 4,000 tons.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2
Over 4,000 and not exceeding 4,500 tons.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Over 4,500 and not exceeding 5,000 tons.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	1
Over 5,000 and not exceeding 6,000 tons.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	.....	.....	1
Over 6,000 tons.....	.....	.....	.....	.....	3	1	.....	.....	4	.....	1	.....	1
Unknown.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	6	26	7	16	7	27	13	23	12	53	10	40	9	38
Aggregate.....	32	23	34	36	65	50	47

Burden of vessels.	February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.											
Not exceeding 100 tons.....	3	7	3	6	2	8	3	11	1	13	47	101	148
Over 100 and not exceeding 200 tons.....	4	4	6	1	2	2	2	1	.....	5	38	43	43
Over 200 and not exceeding 300 tons.....	1	1	1	1	1	5	1	7	.....	8	34	42	42
Over 300 and not exceeding 500 tons.....	2	5	.....	.....	.....	.....	4	.....	6	11	46	57	57
Over 500 and not exceeding 700 tons.....	2	1	2	5	3	.....	1	.....	2	9	25	34	34
Over 700 and not exceeding 1,000 tons.....	3	3	1	.....	1	3	.....	1	2	4	25	29	29
Over 1,000 and not exceeding 1,500 tons.....	2	3	2	2	3	.....	4	1	3	6	37	43	43
Over 1,500 and not exceeding 2,000 tons.....	1	1	1	1	1	1	1	1	1	3	9	12	12
Over 2,000 and not exceeding 2,500 tons.....	2	2	1	1	3	.....	.....	.....	1	1	15	16	16
Over 2,500 and not exceeding 3,000 tons.....	4	.....	2	.....	.....	1	2	.....	2	2	27	29	29
Over 3,000 and not exceeding 3,500 tons.....	.....	1	2	.....	.....	.....	.....	.....	2	2	6	8	8
Over 3,500 and not exceeding 4,000 tons.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	6	6	6
Over 4,000 and not exceeding 4,500 tons.....	1	.....	2	.....	.....	.....	.....	.....	1	1	3	6	6
Over 4,500 and not exceeding 5,000 tons.....	.....	1	.....	.....	1	.....	.....	.....	1	.....	3	3	3
Over 5,000 and not exceeding 6,000 tons.....	.....	.....	.....	.....	3	.....	.....	.....	.....	.....	4	4	4
Over 6,000 tons.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	5	5
Unknown.....	3	.....	1	.....	.....	.....	.....	.....	2	1	15	16	16
Total.....	11	36	8	36	7	36	6	32	4	38	100	401	501
Aggregate.....	47	.....	44	.....	43	.....	38	.....	42	.....	501	.....	.....

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, 1909, 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	5	3	5	6	14	12	8	3	5	6	6	8	81
Over 5 and not exceeding 10 years	5	4	5	5	12	9	9	12	10	6	10	8	94
Over 10 and not exceeding 15 years	4	4	5	5	12	7	6	8	7	2	4	8	47
Over 15 and not exceeding 20 years	3	3	5	5	12	5	7	7	8	9	6	4	73
Over 20 and not exceeding 25 years	3	3	1	1	5	3	4	4	5	3	1	1	50
Over 25 and not exceeding 30 years	3	3	3	3	5	3	4	9	5	5	3	11	59
Over 30 and not exceeding 35 years	1	1	3	3	3	1	2	1	1	4	3	3	29
Over 35 and not exceeding 40 years	2	2	1	2	4	1	2	1	1	3	1	1	20
Over 40 and not exceeding 45 years	2	2	2	2	4	1	2	2	1	5	4	4	17
Over 45 and not exceeding 50 years	2	2	2	2	4	1	1	1	1	1	1	1	4
Over 50 years	2	1	1	1	1	1	1	1	1	1	1	1	7
Unknown	1	3	2	4	1	1	4	1	1	1	3	3	20
Total	32	23	34	36	65	50	47	47	44	43	38	42	501

TABLE 11.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1909, showing the number of vessels and distinguishing their cargoes.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast	12	14	16	15	25	25	22	21	15	13	10	17	205
Cement, plaster, sand, etc.	1	1	1	1	3	2	1	1	2	1	1	1	11
Chemicals	1	1	1	1	1	1	1	1	1	1	1	1	11
Coal	8	6	1	3	6	5	4	3	6	10	17	5	74
Cotton, cotton seed, etc.	1	1	1	4	1	1	1	1	1	1	1	1	7
Fertilizers	1	1	2	1	1	1	1	1	1	1	1	1	10
Fish	1	1	1	1	2	3	2	2	1	2	2	2	16
Fruit	1	1	1	1	1	1	1	1	1	1	1	1	11
Gasoline	1	1	1	1	1	1	1	1	1	1	1	1	11
Grain	1	1	1	1	1	2	1	1	1	1	1	1	11
Ice	1	1	1	1	1	1	1	1	1	1	1	1	11
Iron, iron ore, etc.	1	1	1	1	1	1	1	1	1	1	1	1	11
Lime	1	1	1	1	1	1	1	1	1	1	1	1	11
Lumber	4	2	3	3	7	4	4	2	5	3	1	4	42
Mahogany	1	1	1	1	1	1	1	1	1	1	1	1	11
Merchandise (general)	1	1	2	5	6	3	5	5	3	5	4	4	43
Petroleum	1	1	1	1	1	1	1	1	1	1	1	1	11
Phosphate rock	1	1	1	1	1	1	1	1	1	1	1	1	11
Provisions	1	1	1	1	1	1	1	1	1	1	1	1	11
Salt	1	1	1	1	1	1	1	1	1	1	1	1	11
Stone, etc.	1	1	1	1	1	1	1	1	1	1	1	1	11
Sugar	1	1	1	1	1	1	1	1	1	1	1	1	11
Whale oil	1	1	1	1	1	1	1	1	1	1	1	1	11
Wood	1	1	1	1	1	1	1	1	1	1	1	1	11
Miscellaneous	3	3	3	3	5	5	5	5	3	3	3	3	31
Unknown	1	5	3	3	5	1	1	6	3	2	1	5	32
Total	32	23	34	36	65	50	47	47	44	43	38	42	501

TABLE 12.—Summary, Atlantic and Gulf coasts.

Nature of casualties.	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. ^a	Passengers.	Number in crews.	Total on board.	Lives lost.
Foundering.....	34	5,662	3,340	9,002	21	13	0	16	18	2	120	122	13
Strandings.....	138	27,519	84,945	112,464	97	41	97	51	87	1,203	1,992	3,195	18
Vessels collided.....	220	13,382	217,407	230,789	91	97	32	12	208	8,695	3,796	12,491	18
Other causes.....	109	1,353	74,834	76,187	55	54	0	21	88	1,809	1,529	3,338	11
Total.....	501	47,916	380,526	428,442	264	205	32	100	401	11,709	7,437	19,146	60

^a 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, 1909, showing the number and value of vessels and cargoes, and the 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.	Value.		Number.	Value.		
July.....	15	\$1,898,250	.....	9	\$340,700	1	.....
August.....	12	411,000	1	6	197,400	.....	1
September.....	20	2,327,500	1	9	267,325	1	1
October.....	18	1,311,800	.....	8	88,310	2	.....
November.....	5	384,000	.....	1	16,000	1	.....
December.....	10	774,000	.....	6	167,700	.....	.....
January.....	18	1,483,200	.....	11	127,400	.....	.....
February.....	7	969,300	.....	5	87,000	.....	.....
March.....	10	443,250	.....	4	32,000	.....	.....
April.....	15	1,082,000	.....	7	278,000	.....	.....
May.....	7	537,500	2	3	35,000	1	2
June.....	8	244,270	.....	1	1,200	.....	.....
Total.....	145	11,866,070	4	70	1,638,035	6	4

Month.	Loss to vessels.		Vessels totally lost, amount unknown.	Vessels damaged, amount unknown. ^a	Loss to cargoes.		Cargoes totally lost, amount unknown	Cargoes not damaged, or damage unknown.
	Number.	Value.			Number.	Value.		
July.....	13	\$145,460	.....	2	4	\$26,500	.....	6
August.....	12	54,315	.....	1	4	163,460	.....	3
September.....	19	145,490	.....	2	5	229,195	.....	6
October.....	18	79,810	.....	.....	6	12,110	.....	4
November.....	5	14,705	.....	.....	1	5,000	.....	1
December.....	9	19,050	.....	1	3	5,950	.....	3
January.....	16	259,900	.....	2	3	26,050	.....	8
February.....	5	7,800	.....	2	3	2,120	.....	2
March.....	10	183,740	.....	.....	3	15,500	.....	1
April.....	13	185,400	.....	2	2	65,500	.....	5
May.....	6	69,200	.....	3	1	10,000	.....	5
June.....	7	46,010	.....	1	1	1,200	.....	.....
Total.....	133	1,210,880	.....	16	36	562,585	.....	44

^a 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, 1909, showing the number of vessels involved in casualties, the number totally lost, the number damaged, the number sustaining no damage, etc.; also their tonnage, the number of persons on board, and the number of lives lost.

Month.	Vessels totally lost.	Vessels damaged only.	Whether lost or damaged not known.	Vessels involved in casualties resulting in no damage.	Total number of casualties.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including master, etc.	Lives lost.
July.....	1	12	.....	2	15	13	24,278	.....	339	1
August.....	2	10	1	.....	13	1,423	5,413	1	189	.....
September.....	5	14	1	1	21	2,125	18,216	373	357	113
October.....	2	16	.....	.....	18	22	13,099	235	364	.....
November.....	.....	5	.....	.....	5	.....	4,759	15	128	.....
December.....	1	8	.....	1	10	198	14,596	2,181	180	1
January.....	4	12	.....	2	18	4,223	13,900	311	299	2
February.....	1	4	.....	2	7	46	7,604	.....	121	.....
March.....	4	6	.....	.....	10	1,784	2,987	.....	125	2
April.....	2	11	2	.....	15	3,005	13,009	2,367	261	1
May.....	1	5	2	1	9	295	7,539	1	103	.....
June.....	3	4	.....	1	8	545	3,249	30	51	.....
Total.....	26	107	6	10	149	13,679	128,649	5,514	2,517	120

TABLE 15.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1909, 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.....	9	\$1,179,000	2	\$235,000	\$1,414,000	5	6	1	2	5
August.....	6	73,500	1	100,000	173,500	3	3	4	3	6
September.....	11	1,059,910	1	8,400	1,068,310	6	6	4	4	10
October.....	12	640,200	2	22,500	662,700	2	5	4	3	8
November.....	2	115,000	1	12,000	127,000	2	.....	1	1	3
December.....	3	113,000	.....	.....	113,000	4	2	3	4	4
January.....	11	633,200	1	6,000	639,200	7	7	.....	3	7
February.....	4	331,500	2	12,725	344,225	3	2	.....	1	2
March.....	7	292,500	1	11,000	303,500	2	2	1	1	6
April.....	5	184,000	3	160,000	344,000	8	1	2	3	8
May.....	3	120,000	.....	.....	120,000	1	1	5	5	3
June.....	1	2,250	.....	.....	2,250	1	1	.....	.....	7
Total.....	74	4,744,060	14	567,625	5,311,685	50	36	25	30	69

TABLE 16.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1909, 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	3
Stranded.....	5	3	9	4	1	2	11	2	6	.....	.....	1	55
Collided.....	6	2	6	11	.....	.....	4	.....	.....	6	.....	4	48
Abandoned.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Damage to cargo.....	.....	.....	.....	.....	.....	.....	1	2	1	.....	.....	.....	4
Damage to hull, masts, rigging, etc.....	1	.....	.....	.....	1	.....	.....	.....	.....	1	.....	.....	4
Damage to machinery.....	.....	.....	3	1	2	2	2	2	1	1	.....	.....	14
Explosion of gasoline.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Fire.....	2	1	2	1	.....	.....	.....	.....	2	3	1	2	14
Involved in ice.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Sprung a leak.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Struck bridge, pier, wreck, etc.....	1	.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	3
Total.....	15	13	21	18	5	10	18	7	10	15	9	8	149

TABLE 17.—Abstract of returns of disasters (excluding collisions) to vessels on the Pacific coast during the year ending June 30, 1909, 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.....		6			6
Darkness.....		3			3
Fog.....		11	1		12
Gales, hurricanes, etc.....		8	1		9
Heavy seas.....	1	7	5		13
Total of Class 1.....	1	35	7		43
Class 2. —Causes connected with vessels and equipments:					
Error in chronometer.....		1			1
Total of Class 2.....		1			1
Class 3. —Causes connected with navigation and seamanship:					
Error of officers, masters, and crew.....		5			5
Error of pilots.....		2			2
Total of Class 3.....		7			7
Class 4. —Causes connected with machinery and boilers:					
Damage to machinery.....			12		12
Total of Class 4.....			12		12
Class 5. —Other causes:					
Explosion of gasoline, gases, etc.....			1		1
Fire.....			14		14
Ice.....		1	2		3
Sprung a leak.....	1		1		2
Struck bridge, rock, wharf, etc.....		4	3		7
Water-logged.....			1		1
Miscellaneous.....	1	7	2		10
Total of Class 5.....	2	12	24		38
Aggregate.....	3	55	43		101

TABLE 18.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1909, 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			1			2			1			5
Bad management.....	2						1						3
Fault of other vessel.....	1			2			1			1	1		6
Fog.....	2	2	6	2		2	1			2		2	22
Misunderstanding signals.....				2							1		3
Tides, currents etc.....						2				2	3	2	9
Total.....	6	2	6	11		4	4			6	5	4	48

TABLE 19.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1909, 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	
Barks.....			1										1
Barkentines.....											1		1
Schooners.....	2	3	3	5		1	4		4	3	2	1	28
Ships.....		1				1	1			2	1		6
Sloops.....	1												1
Steamers.....	12	9	16	13	5	8	13		6	10	3	6	107
Scows.....								1				1	2
Yachts.....			1										1
Total.....	15	13	21	18	5	10	18	7	10	15	9	8	149

TABLE 20.—Abstract of returns of disasters to foreign vessels on the Pacific coast during the year ending June 30, 1909, showing nationality and description, and distinguishing those totally lost and those damaged.

Nationality and rig.	July.		August.		September.		December.		January.		Total.		Aggregate.
	Total loss.	Partial loss.											
British steamers.....		1				1		1				3	3
French ships.....									1		1		1
German steamers.....		1		1								2	2
Total.....		2		1		1		1		1	1	5	6
Aggregate.....		2		1		1		1		1	1	6	

TABLE 21.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1909, showing the tonnage, and distinguishing the number of those totally lost and those damaged.

Burden of vessels.	July.		August.		September.		October.		November.		December.		January.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.
Not exceeding 100 tons.....	1	2	1	4	3	3	2	2		1		1	1	1
Over 100 and not exceeding 200 tons.....		1			1	1		1		1	1	1		1
Over 200 and not exceeding 300 tons.....				2		1								2
Over 300 and not exceeding 500 tons.....		4		2		1								3
Over 500 and not exceeding 700 tons.....								5					1	2
Over 700 and not exceeding 1,000 tons.....		2				4		3						2
Over 1,000 and not exceeding 1,500 tons.....			1	1		2		1		1			1	
Over 1,500 and not exceeding 2,000 tons.....					1			2				2		4
Over 2,000 and not exceeding 2,500 tons.....						1		1				2		
Over 2,500 and not exceeding 3,000 tons.....		1		1		1		1		1		2	1	1
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.....		3												
Over 5,000 and not exceeding 5,000 tons.....						1					1			
Over 6,000 tons.....														
Unknown.....				1		1								
Total.....	1	14	2	11	5	16	2	16	5	1	9	4	14	
Aggregate.....	15		13		21		18		5		10		18	

TABLE 23.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1909, showing the number of vessels and distinguishing their cargoes.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	5	6	10	8	3	4	7	2	6	8	3	7	69
Cement, plaster, sand, etc.....													2
Chemicals.....						1	1			1			1
Coal.....	1												1
Copper ore.....										1			1
Fish.....		3	2										5
Grain.....	1												1
Iron (railroad).....			1	3			1						1
Lumber.....	4		1	3	1	2	5	4	4	1			25
Merchandise (general).....	2	2	5	5	1	2					1		22
Petroleum.....	2	1	1	1		1	4	1			2	1	14
Sugar.....													1
Wood.....				1									1
Miscellaneous.....			1										1
Unknown.....		1	1								2		4
Total.....	15	13	21	18	5	10	18	7	10	15	9	8	149

TABLE 24.—Summary, Pacific coast.

Nature of casualties.	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. ^a	Passengers.	Number in crews.	Total on board.	Lives lost.
Foundering.....	3	380	223	603	1	2	.....	2	1	.....	19	19	.....
Strandings.....	55	12,522	44,706	57,228	32	23	.....	17	38	317	1,013	1,330	117
Vessels collided.....	48	186	49,284	49,470	24	20	4	1	48	3,095	852	3,947	.....
Other causes.....	43	591	34,436	35,027	15	28	.....	6	36	2,102	633	2,735	3
Total.....	149	13,679	128,649	142,328	72	73	4	26	123	5,514	2,517	8,031	120

^a 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, 1909, 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.	Value.		Number.	Value.		
July.....	45	\$6,656,900	1	27	\$526,000	1	1
August.....	33	3,340,000	1	17	320,700	2	1
September.....	73	10,025,100	3	52	1,044,115	.....	3
October.....	46	5,462,325	.....	39	960,150	.....	.....
November.....	42	5,678,500	.....	33	1,142,060	1	.....
December.....	23	3,340,000	1	16	755,675	.....	1
January.....	2	585,000	.....	2	55,000	.....	.....
February.....	3	320,000	.....	1	50,000	.....	.....
March.....	1	10,000	.....	.....	.....	.....	.....
April.....	21	2,110,200	.....	11	440,650	2	1
May.....	24	4,667,500	1	17	453,670	.....	1
June.....	21	3,468,000	1	12	426,150	.....	1
Total.....	334	45,663,525	8	227	6,174,170	6	9

TABLE 25.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1909, etc.—Continued.

Month.	Loss to vessels.		Vessels totally lost, amount unknown.	Vessels damaged, amount unknown. ^a	Loss to cargoes.		Cargoes totally lost, amount unknown.	Cargoes not damaged, or damage unknown.
	Number.	Value.			Number.	Value.		
July.....	42	\$233,140	.....	4	3	\$2,950	.....	26
August.....	30	90,670	.....	4	4	6,905	.....	16
September.....	66	293,400	.....	10	17	33,175	.....	38
October.....	41	245,095	.....	5	14	30,105	.....	25
November.....	38	334,200	.....	4	10	148,500	.....	24
December.....	21	506,850	.....	3	6	55,265	.....	11
January.....	2	2,500	.....	.....	.....	.....	.....	2
February.....	3	3,800	.....	.....	.....	.....	.....	1
March.....	1	5,000	.....	.....	.....	.....	.....	.....
April.....	19	322,750	.....	2	6	80,450	.....	8
May.....	20	158,000	.....	5	5	19,000	.....	13
June.....	20	254,400	.....	2	4	3,430	.....	9
Total.....	303	2,449,805	.....	39	69	379,780	.....	173

^a 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, 1909, showing the number of vessels involved in casualties, the number totally lost, the number damaged, the number sustaining damage, etc.; also their tonnage, the number of persons on board, and the number of lives lost.

Month.	Vessels totally lost.	Vessels damaged only.	Whether lost or damaged not known.	Vessels involved in casualties resulting in no damage.	Total number of casualties.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including master, etc.	Lives lost.
July.....	8	34	1	3	46	2,039	111,716	97	857	.....
August.....	7	23	1	3	34	1,458	55,178	1,443	713	1
September.....	8	58	3	7	76	3,902	173,386	356	1,183	2
October.....	2	39	.....	5	46	1,564	105,649	1	707	4
November.....	6	32	.....	4	42	5,344	101,605	50	744	.....
December.....	5	16	1	2	24	5,911	50,849	1	331	29
January.....	.....	2	.....	.....	2	.....	4,793	.....	73	.....
February.....	.....	3	.....	.....	3	.....	2,495	7	44	.....
March.....	.....	1	.....	.....	1	.....	179	.....	1	1
April.....	4	15	2	.....	21	6,852	33,715	6	315	19
May.....	1	19	1	4	25	734	66,946	71	580	20
June.....	6	14	1	1	22	2,150	56,756	323	479	.....
Total.....	47	256	10	29	342	29,954	763,267	2,355	6,027	76

TABLE 27.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1909, 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.....	22	\$3,988,275	8	\$209,725	\$4,198,000	17	8	7	13	17
August.....	12	1,262,000	7	237,890	1,499,890	16	8	6	5	14
September.....	36	6,558,300	19	414,855	6,973,155	30	16	10	20	21
October.....	25	3,795,925	19	423,690	4,219,615	18	10	3	10	7
November.....	18	3,625,135	15	583,760	4,208,895	19	8	5	11	8
December.....	13	2,584,500	4	327,500	2,912,000	6	3	5	10	7
January.....	1	275,000	1	25,000	300,000	1	1	.....	.....	.....
February.....	1	200,000	.....	.....	200,000	1	.....	.....	.....	.....
March.....	1	8,000	.....	.....	8,000	.....	.....	1	1	2
April.....	9	1,516,000	3	244,900	1,760,900	.....	2	1	9	7
May.....	9	3,277,000	7	311,515	3,588,515	11	2	3	9	7
June.....	13	2,743,000	5	71,420	2,814,420	7	5	2	3	9
Total.....	166	29,833,135	88	2,850,255	32,683,390	133	63	43	91	100

TABLE 28.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1909, distinguishing the nature of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	2	1	2			2				2	1		10
Stranded	11	9	29	25	18	10	1	1		5	5	3	117
Collided	22	10	24	10	12	6				4	12	6	106
Capsized			1	1		1					1		4
Damage to cargo				1	1								2
Damage to hull, masts, rigging, etc.	1	2	1		4					1		1	10
Damage to machinery	4	2	5	2	1		1			3	1	3	22
Explosion of boiler											1		1
Explosion of gasoline												1	1
Fire	5	5	4	3	2	3		1	1	1			28
Involved in ice								1		4			5
Sprung a leak			2								1		3
Struck bridge, pier, etc.	1	5	8	4	4	2				1	3	5	33
Total	46	34	76	46	42	24	2	3	1	21	25	22	342

TABLE 29.—Abstract of returns of disasters (excluding collisions) to vessels on the Great Lakes during the year ending June 30, 1909, 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			3		5
Darkness			18		18
Fog			27		28
Gales, hurricanes, etc.	5	6	5		16
Heavy seas	3	7	4		14
Snowstorms			5		5
Total of Class 1	8	66	12		86
Class 2.—Causes connected with vessels and equipments:					
Defective chart			1		1
Error in compass			2		2
Total of Class 2			3		3
Class 3.—Causes connected with navigation and seamanship:					
Error of officers, masters, and crew			6		6
Error of pilots			2		2
Total of Class 3			8		8
Class 4.—Causes connected with machinery and boilers:					
Damage to machinery				17	17
Bursting of steam pipes				1	1
Explosion of boiler				1	1
Total of Class 4				19	19
Class 5.—Other causes:					
Absence of buoy			2		2
Explosion of gasoline, gases, etc.				1	1
Fire				28	28
Ice				6	6
Sprung a leak	2	3		2	7
Struck bridge, pier, rock, wreck, etc.			11	33	44
Waterlogged				1	1
Miscellaneous			24	7	31
Total of Class 5	2	40	78		120
Aggregate	10	117	109		236

TABLE 30.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1909, 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.....	8	2	4	2	4	1	3	.....	24
Bad management.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Error in judgment.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	2
Fault of other vessel.....	4	5	3	.....	1	3	.....	.....	.....	.....	1	2	19
Fault of tug towing.....	.....	.....	.....	1	2	.....	.....	.....	.....	.....	.....	.....	3
Fog.....	.....	.....	6	.....	2	2	.....	.....	.....	.....	2	3	13
Misunderstanding of signals.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	4
Tides, currents, etc.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	6
Unavoidable.....	7	2	3	1	2	4	.....	.....	.....	.....	3	.....	23
Miscellaneous.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
Unknown.....	2	1	4	.....	.....	.....	.....	.....	.....	1	1	1	10
Total.....	22	10	24	10	12	6	.....	.....	.....	4	12	6	106

TABLE 31.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1909, showing the number of vessels and distinguishing their description.

Description of vessel.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
	Barges.....	1	3	4	2	1	1	12
Ferryboats.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Schooners.....	.....	3	11	8	7	2	.....	.....	.....	1	3	1	36
Scows.....	1	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	10
Sloops.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Steamers.....	36	27	59	36	34	22	2	3	1	20	21	20	281
Steam yachts.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Total.....	46	34	76	46	42	24	2	3	1	21	25	22	342

TABLE 32.—Abstract of returns of disasters to foreign vessels on the Great Lakes during the year ending June 30, 1909, showing nationality and description, and distinguishing those totally lost and those damaged.

Nationality and rig.	July.		August.		September.		December.		April.		June.		Total.		Aggregate
	Total loss.	Partial loss.													
British schooners.....	1	1	1
British steamers.....	2	2	1	1	1	8	8
Total.....	2	2	2	1	1	1	9	9
Aggregate.....	2		2		2		1		1		1		9	

TABLE 33.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1909, showing the tonnage and distinguishing the number of those totally lost and those damaged.

Burden of vessels.	July.		August.		September.		October.		November.		December.		January.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.
Not exceeding 100 tons.....	4	1	5	3	4	8	.....	1	1	2	2	1	.....	.....
Over 100 and not exceeding 200 tons.....	1	1	.....	1	1	1	.....	1	1	.....	.....	.....	.....	.....
Over 200 and not exceeding 300 tons.....	1	1	.....	1	1	2	.....	1	1	4	.....	.....	.....	.....
Over 300 and not exceeding 500 tons.....	2	1	1	.....	.....	7	.....	7	1	2	.....	3	.....	.....
Over 500 and not exceeding 700 tons.....	3	1	.....	3	.....	5	.....	4	.....	3	.....	.....	.....	.....
Over 700 and not exceeding 1,000 tons.....	6	1	.....	.....	.....	4	2	5	.....	3	.....	1	.....	.....
Over 1,000 and not exceeding 1,500 tons.....	2	.....	4	1	3	.....	2	.....	.....	.....	.....	1	.....	.....
Over 1,500 and not exceeding 2,000 tons.....	1	.....	6	.....	8	.....	3	1	1	.....	2	.....	1	.....
Over 2,000 and not exceeding 2,500 tons.....	4	.....	4	1	1	1	7	1	4	2	.....	2	.....	.....
Over 2,500 and not exceeding 3,000 tons.....	2	.....	.....	.....	3	.....	1	1	2	.....	1	.....	1	.....
Over 3,000 and not exceeding 3,500 tons.....	2	.....	1	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 3,500 and not exceeding 4,000 tons.....	1	.....	.....	.....	5	.....	2	.....	2	.....	.....	.....	.....	.....
Over 4,000 and not exceeding 4,500 tons.....	1	.....	.....	.....	3	.....	.....	3	.....	.....	.....	.....	.....	.....
Over 4,500 and not exceeding 5,000 tons.....	3	.....	1	.....	5	.....	6	.....	1	.....	1	.....	.....	.....
Over 5,000 and not exceeding 6,000 tons.....	4	.....	.....	.....	2	.....	1	1	2	1	.....	.....	.....	.....
Over 6,000 tons.....	5	.....	3	.....	9	.....	4	.....	6	.....	.....	5	.....	.....
Unknown.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	8	38	7	27	8	68	3	43	7	35	5	19	.....	2
Aggregate.....	46	.....	34	.....	76	.....	46	.....	42	.....	24	.....	.....	2

Burden of vessels.	February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.											
Not exceeding 100 tons.....	2	.....	.....	.....	4	.....	1	2	.....	18	23	41
Over 100 and not exceeding 200 tons.....	1	.....	1	.....	.....	.....	.....	4	6	10
Over 200 and not exceeding 300 tons.....	1	.....	2	1	1	4	12	16
Over 300 and not exceeding 500 tons.....	1	.....	2	2	.....	4	25	29
Over 500 and not exceeding 700 tons.....	1	.....	1	.....	.....	3	18	21
Over 700 and not exceeding 1,000 tons.....	1	1	.....	.....	.....	5	19	24
Over 1,000 and not exceeding 1,500 tons.....	1	1	.....	1	1	3	14	17
Over 1,500 and not exceeding 2,000 tons.....	1	.....	3	.....	2	2	27	29
Over 2,000 and not exceeding 2,500 tons.....	1	.....	.....	.....	3	.....	1	.....	1	3	28	31
Over 2,500 and not exceeding 3,000 tons.....	3	.....	.....	.....	13	13
Over 3,000 and not exceeding 3,500 tons.....	1	.....	.....	.....	2	.....	2	1	9	10
Over 3,500 and not exceeding 4,000 tons.....	1	.....	2	.....	1	.....	14	14
Over 4,000 and not exceeding 4,500 tons.....	1	.....	.....	.....	2	.....	10	10
Over 4,500 and not exceeding 5,000 tons.....	1	.....	3	.....	5	.....	26	26
Over 5,000 and not exceeding 6,000 tons.....	2	.....	1	.....	.....	2	12	14
Over 6,000 tons.....	1	.....	1	.....	34	34
Unknown.....	2	.....	.....	.....	3	3
Total.....	3	.....	1	4	17	1	24	6	16	49	293	342
Aggregate.....	3	.....	1	21	.....	25	.....	22	.....	342	.....	.....

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 28.

TABLE 34.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1909, 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.....	12	6	24	11	13	10	.....	.....	.....	3	7	5	91
Over 5 and not exceeding 10 years.....	10	4	8	4	8	3	2	.....	.....	3	4	4	45
Over 10 and not exceeding 15 years.....	3	5	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	34
Over 15 and not exceeding 20 years.....	11	7	13	10	12	3	.....	2	.....	3	1	6	67
Over 20 and not exceeding 25 years.....	1	1	6	3	3	.....	.....	.....	.....	3	1	2	26
Over 25 and not exceeding 30 years.....	.....	3	4	3	1	.....	.....	.....	1	3	2	1	24
Over 30 and not exceeding 35 years.....	.....	3	5	5	5	.....	.....	1	.....	1	1	1	22
Over 35 and not exceeding 40 years.....	.....	2	4	2	3	1	.....	.....	.....	1	1	3	19
Over 40 and not exceeding 45 years.....	1	.....	4	2	.....	.....	.....	.....	.....	.....	1	.....	11
Over 45 and not exceeding 50 years.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	2
Unknown.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	2
Total.....	46	34	76	46	42	24	2	3	1	21	25	22	342

TABLE 35.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1909, showing the number of vessels and distinguishing their cargoes.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	17	14	21	7	8	7	.....	2	1	7	7	9	100
Cement, sand, gravel, etc.....	1	1	2	1	.....	.....	.....	.....	.....	.....	.....	1	7
Coal.....	12	4	13	13	6	8	.....	.....	.....	4	7	3	70
Copper ore.....	.....	.....	2	1	.....	.....	.....	.....	.....	.....	.....	.....	3
Fish, etc.....	.....	.....	2	.....	.....	1	.....	.....	.....	.....	.....	.....	3
Grain.....	1	2	2	3	1	2	.....	.....	.....	3	1	.....	15
Iron ore.....	3	3	18	10	8	1	.....	.....	.....	.....	3	4	55
Lumber.....	1	2	7	8	.....	1	.....	.....	.....	.....	2	1	31
Merchandise (general).....	3	4	3	2	5	1	.....	.....	.....	4	2	3	27
Petroleum.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Provisions.....	.....	.....	.....	.....	3	.....	.....	.....	.....	.....	.....	.....	3
Salt.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	1	.....	3
Stone.....	.....	1	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
Miscellaneous.....	1	2	1	.....	1	1	2	1	.....	1	1	.....	11
Unknown.....	1	1	3	.....	.....	1	.....	.....	.....	1	1	1	9
Total.....	46	34	76	46	42	24	2	3	1	21	25	22	342

TABLE 36.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1909, showing the number of vessels and distinguishing the lakes and connecting rivers on which they occurred.

Localities.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Lake Erie.....	9	8	15	8	18	6	.....	.....	.....	3	10	4	81
Lake Huron.....	4	4	9	8	3	3	.....	.....	.....	2	1	7	41
Lake Michigan.....	11	10	21	10	8	9	2	2	1	4	7	5	90
Lake Ontario.....	2	3	1	.....	1	.....	.....	1	.....	.....	.....	.....	8
Lake Superior.....	7	4	10	6	1	2	.....	.....	.....	6	3	2	41
Lake St. Clair.....	2	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
Detroit River.....	1	1	8	6	3	.....	.....	.....	.....	.....	2	.....	21
St. Clair River.....	8	1	2	.....	.....	2	.....	.....	.....	.....	.....	.....	13
St. Marys River.....	2	.....	6	3	3	.....	.....	.....	.....	3	2	4	29
Straits of Mackinac.....	.....	.....	4	5	.....	1	.....	.....	.....	3	.....	.....	13
Total.....	46	34	76	46	42	24	2	3	1	21	25	22	342

TABLE 37.—Summary, Great Lakes.

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage. ^a	Number of passengers.	Number in crews.	Total on board.	Lives lost.
Foundering.....	10	8,803	24	8,827	7	3	.....	9	1	3	79	82	52
Strandings.....	117	7,808	329,630	337,438	97	20	.....	15	102	45	2,096	2,141	7
Vessels collided.....	106	3,241	275,758	278,999	67	30	.....	5	101	1,853	2,160	4,013	3
Other causes.....	109	10,102	157,855	167,957	62	47	.....	18	91	454	1,692	2,146	14
Total.....	342	29,954	763,267	793,221	233	100	.....	47	295	2,355	6,027	8,382	76

^aIn 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, 1909, 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.	Value.		Number.	Value.		
July.....	15	\$605,600	2	9	\$95,490	.....	2
August.....	15	281,550	.....	5	22,000	1	.....
September.....	16	625,250	.....	6	106,900	1	.....
October.....	16	442,215	1	1	6,000	.....	1
November.....	13	739,200	.....	4	17,100	3	.....
December.....	20	379,765	1	8	31,650	.....	1
January.....	11	222,150	.....	4	17,400	.....	.....
February.....	5	13,950	.....	3	1,220	.....	.....
March.....	11	109,130	1	3	28,100	.....	1
April.....	11	1,015,800	.....	4	376,000	.....	.....
May.....	4	56,000	1	.....	.....	.....	1
June.....	8	244,900	1	1	3,000	.....	1
Total.....	145	4,735,510	7	48	704,860	5	7

Month.	Loss to vessels.		Vessels totally lost, amount unknown.	Vessels damaged, amount unknown. ^a	Loss to cargoes.		Cargoes totally lost, amount unknown.	Cargoes not damaged, or damage unknown.
	Number.	Value.			Number.	Value.		
July.....	14	\$30,450	.....	3	5	\$3,600	.....	7
August.....	15	37,350	.....	.....	3	8,950	.....	2
September.....	15	76,655	.....	1	3	16,070	.....	4
October.....	14	292,800	.....	3	.....	.....	.....	2
November.....	11	71,200	2	.....	1	200	.....	6
December.....	18	41,185	.....	3	3	1,495	.....	6
January.....	10	23,025	.....	1	2	700	.....	2
February.....	5	8,800	.....	.....	3	1,220	.....	.....
March.....	11	44,550	.....	1	1	100	.....	3
April.....	10	93,075	.....	1	1	12,350	.....	3
May.....	4	31,600	.....	1	.....	.....	.....	1
June.....	8	28,000	.....	1	1	3,000	.....	1
Total.....	135	778,690	2	15	23	47,685	.....	37

^aIn 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, 1909, showing the number of vessels involved in casualties, the number totally lost, the number damaged, the number sustaining no damage, etc.; also their tonnage, the number of persons on board, and the number of lives lost.

Month.	Vessels totally lost.	Vessels damaged only.	Whether lost or damaged not known.	Vessels involved in casualties resulting in no damage.	Total number of casualties.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including masters, etc.	Lives lost.
July.....	4	10	2	1	17	139	9,065	203	204	.....
August.....	5	10	.....	.....	15	273	6,126	14	133	.....
September.....	3	12	.....	.....	16	553	5,587	359	308	.....
October.....	6	8	1	.....	17	2,322	2,376	117	204	.....
November.....	6	7	.....	.....	13	216	7,732	167	253	12
December.....	4	6	1	.....	21	179	4,609	52	166	.....
January.....	4	6	.....	1	11	141	3,176	53	150	2
February.....	2	3	.....	.....	5	51	135	.....	24	.....
March.....	5	6	1	.....	12	381	10,235	15	76	1
April.....	4	6	.....	1	11	597	7,740	347	275	9
May.....	2	2	1	.....	5	1,131	630	.....	12	.....
June.....	3	5	1	.....	9	169	1,580	64	30	1
Total.....	48	87	7	10	152	6,152	59,051	1,391	1,835	32

TABLE 40.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1909, 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.....	6	\$436,300	2	\$47,500	\$483,800	5	5	6	5	5
August.....	10	143,350	2	10,000	153,350	4	2	1	1	10
September.....	10	425,750	3	35,400	461,150	5	2	1	2	9
October.....	10	227,600	.....	.....	227,600	5	1	2	1	15
November.....	8	285,000	3	16,900	301,900	3	1	2	3	6
December.....	9	130,500	1	4,000	134,500	11	5	1	3	12
January.....	5	128,575	.....	.....	128,575	6	3	.....	1	7
February.....	1	8,000	1	500	8,500	3	1	1	1	2
March.....	3	16,750	.....	.....	16,750	7	1	.....	3	8
April.....	7	859,000	2	13,500	872,500	2	.....	2	2	7
May.....	2	25,000	.....	.....	25,000	1	.....	2	1	4
June.....	4	144,800	.....	.....	144,800	4	1	1	1	7
Total.....	75	2,830,625	14	127,800	2,958,425	56	22	21	24	92

TABLE 41.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1909, 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	2	3	1	1	2	1	1	16
Stranded.....	1	2	1	1	1	1	2	1	3	.....	1	1	14
Collided.....	6	2	4	6	6	10	2	.....	2	2	2	2	44
Capsized.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Damage to hull, masts, rigging, etc.....	.....	1	1	1	.....	.....	1	.....	1	.....	.....	.....	4
Damage to machinery.....	2	1	4	.....	.....	1	.....	.....	1	.....	.....	1	10
Explosion of boilers.....	.....	.....	.....	.....	1	.....	.....	.....	1	.....	.....	.....	1
Explosion of gases, gasoline, etc.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	3
Fire.....	4	5	4	6	2	5	2	3	2	3	.....	1	37
Involved in ice.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	2
Struck by lightning.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Struck bridge, snag, dock, etc.....	1	2	2	3	1	2	1	.....	1	4	.....	1	18
Miscellaneous.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Total.....	17	15	16	17	13	21	11	5	12	11	5	9	152

TABLE 42.—Abstract of returns of disasters (excluding collisions) to vessels on the rivers of the United States during the year ending June 30, 1909, 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, etc.		1			1
Darkness		1			1
Fog		2			2
Gales, hurricanes, etc.	2	2	1		5
Total of class 1.	2	6	1		9
Class 2.—Causes connected with vessels, and equipments. ^a					
Class 3.—Causes connected with navigation and seamanship. ^a					
Class 4.—Causes connected with machinery and boilers:					
Damage to machinery			10		10
Explosion of boilers			1		1
Total of class 4.			11		11
Class 5.—Other causes:					
Capsized	1				1
Explosion of gases, gasoline, etc.			3		3
Fire			37		37
Ice			1		1
Lightning			3		3
Sprung a leak	12		1		13
Struck bridge, pier, snag, etc.			18		21
Miscellaneous	1	3	3		9
Total of class 5.	14	8	66		88
Aggregate	16	14	78		108

^a No casualties for classes 2 and 3.

TABLE 43.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1909, 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.....	2		2	3					2		1		10
Fog.....				2	4	6	2						14
High baffling winds.....	2												2
Tides, currents, etc.....		2			2					2			6
Unavoidable.....						2							2
Miscellaneous.....						1	1					1	3
Unknown.....	2		2	1		1					1	1	8
Total.....	6	2	4	6	6	10	2		2	2	2	2	44

TABLE 44.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1909, showing the number of vessels and distinguishing their description.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges.....	3			1		3			1		1	1	10
Ferryboats.....	1		1		1	3					1	1	8
Schooners.....	3	1		1	1		2	1	3	1			11
Steamers.....	11	14	15	15	11	15	9	4	9	10	3	7	123
Total.....	17	15	16	17	13	21	11	5	12	11	5	9	152

TABLE 45.—Abstract of returns of disasters to foreign vessels on the rivers of the United States during the year ending June 30, 1909, showing nationality and description, and distinguishing those totally lost and those damaged.

Nationality and rig.	July.		March.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
	British steamers.....		1		1			2	2
Total.....		1		1		2	2
Aggregate.....	1		1		2		

TABLE 46.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1909, showing the tonnage and distinguishing the number of those totally lost and those damaged.

Burden of vessels.	July.		August.		September.		October.		November.		December.		January.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.
Not exceeding 100 tons.....	4	3	5	3	1	4	4	4	4	1	6	4	4	3
Over 100 and not exceeding 200 tons.....		1		2	1	3	1	3		1		2		1
Over 200 and not exceeding 300 tons.....		1		1								1		
Over 300 and not exceeding 500 tons.....		1		2	1	3						4		
Over 500 and not exceeding 700 tons.....		1				1		3		1		2		
Over 700 and not exceeding 1,000 tons.....		2				1				4		1		2
Over 1,000 and not exceeding 1,500 tons.....										1				1
Over 1,500 and not exceeding 2,000 tons.....		1					1							
Over 2,000 and not exceeding 2,500 tons.....		2		2		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.....														
Unknown.....		1						1				1		
Total.....	4	13	5	10	3	13	6	11	4	9	6	15	4	7
Aggregate.....	17		15		16		17		13		21		11	

TABLE 46.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1909, etc.—Continued.

Burden of vessels.	February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.											
Not exceeding 100 tons.....	2	3	4	2	2	3	1	2	3	38	34	72	
Over 100 and not exceeding 200 tons.....				1	1	1				4	14	18	
Over 200 and not exceeding 300 tons.....			1	1	1					1	5	6	
Over 300 and not exceeding 500 tons.....				1	1	1				3	11	14	
Over 500 and not exceeding 700 tons.....						1	1			1	10	11	
Over 700 and not exceeding 1,000 tons.....				2							12	12	
Over 1,000 and not exceeding 1,500 tons.....									1		3	3	
Over 1,500 and not exceeding 2,000 tons.....										1	3	3	
Over 2,000 and not exceeding 2,500 tons.....											6	6	
Over 2,500 and not exceeding 3,000 tons.....											2	2	
Over 3,000 and not exceeding 3,500 tons.....						2					2	2	
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.....				1							1	1	
Over 6,000 tons.....							1				5	5	
Unknown.....													
Total.....	2	3	5	7	4	7	2	3	3	6	48	104	152
Aggregate.....	5		12		11		5		9		152		

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, 1909, 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	2	1	4	2	4	4	2	3	2		4	29
Over 5 and not exceeding 10 years.....	2	3	2	4	3	5	3	2	1	3	2	1	31
Over 10 and not exceeding 15 years.....	3	3	1	1		3					1		16
Over 15 and not exceeding 20 years.....	3	3	7	3	4	2	1		3	1		1	28
Over 20 and not exceeding 25 years.....	3		3			1	1			1		2	10
Over 25 and not exceeding 30 years.....	3	1	1	1	2	3	1	1	2				17
Over 30 and not exceeding 35 years.....		2	1	2		1				2			6
Over 35 and not exceeding 40 years.....	1				1	1							3
Over 40 and not exceeding 45 years.....	1	1			1		1						4
Over 45 and not exceeding 50 years.....				1							1		2
Over 50 years.....										1			1
Unknown.....	1			1		1					1	1	5
Total.....	17	15	16	17	13	21	11	5	12	11	5	9	152

TABLE 48.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1909, showing the number of vessels and distinguishing their cargoes.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	5	10	9	15	6	12	7	2	8	7	4	7	92
Coal.....	1	1			2								4
Fertilizers.....									1				1
Fruit, etc.....	3		1										4
Lumber.....						2							2
Merchandise (general).....	6	4	5	1	3	2	3	2	1	4		1	32
Naval stores.....			1										1
Provisions.....						1	1						2
Stone.....								1	1				2
Miscellaneous.....					2	3							5
Unknown.....	2			1		1			1		1	1	7
Total.....	17	15	16	17	13	21	11	5	12	11	5	9	152

TABLE 49.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1909, distinguishing the rivers on which they occurred.

Name of river.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Allegheny (Pa.).....				1									1
Arkansas.....		1											2
Atchafalaya (La.).....					1		1						2
Bayou Teche (La.).....				1			1						2
Blackwater (Fla.).....	1												1
Chipola (Fla.).....									1				1
Columbia.....				2									4
Delaware.....	7	4	4	3		1	1	2	2	1	2	2	34
Flint (Ga.).....								1					1
Great Kanawha (W. Va.).....	1								2				3
Green (Ky.).....								1					1
Hudson.....		1	4	1	2	2							10
Illinois.....						1							1
James (Va.).....						1	1						3
Kalamazoo (Mich.).....							1						1
Kennebec (Me.).....			1										1
Mississippi.....		1	3	6	1	2	1		1	2		1	18
Missouri.....			1						2				4
Mobile (Ala.).....										1			1
Monongahela (Pa.).....	1	1											2
Nanticoke (Del.).....										1			1
Neuse (N. C.).....						1							1
Ocmulgee (Ga.).....									1				1
Ohio.....		3	2	1	1	1	2			3	1	3	17
Osage (Mo.).....								1					1
Pamlico (N. C.).....	2				2	1							3
Potomac.....													2
Rappahannock (Va.).....					1				1				2
Raritan (N. J.).....									1				1
Sacramento (Cal.).....	2	1				2							5
St. Johns (Fla.).....			1		1					2			4
St. Lawrence.....	2				3	1							6
San Joaquin (Cal.).....				1	1								2
Savannah.....		1											1
Tanana (Alaska).....											2		2
Tennessee.....		1											1
Wabash.....		1							1				2
Willamette (Oreg.).....							3		1				4
Yazoo (Miss.).....							1						1
Yukon (Alaska).....	1												1
Total.....	17	15	16	17	13	21	11	5	12	11	5	9	152

TABLE 50.—Summary of rivers of the United States.

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage. ^a	Number of passengers.	Number in crews.	Total on board.	Lives lost.
Foundering.....	16	850	490	1,340	2	14	.....	9	7	.....	76	76	8
Strandings.....	14	31	7,968	7,999	8	6	.....	2	12	62	208	270	.....
Vessels collided.....	44	192	37,560	37,752	17	20	7	1	43	895	665	1,560	4
Other causes.....	78	5,079	13,033	18,112	26	52	.....	36	42	434	886	1,320	20
Total.....	152	6,152	59,051	65,203	53	92	7	48	104	1,391	1,835	3,226	32

^a 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, 1909, 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.	Value.		Number.	Value.		
July.....	11	\$670,500	1	6	\$262,160	.....	1
August.....	9	581,000	1	7	460,000	.....	1
September.....	20	2,242,500	.....	14	551,465	3	.....
October.....	20	2,739,660	.....	18	671,650	1	.....
November.....	11	387,500	.....	11	224,690	.....	.....
December.....	19	804,500	1	14	218,575	.....	1
January.....	13	2,158,450	.....	8	272,550	1	1
February.....	19	1,691,500	.....	15	435,375	3	.....
March.....	11	2,719,500	1	10	596,600	.....	1
April.....	15	2,565,200	.....	12	1,541,850	.....	.....
May.....	8	3,211,200	1	4	19,600	2	1
June.....	11	1,049,000	1	7	424,550	1	1
Total.....	167	20,820,510	6	126	5,679,065	11	7

Month.	Loss to vessels.		Vessels totally lost, amount unknown.	Vessels damaged, amount unknown. ^a	Loss to cargoes.		Cargoes totally lost, amount unknown.	Cargoes not damaged, or damage unknown.
	Number.	Value.			Number.	Value.		
July.....	9	\$27,195	.....	3	5	\$4,555	.....	2
August.....	9	35,420	.....	1	1	500	.....	7
September.....	19	304,500	.....	1	7	142,400	1	9
October.....	20	186,550	.....	.....	10	124,900	.....	4
November.....	11	100,000	.....	.....	7	39,530	.....	9
December.....	18	182,700	.....	2	11	46,200	.....	4
January.....	13	142,725	.....	.....	5	31,550	.....	5
February.....	17	92,290	.....	2	9	41,600	.....	8
March.....	10	55,500	.....	2	3	5,700	.....	9
April.....	14	234,000	.....	1	3	401,270	2	7
May.....	8	54,200	.....	1	2	1,100	.....	5
June.....	11	51,300	.....	1	6	117,275	.....	3
Total.....	159	1,466,380	.....	14	69	956,580	3	72

^a 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, 1909, showing the number of vessels involved in casualties, the number totally lost, the number damaged, the number sustaining no damage, etc.; also their tonnage, the number of persons on board, and the number of lives lost.

Month.	Vessels totally lost.	Vessels damaged only.	Whether lost or damaged not known.	Vessels involved in casualties resulting in no damage.	Total number of casualties.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including master, etc.	Lives lost.
July.....	2	7	1	2	12	770	12,410	58	190	10
August.....	1	8	1		10	122	8,159	96	177	9
September.....	8	11		1	20	4,547	23,616	221	482	38
October.....	6	14			20	3,589	30,742	160	482	
November.....	6	5			11	2,737	4,666	8	135	
December.....	7	11	1	1	20	2,503	18,777		226	37
January.....	6	7			13	2,455	21,158	436	513	14
February.....	2	15		2	19	1,282	16,670	10	369	
March.....	1	9	1	1	12	455	28,459	208	406	
April.....	2	12		1	15	3,712	27,417	196	507	
May.....	1	7	1		9	104	30,422	333	465	
June.....	4	7	1		12	478	24,749	47	272	7
Total.....	46	113	6	8	173	22,754	247,245	1,773	4,224	115

TABLE 53.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1909, 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	\$555,290	3	\$6,130	\$561,420	4	1	3	3	5
August.....	5	387,255	5	253,865	641,120	3	1	2	2	2
September.....	10	1,273,200	7	159,475	1,432,675	8	2	2	8	3
October.....	13	2,394,810	7	29,410	2,424,220	4	2	3	10	1
November.....	5	265,000	1	10,000	275,000	2	2	4	8	
December.....	13	468,565	4	120,000	588,565	3	2	4	9	5
January.....	6	753,200	4	192,220	945,420	2	2	5	4	3
February.....	14	1,412,950	9	56,600	1,469,550	3	2	2	7	1
March.....	9	2,057,800	6	79,600	2,137,400	1	1	2	4	1
April.....	13	2,448,500	5	368,560	2,817,060	2	2		5	3
May.....	3	1,287,765	1	5,620	1,293,385	4	2	2	4	2
June.....	7	460,700	2	105,990	566,690	2	4	3	3	3
Total....	103	13,765,035	54	1,387,470	15,152,505	38	23	32	67	29

TABLE 54.—*Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1909, 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	3							7
Stranded.....	1	1	3	3	3	3	3	2	1	3	3	4	27
Collided.....	6	2	2			2			2	2	2	2	20
Abandoned.....			2	4	2		1	1		1			11
Damage to cargo.....			1			2	1	4	1	1			11
Damage to hull, masts, rigging, etc.....	3	1	7	9		8	3	9	3	1	1	1	46
Damage to machinery.....		3	1		1	1	2	1	3	5	1		18
Fire.....		1		4	1				2			2	11
Involved in ice.....			2			1	2						5
Never heard from.....	1												1
Sprung a leak.....	1	2	1	2	2			2		2	1		13
Miscellaneous.....							1						1
Total.....	12	10	20	20	11	20	13	19	12	15	9	12	173

TABLE 55.—*Abstract of returns of disasters (excluding collisions) to American vessels at sea and in foreign waters during the year ending June 30, 1909, 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.....		5			5
Gales, hurricanes, etc.....	5	7	46		58
Heavy seas.....	1	2	11		14
Snowstorms.....		3			3
Stress of weather.....			9		9
Total of Class 1.....	6	19	66		91
Class 2.—Causes connected with vessels and equipments.....					
Class 3.—Causes connected with navigation and seamanship:					
Error of officers, masters, and crew.....		2			2
Error of pilot.....		1			1
Total of Class 3.....		3			3
Class 4.—Causes connected with machinery and boilers:					
Damage to machinery.....			14		14
Total of Class 4.....			14		14
Class 5.—Other causes:					
Fire.....			11		11
Ice.....		1	1		2
Sprung a leak.....			2		2
Struck wreck or other obstruction.....			7		7
Waterlogged.....			11		11
Miscellaneous.....		3			3
Unknown.....	1	1		7	9
Total of Class 5.....	1	5	32	7	45
Aggregate.....	7	27	112	7	153

TABLE 56.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1909, showing the number of vessels collided and distinguishing the cause of each disaster.

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
	Bad management.....						1						
Fault of other vessel.....	1		1								1		3
Fog.....	4	2							2	2		2	13
High baffling winds.....			1										1
Unknown.....	1					1					1		3
Total.....	6	2	2			2			2	2	2	2	20

TABLE 57.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1909, 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									
Barks.....	1		2	1				1			1		6
Barkentines.....			1	1									2
Schooners.....	8	3	8	13	8	15	6	9	6	8	3	5	92
Scows.....			1	1		1	1						4
Ships.....	1	1	1	1		1							4
Steamers.....	3	6	7	4	3	4	6	8	6	7	5	7	66
Total.....	12	10	20	20	11	20	13	19	12	15	9	12	173

NOTE.—There are included in this table 6 foreign vessels which were in collision with American vessels.

TABLE 58.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1909, showing the tonnage and distinguishing the number of those totally lost and those damaged.

Burden of vessels.	July.		August.		September.		October.		November.		December.		January.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.
	Not exceeding 100 tons.....		1			1		1		1		1		2
Over 100 and not exceeding 200 tons.....	1	1	1	1	2		1		1		3	1	1	
Over 200 and not exceeding 300 tons.....				1						1		1	1	
Over 300 and not exceeding 500 tons.....		3		1	1	1	2	2	2	2	1	1	1	
Over 500 and not exceeding 700 tons.....	1	1		2	2	2	2	2	2	3	1	3	3	1
Over 700 and not exceeding 1,000 tons.....		1		2	1		1		1		1	2	1	2
Over 1,000 and not exceeding 1,500 tons.....						3	1	1	1			1	1	3
Over 1,500 and not exceeding 2,000 tons.....		1		1	1	1	1						1	
Over 2,000 and not exceeding 2,500 tons.....						3		1					1	
Over 2,500 and not exceeding 3,000 tons.....				1		3			1				1	
Over 3,000 and not exceeding 3,500 tons.....								1						
Over 3,500 and not exceeding 4,000 tons.....								2				3		
Over 4,000 and not exceeding 4,500 tons.....		2										1		
Over 4,500 and not exceeding 5,000 tons.....						1		1						
Over 5,000 and not exceeding 6,000 tons.....						1		1						1
Unknown.....				1										
Total.....	2	10	1	9	8	12	6	14	6	5	7	13	6	7
Aggregate.....	12		10		20		20		11		20		13	

TABLE 58.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1909, etc.—Continued.

Burden of vessels.	February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.											
Not exceeding 100 tons.....					1	2		1	1	9	3		12
Over 100 and not exceeding 200 tons.....		2				2		3		13	7		20
Over 200 and not exceeding 300 tons.....		1		1					1				6
Over 300 and not exceeding 500 tons.....	1	3	1		1			1					14
Over 500 and not exceeding 700 tons.....		5		2		3				8			24
Over 700 and not exceeding 1,000 tons.....	1								1	4	9		13
Over 1,000 and not exceeding 1,500 tons.....		2								3	9		12
Over 1,500 and not exceeding 2,000 tons.....		2					2		1	1	9		10
Over 2,000 and not exceeding 2,500 tons.....		1					1				7		7
Over 2,500 and not exceeding 3,000 tons.....					2			2			7		7
Over 3,000 and not exceeding 3,500 tons.....				2	1					1	6		5
Over 3,500 and not exceeding 4,000 tons.....					1				1		5		5
Over 4,000 and not exceeding 4,500 tons.....		1		2		1		1			6		6
Over 4,500 and not exceeding 5,000 tons.....					1						3		3
Over 5,000 and not exceeding 5,000 tons.....				1		2					4		4
Over 5,000 tons.....				1				1		1	5		5
Unknown.....											1		1
Total.....	2	17	1	11	2	13	3	6	4	8	48	125	173
Aggregate.....	19		12		15		9		12		173		.....

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, 1909, 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	2	1	2	2	2	2	2	4	2	1	3	25
Over 5 and not exceeding 10 years.....	1	2	6	3		2	3	4	2	5	3	1	32
Over 10 and not exceeding 15 years.....	1		2			1	3	1		1		1	10
Over 15 and not exceeding 20 years.....	3	2	2	6	4	6	2	5	2	2	1	3	38
Over 20 and not exceeding 25 years.....	2	1	3	5	2	7	2	3	2	1	1	2	29
Over 25 and not exceeding 30 years.....	2	2	3	1	1	1		3	1	2	1	2	21
Over 30 and not exceeding 35 years.....			1		1	1	1	1			1		6
Over 35 and not exceeding 40 years.....				2						2			4
Over 40 and not exceeding 45 years.....				1							1		2
Over 45 and not exceeding 50 years.....			1		1								2
Over 50 years.....			1										1
Unknown.....	1	1							1				3
Total.....	12	10	20	20	11	20	13	19	12	15	9	12	173

TABLE 60.—*Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1909, showing the number of vessels and distinguishing their cargoes.*

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	5	2	3	1	.....	5	3	1	1	3	2	3	29
Cement, sand, etc.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
Coal.....	1	1	2	6	1	1	.....	.....	2	1	1	.....	16
Copper ore.....	.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	.....	2
Cotton.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	1
Fertilizers.....	.....	.....	.....	1	1	1	2	.....	.....	.....	.....	.....	5
Fish, etc.....	.....	.....	.....	.....	1	2	.....	.....	.....	1	1	3	8
Iron.....	.....	.....	.....	.....	.....	.....	.....	1	2	.....	.....	.....	3
Logwood.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Lumber.....	2	4	6	7	3	5	3	10	1	3	1	1	46
Mahogany.....	.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	1
Merchandise (general).....	1	2	7	4	1	1	2	2	3	4	2	4	33
Naval stores.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Petroleum.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Salt.....	1	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	2
Stone, etc.....	1	.....	.....	.....	2	.....	1	1	.....	.....	.....	.....	5
Sugar, etc.....	.....	.....	1	.....	.....	.....	.....	2	1	1	.....	.....	5
Miscellaneous.....	.....	.....	.....	1	.....	1	.....	.....	1	.....	1	.....	4
Unknown.....	1	1	.....	.....	.....	1	1	.....	1	.....	1	1	7
Total.....	12	10	20	20	11	20	13	19	12	15	9	12	173

TABLE 61.—*Summary, American vessels 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. ^a	Number of passengers.	Number in crews.	Total on board.	Lives lost.
Foundering.....	7	3,906	.....	3,906	6	1	.....	7	.....	.....	54	54	36
Strandings.....	27	6,112	9,025	15,137	19	7	1	13	14	156	445	601	2
Vessels collided.....	20	264	44,372	44,636	6	8	6	3	17	.....	249	249	9
Other causes.....	119	12,472	193,848	206,320	106	13	.....	23	96	1,617	3,476	5,093	68
Total.....	173	22,754	247,245	269,999	137	29	7	46	127	1,773	4,224	5,997	115

^a 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, 1909.*

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	Total.
Number of vessels.....	33	6	9	2	50
Tonnage of vessels totally lost.....	12,597	2,509	.....	.....	15,106
Tonnage of vessels damaged.....	47,713	8,646	10,767	9,794	76,920
Aggregate.....	60,310	11,155	10,767	9,794	92,026
Laden.....	16	3	1	.....	20
Ballast.....	7	.....	1	.....	8
Unknown whether laden or not.....	10	3	7	2	22
Wrecks involving total loss.....	10	1	.....	.....	11
Casualties involving partial and unknown damage.....	23	5	9	2	39
Number of passengers.....	531	.....	203	.....	734
Number in crews.....	355	124	95	.....	574
Total on board.....	886	124	298	.....	1,308
Number of lives lost.....	11	.....	.....	.....	11

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, 1909—Continued.

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	Total.
Value of vessels.....dollars.....	1,785,500	518,000	352,000		2,655,500
Value of cargoes.....do.....	840,825	61,200	1,700		903,725
Aggregate.....do.....	2,626,325	579,200	353,700		3,559,225
Losses to vessels.....do.....	842,350	165,100	1,600		1,009,050
Losses to cargoes.....do.....	536,350	38,200	1,100		575,650
Aggregate.....do.....	1,378,700	203,300	2,700		1,584,700
Insurance on vessels.....do.....	328,300	183,200			511,500
Insurance on cargoes.....do.....	7,500	35,000			42,500
Aggregate.....do.....	335,800	218,200			554,000

NOTE.—Besides the foreign vessels above reported, 6 others collided with American vessels at sea, involving a tonnage of 26,649.

TABLE 63.—Summary of disasters to vessels 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, 1909.

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
Foundering:						
Number of vessels.....	34	3	10	16	7	70
Tonnage of vessels totally lost.....	5,662	380	8,803	850	3,906	19,601
Tonnage of vessels damaged.....	3,340	223	24	490		4,077
Value of vessels.....dollars.....	207,800	32,500	431,600	80,200	158,000	910,100
Value of cargoes.....do.....	49,085	8,400	39,025	650	25,980	123,140
Loss to vessels.....do.....	141,000	10,000	430,100	43,035	158,000	782,135
Loss to cargoes.....do.....	33,405	8,400	39,025	650	25,980	107,460
Insurance on vessels.....do.....	112,750	10,000	395,000	22,000	42,765	582,515
Insurance on cargoes.....do.....	28,805	8,400	10,000		10,200	57,405
Laden.....	21	1	7	2	6	37
Ballast.....	13	2	3	14	1	33
Unknown whether laden or not.....						
Wrecks involving total loss.....	16	2	9	9	7	43
Casualties involving partial and unknown damage.....	18	1	1	7		27
Number of passengers.....	2		3			5
Number in crews.....	120	19	79	76	54	348
Total on board.....	122	19	82	76	54	353
Number of lives lost.....	13		52	8	36	109
Strandings:						
Number of vessels.....	138	55	117	14	27	351
Tonnage of vessels totally lost.....	27,519	12,522	7,808	31	6,112	53,992
Tonnage of vessels damaged.....	84,945	44,706	329,630	7,968	9,025	476,274
Value of vessels.....dollars.....	9,002,270	4,362,050	18,897,900	699,300	1,138,500	34,100,020
Value of cargoes.....do.....	2,623,475	767,110	3,127,450	92,700	565,345	7,176,080
Loss to vessels.....do.....	1,535,010	956,275	749,580	46,150	368,590	3,655,605
Loss to cargoes.....do.....	698,610	523,615	122,020	350	415,725	1,760,320
Insurance on vessels.....do.....	5,668,500	1,773,300	12,708,000	491,800	798,700	21,440,300
Insurance on cargoes.....do.....	1,474,785	153,500	1,797,715	4,500	16,535	3,447,035
Laden.....	97	32	97	8	19	253
Ballast.....	41	23	20	6	7	97
Unknown whether laden or not.....						
Wrecks involving total loss.....	51	17	15	2	13	98
Casualties involving partial and unknown damage.....	87	38	102	12	14	253
Number of passengers.....	1,203	317	45	62	156	1,783
Number in crews.....	1,992	1,013	2,096	208	445	5,754
Total on board.....	3,195	1,330	2,141	270	601	7,537
Number of lives lost.....	18	117	7		2	144

TABLE 63.—Summary of disasters to vessels 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, 1909—Continued.

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
Collisions:						
Number of vessels.....	220	48	106	44	20	438
Tonnage of vessels totally lost.....	13,382	186	3,241	192	264	17,265
Tonnage of vessels damaged.....	217,407	49,284	275,758	37,560	44,372	624,381
Value of vessels.....dollars..	20,556,185	3,879,270	16,014,700	2,306,785	1,022,000	43,778,940
Value of cargoes.....do.....	4,571,165	369,225	1,527,940	432,540	436,700	7,337,570
Loss to vessels.....do.....	1,222,935	106,630	493,850	74,225	91,195	1,988,835
Loss to cargoes.....do.....	554,090	16,500	112,575	1,000	.....	684,165
Insurance on vessels.....do....	12,198,425	1,300,950	10,975,135	1,528,375	613,305	26,616,190
Insurance on cargoes.....do....	2,953,835	55,000	573,435	43,900	119,000	3,745,170
Laden.....	91	24	67	17	6	205
Ballast.....	97	20	30	20	8	175
Unknown whether laden or not.....	32	4	9	7	6	58
Wrecks involving total loss.....	12	1	5	1	3	22
Casualties involving partial and unknown damage.....	208	47	101	43	17	416
Number of passengers.....	8,695	3,094	1,853	895	.....	14,537
Number in crews.....	3,796	852	2,160	665	249	7,722
Total on board.....	12,491	3,946	4,103	1,560	249	22,259
Number of lives lost.....	18	.....	3	4	9	34
Other causes:						
Number of vessels.....	109	43	109	78	119	458
Tonnage of vessels totally lost.....	1,353	591	10,102	5,079	12,472	29,597
Tonnage of vessels damaged.....	74,834	34,436	157,855	13,033	193,848	474,006
Value of vessels.....dollars..	7,976,980	3,592,250	10,319,325	1,649,225	18,502,010	42,039,790
Value of cargoes.....do.....	1,757,685	493,300	1,479,755	178,970	4,651,040	8,560,750
Loss to vessels.....do.....	434,990	137,975	776,275	615,280	848,595	2,813,115
Loss to cargoes.....do.....	90,490	14,070	106,220	45,685	514,875	771,340
Insurance on vessels.....do....	5,633,425	1,659,810	5,755,000	708,450	12,310,265	26,126,950
Insurance on cargoes.....do....	1,231,700	350,725	469,105	79,400	1,241,735	3,372,665
Laden.....	55	19	62	26	106	268
Ballast.....	54	24	47	52	13	190
Unknown whether laden or not.....	.....	.....	.....	.....	.....	.....
Wrecks involving total loss.....	21	6	18	26	23	94
Casualties involving partial and unknown damage.....	88	37	91	42	96	354
Number of passengers.....	1,809	2,103	454	434	1,617	6,417
Number in crews.....	1,529	633	1,692	886	3,476	8,216
Total on board.....	3,338	2,736	2,146	1,320	5,093	14,633
Number of lives lost.....	11	3	14	20	68	116
Recapitulation:						
Number of vessels.....	501	149	342	152	173	1,317
Tonnage of vessels totally lost.....	47,916	13,679	29,954	6,152	22,754	120,455
Tonnage of vessels damaged.....	380,526	128,649	763,267	59,051	247,245	1,578,738
Aggregate.....	428,442	142,328	793,221	65,203	269,999	1,699,193
Laden.....	264	76	233	53	137	763
Ballast.....	205	69	100	92	29	495
Unknown whether laden or not.....	32	4	9	7	7	59
Wrecks involving total loss.....	100	26	47	48	46	267
Casualties involving partial and unknown damage.....	401	123	295	104	127	1,050
Number of passengers.....	11,709	5,514	2,555	1,391	1,773	22,742
Number in crews.....	7,437	2,517	6,027	1,835	4,224	22,040
Total on board.....	19,146	8,031	8,582	3,226	5,997	44,782
Number of lives lost.....	60	120	76	32	115	403
Value of vessels.....dollars..	37,743,235	11,866,070	45,663,525	4,735,510	20,820,510	120,828,850
Value of cargoes.....do.....	9,001,410	1,638,035	6,174,170	704,860	5,679,065	23,197,540
Aggregate.....	46,744,645	13,504,105	51,837,695	5,440,370	26,499,575	144,026,390
Losses to vessels.....do.....	3,333,935	1,210,880	2,449,805	778,690	1,466,380	9,239,690
Losses to cargoes.....do.....	1,376,595	562,585	379,780	47,685	956,580	3,325,225
Aggregate.....	4,710,530	1,773,465	2,829,585	826,375	2,422,960	12,564,915
Insurance on vessels.....do....	23,613,100	4,744,060	29,833,135	2,830,625	13,765,035	74,785,955
Insurance on cargoes.....do....	5,689,125	567,625	2,850,255	127,800	1,387,470	10,622,275
Aggregate.....	29,302,225	5,311,685	32,683,390	2,958,425	15,152,505	85,408,230

^a In addition to the number of lives lost here reported, 206 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 609.

^b Amount of insurance is on 619 vessels and 241 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, 1909, in four divisions, viz: (1) Foundering; (2) strandings; (3) collisions; and (4) casualties from other causes, showing in each case, when known, the description of the vessel and the cargo, the number of lives lost, and the date and place of disaster, etc.*

FOUNDERRINGS.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from—	Port bound to—	Whether resulting in total or partial loss.	Nature of cargo.	Passengers.	Crew.	Lives lost.	Place of disaster.
1908											
Aug. 27	S. C. Baldwin	Ege	412	Sturgeon Bay, Wis.	Mantowoc, Wis.	Total	Stone	3	2	1	Lake Michigan.
Sept. 5	Bennington	Ege	280	Isle Royale, Mich.	Sarnia, Ontario	do.	Ballast	2	7	2	Lake Superior.
Sept. 15	Beulah McCabe	Sc	691	Mobile, Ala.	Pajardo, P. R.	do.	Lumber	8	5	5	At sea.
Nov. 14	Independent	Sc	2,253	Newport News, Va.	Orlando, Me.	do.	Coal	24	5	24	Off Hog Island, Va.
Dec. 1	D. M. Clemson	Str.	5,351	Lorain, Ohio	Superior, Wis.	do.	do.	19	7	19	Lake Superior.
2	Soo City	Str.	670	Michigan City, Ind.	New York	do.	Ballast	7	4	7	Gulf of St. Lawrence.
3	No. 101	Sc	457	Boston, Mass.	Halifax, Nova Scotia	do.	Coal tar	4	4	4	At sea.
26	Rhine	Str.	10	Frankfort, Mich.	Fishing grounds.	do.	Fish	5	3	3	Lake Michigan.
28	Myra W. Spear	Sc	186	New London, Conn.	Salem, Mass.	do.	Lumber	2	2	2	At sea.
1909											
Jan. 6	Eugenia A. Eley	Slp.	5	Hampton, Va.	Poquosin River, Va.	do.	Ballast	2	2	2	Chesapeake Bay.
Jan. 17	No. 22	Sc	936	Baltimore, Md.	Boston, Mass.	do.	Coal	5	5	5	Off Barnegat, N. J.
Apr. 7	Geo. A. Floss	Str.	24	Cleveland, Ohio	Fishing grounds.	Partial	Ballast	2	5	7	Lake Erie.
Apr. 18	Thomas J. Shyrook	Sc	173	Baltimore, Md.	Norfolk, Va.	do.	Coal	16	8	8	Chesapeake Bay.
Nov. 25	Eagle	Str.	185	Nesbor Canal, La.	Gretna, La.	Total	Ballast	10	8	10	Mississippi River.
May 1	Adelia Shores	Str.	734	Ludington, Mich.	Duluth, Minn.	do.	Salt	14	14	14	Lake Superior.

Total for founderrings: Vessels, 15; tonnage, 12,487; total losses, 13; partial losses, 2; number of passengers, 4; number in crews, 124; number of lives lost, 109.

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.	Crew.	Lives lost.	Place of disaster.
1908											
Sept. 13	Rhododendron	Yt.	7	Port Crescent, Wash	Seattle, Wash.	Partial	Ballast	2	1	1	Angeles Point, Wash.
Sept. 20	Star of Bengal	Bk	1,877	Wrangell, Alaska	San Francisco, Cal.	Total	Canned fish	20	112	112	Coronation Island, Alaska.
Oct. 29	Charles S. Hirsch	Sc	620	Brunswick, Ga.	Baltimore, Md	do.	Lumber	8	2	2	Currittuck Beach, N. C.
Nov. 12	Florence Shay	Sc	405	Norfolk, Va.	New York	do.	do.	6	2	2	False Cape, Va.
Dec. 22	Jeanie Lippitt	Sc	742	Jacksonville, Fla.	do.	do.	do.	8	7	7	Winter Quarter Shoals, Va
1909.											
Jan. 12	Sibyl Marston	Str.	1,086	Grays Harbor, Wash.	Redondo, Cal.	do.	do.	23	2	2	Point Arguello, Cal.
Jan. 23	Soquel	Str.	767	Callao, Peru	Port Townsend, Wash.	do.	Ballast	2	12	2	Seabird Island, British Columbia.

30	A. J. Ramsey.....	Str.....	Horn Island, Miss.....	New Orleans, La.....	Partial.....	Sand.....	4	3	Lake Pontchartrain, La.
Mar. 8	Kawilani.....	Sc.....	Honolulu, Hawaii.....	Malae, Hawaii.....	Total.....	Ballast.....	1	1	Oahu Island, Hawaii.
23	Shoshone.....	Str.....	Raymond, Wash.....	Redondo, Cal.....	Partial.....	Lumber.....	4	1	Willapa Bar, Wash.
Apr. 30	George Nestor.....	Sc.....	Cleveland, Ohio.....	Baraga, Mich.....	Total.....	Ballast.....	20	7	Huron Island, Lake Superior, Mich.
May 3	Susquehanna.....	Bge.....	New York.....	Providence, R. I.....	Partial.....	Coal.....	2	4	Faulknrs Island, Long Island Sound.

Total for strandings: Vessels, 12; tonnage, 7,288; total losses, 8; partial losses, 4; number of passengers, 121; number in crews, 116; number of lives lost, 144.

COLLISIONS.

1908.	No name a.....	Rowboat.....			No dam- age.		2	1	Willamette River, Ore.
July 26	Westwind b.....	Gas. lch.....	Gloucester, Mass.....	Fishing banks.....	do.....	do.....	1	1	Toledo, Ohio (Lake Erie).
Aug. 8	Maggie and May.....	Sc.....			Total.....	Ballast.....	13	9	At sea.
Aug. 10	No name c.....	Rowboat.....			No dam- age.		1	1	Great Kanawha River, W. Va.
11	George Weaver d.....	Gas. lch.....	In harbor.....		do.....	do.....	1	1	Baltimore Harbor.
12	Eugene F. Moran.....	Str.....			do.....	Ballast.....	10	1	Woods Hole, Mass.
16	Charlotte O e.....	Gas. lch.....			do.....	do.....	4	1	Niagara River.
22	Unknown f.....	Gas. lch.....	Wilmington, Del.....	Bellview, Del.....	do.....	do.....	1	1	Mobile Harbor, Ala.
Sept. 11	J. S. W. Holton.....	Str.....			Partial.....	Ballast.....	7	2	Delaware River.
26	Elsie g.....	Gas. lch.....			No dam- age.		1	1	Ohio River.
Oct. 3	Emerson.....	Str.....	Luxora, Ark.....	New Orleans, La.....	Total.....	Ballast.....	9	1	Mississippi River.
Nov. 3	Lackawanna.....	Ferryboat.....	Washington, D. C.....	Alexandria, Va.....	Partial.....	do.....	25	9	Potomac River.
21	Hugh G.....	Br. sc.....	Parrsboro, N. S.....	Boston, Mass.....	Total.....	Plaster.....	8	5	Broad Sound, Mass.
Nov. 21	No. 17 h.....	Scow.....			No dam- age.		1	1	Do.
26	Finance.....	Str.....	New York.....	Canal Zone.....	Total.....	General.....	88	67	New York Bay.
Dec. 8	Anthraxite.....	Str.....	Towing in harbor.....		Partial.....	Ballast.....	1	2	New York Harbor.
1909.	Adeline Townsend.....	Sc.....	Westpoint, Va.....	New York.....	Total.....	Wood.....		6	Off Delaware Bay.
Jan. 12	Wicomico.....	Bge.....	New York.....	Norfolk, Va.....	Partial.....	Ballast.....	3	1	New York Bay.
Feb. 8	Dart i.....	Str.....			No dam- age.		1	1	San Pablo Bay, Cal.
May 14	Princeton.....	Str.....	Towing in harbor.....		Partial.....	Ballast.....	4	3	Buffalo, N. Y.

Total for collisions: Vessels, 20; tonnage, 5,205; total losses, 5; partial losses, 5; no damage, 10; number of passengers, 118; number in crews, 152; number of lives lost, 46.

- a Collided with str. Vulegan.
- b Collided with str. Greyhound.
- c Collided with str. Robert P. Gillham.
- d Collided with str. Kitty Knight.
- e Collided with str. Clarence Flx.
- f Collided with str. Nimrod.
- g Collided with str. Evansville.
- h Unknown.
- i Collided with Br. sc. Hugh G.
- j Collided with sc. Arnelia.
- k Unknown.

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, 1909, in four divisions, viz: (1) Foundering; (2) strandings; (3) collisions; and (4) casualties from other causes; showing in each case, when known, the description of the vessel and the cargo, the number of lives lost, and the date and place of disaster, etc.—Continued.*

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.	Crew.	Lives lost.	Place of disaster.	Nature of casualty.
1908, July 1	Sidney.....	Str.....	617	Canton, Mo.....	Burlington, Iowa.....	No damage.	Unknown.....	72	56	1	Mississippi River.....	Fell overboard.
1	Pike.....	Gas. str.....	13	Neah Bay, Wash.....	Hoko, Wash.....	Partial.	Ballast.....	2	2	1	West Clallam, Wash.....	Dock fell over on vessel.
2	Volunteer.....	Str.....	13	West De Pere, Wis.....	Appleton, Wis.....	No damage.	Unknown.....	5	5	1	Fox River, Wis.....	Fell overboard.
4	Ella.....	Sc.....	60	Tilghmans, Md.....	Port Norris, N. J.....	do.	do.	4	4	1	Chesapeake Bay, Md.....	Knocked overboard by foresail.
4	Hazel L. Watson.....	Str.....	10	Rice's Landing, Pa.....	Brownsville, Pa.....	do.	do.	4	2	1	Monongahela River, Pa.....	Fell overboard.
5	Carib.....	Str.....	2,087	Wilmington, N. C.....	New York, N. Y.....	do.	General.....	11	29	1	Off Bodie Island, N. C.....	Do.
7	Jos. Kellogg.....	Str.....	462	Portland, Oreg.....	Kelso, Wash.....	do.	Unknown.....	32	16	1	Columbia River.....	Do.
13	Virginia.....	Str.....	1,606	Milwaukee, Wis.....	Chicago, Ill.....	do.	do.	300	50	1	Lake Michigan.....	Do.
14	City of the Straits.....	Str.....	1,084	Cleveland, Ohio.....	Put in Bay, Ohio.....	do.	do.	300	20	1	Lake Erie.....	Fell overboard in a fit.
14	Wm. P. Frye.....	Shp.....	3,374	Newport News, Va.....	San Francisco, Cal.....	do.	Coal.....	1	50	1	At sea.....	Fell overboard in a gale.
16	Pinta.....	Slp.....	13	York River, Va.....	Hampton, Va.....	do.	Wood.....	2	2	1	Poquoson River, Va.....	Knocked overboard by jib.
17	Arrow.....	St. yt.....	82	In harbor.....	Fairhope, Ala.....	do.	Ballast.....	14	17	1	New York Harbor.....	Boiler tube burst.
17	Pleasure Bay.....	Str.....	378	Mobile, Ala.....	Mobile Bay, Ala.....	do.	Unknown.....	17	17	1	Mobile Bay, Ala.....	Fell overboard while asleep.
17	W. A. Boles.....	Str.....	22	Erie, Pa.....	Port Dover, Ontario.....	do.	Ballast.....	14	6	1	Lake Erie.....	Fell overboard.
19	National.....	Str.....	13	Stockton, Cal.....	White Slough, Cal.....	do.	Unknown.....	14	2	2	San Joaquin River, Cal.....	Do.
19	Flora.....	Str.....	561	Saginaw, Mich.....	Cleveland, Ohio.....	do.	Merchandise.....	16	34	1	Saginaw, Mich.....	Killed by vessel striking railroad bridge.
20	Francis Widlar.....	Str.....	4,682	Lying in harbor.....	.....	do.	Unknown.....	.....	22	1	Fairport, Ohio.....	Fell overboard while intoxicated.
21	Courier.....	Str.....	296	Cincinnati, Ohio.....	Maysville, Ky.....	do.	General.....	121	50	1	Ohio River.....	Do.
23	Prospect.....	Gas. str.....	14	Greenport, N. Y.....	Shelter Island, N. Y.....	do.	Ballast.....	6	10	10	Greenport, N. Y.....	Do.
24	Auburndale.....	Bk.....	663	Turks Island, West Indies.....	Philadelphia, Pa.....	Total.	Salt.....	.....	.....	.....	At sea.....	Never heard from.
27	Monitor.....	Sc.....	137	Gloucester, Mass.....	Fishing grounds.....	No damage.	Ballast.....	.....	18	1	.....do.....	Capsizing of dory while fishing.
31	John Swan.....	Bkn.....	721	Jacksonville, Fla.....	Perth Amboy, N. J.....	Partial.	Lumber.....	1	9	1	Near Cape Lookout, N. C.....	Washed overboard in a gale.

Aug.	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
	Senator.....	Sc.....	110	Gloucester, Mass.....	Shelburn, N. S.....	No dam- age.....	Ballast.....	18	1	At sea.....	Washed overboard while furling jib. Fell overboard. Do.									
4	Mandelay.....	Yt.....	32	Baltimore, Md.....	Potomac River.....	do.....	do.....	4	1	Poinc-ne-Point, Md. Off Frying Pan Shoals, N. C.										
6	Frank A. Williams.....	Sc.....	66	New York, N. Y.....	Wilmington, N. C.....	do.....	do.....	6	1	Shoals, N. C.										
8	J. A. Donaldson.....	Str.....	3, 110	Lying in port.....	Cairo, Ill.....	do.....	Unknown.....	22	1	Presque Isle, Mich. Ohio River.....	Fell into hold. Fell overboard. Fell overboard while in- toasted.									
8	Major Slack.....	Str.....	98	Louisville, Ky.....		do.....	do.....	15	1	Ohio River.....										
10	Gallarzo.....	Str.....	45	At wharf.....		do.....	do.....	3	1	Peoria, Ill.....										
10	Tampalais.....	Str.....	574	San Francisco, Cal.....	Eureka, Cal.....	do.....	Lumber.....	4	21	Eureka, Cal.....	Fell off log boom in tow.									
12	Quincy.....	Str.....	806	Dubuque, Iowa.....	St. Paul, Minn.....	do.....	Unknown.....	204	100	Mississippi River.....	Fell overboard.									
16	A. Wehrle, Jr.....	Str.....	421	Cedar Point, Ohio.....	Sandusky, Ohio.....	do.....	do.....	225	11	Sandusky, Ohio.....	Lost overboard.									
16	Casco.....	Str.....	553			do.....	do.....			Chesapeake River, Wash.	Fell overboard.									
17	Fanny C. Bowen.....	Sc.....	1, 007	Washington, D. C.....	Boston, Mass.....	do.....	Coal.....	9	1	Chesapeake Bay.....	Fell from aloft, to deck.									
21	Brooklyn.....	Str.....	333	San Francisco, Cal.....	Union Landing, Cal.....	do.....	Unknown.....	1	18	At sea.....	Lost overboard.									
22	Fort George.....	Shp.....	1, 769	New York, N. Y.....	Honolulu, Hawaii.....	Total.....	General.....	20	20	At sea.....	Never heard from.									
23	Wetchee.....	Str.....	150	Walnut Grove, Cal.....	Sacramento, Cal.....	No dam- age.....	Unknown.....	10	5	Sacramento River, Cal.	Fell overboard.									
25	Isaac F. Campbell.....	Sc.....	586	Georgia.....	New York, N. Y.....	do.....	do.....	8	2	At sea.....	Washed overboard in a gale.									
28	Catherine Burke.....	Sc.....	130	Boston, Mass.....	Fishing grounds.....	do.....	Ballast.....	18	1	Boston Harbor, Mass. Alaska.....	Fell overboard. Do.									
30	Belle.....	Gas. lch.....	8	Taku Harbor, Alaska.....	Taku River, Alaska.....	do.....	Unknown.....	2	1	St. Petersburg, Alaska.....										
31	Essex.....	Sc.....	116	Cape Charles, Va.....	Fishing grounds.....	do.....	Ballast.....	18	2	At sea.....	Dory swamped while ascending crawls.									
31	Chas. A. Eddy.....	Str.....	2, 075	Lying in harbor.....	Chicago, Ill.....	do.....	Iron ore.....	15	1	Ashtabula, Ohio.....	Fell down hatchway.									
31	City of Chicago.....	Str.....	1, 439	St. Joseph, Mich.....	Astoria, Ore.....	do.....	Ballast.....	444	60	Chicago River, Ill.....	Fell overboard.									
31	Hassato.....	Str.....	561	Portland, Ore.....		do.....	Merchandise.....	70	43	Williamette River, Oreg.	Do.									
Sept. 1	Conqueror.....	Sc.....	139	Boston, Mass.....	Fishing grounds.....	do.....	Ballast.....	22	1	At sea.....	Washed overboard while furling jib.									
1	Hampton.....	Sc.....	8	Norfolk, Va.....	Ware River, Va.....	do.....	do.....	2	1	Ware River, Va.....	Knocked overboard by oreboom.									
2	Mary E. Staples.....	Str.....	201	Mobile, Ala.....	Naheola, Ala.....	do.....	Unknown.....	15	24	Tombigbee River, Ala.	Washed overboard while sailing.									
2	E. P. Ripley.....	Str.....	170	Point Richmond, Cal.....	Mare Island, Cal.....	do.....	Ballast.....	7	8	San Francisco, Cal.....	Fell overboard.									
5	Mayflower.....	Str.....	13	Galveston, Tex.....	Fishing grounds.....	do.....	do.....	21	2	Galveston Bay, Tex. Mobile Harbor, Ala.	Steamer's skiff capsized. Skiff upset by lowline of a tug.									
6	No name.....	Skiff.....				do.....	do.....			At sea.....	Submerged in hold by gas.									
13	Colon.....	Str.....	5, 067	New York, N. Y.....	Cristobal, Panama.....	Partial.....	Merchandise.....	151	114	At sea.....	Lost white abandoned ship in hurricane.									
14	Mary E. Judge.....	Sc.....	472	Mobile, Ala.....	San Juan, P. R.....	Total.....	Lumber.....	7	1	do.....	Never heard from.									
14	John McDermott.....	Bg.....	564	New York, N. Y.....	Fajardo, P. R.....	do.....	Bricks, ce- ment, etc.	7	7	do.....										
16	William J. Ler- mond.....	Sc.....	887	Philadelphia, Pa.....	Kingston, Jamaica.....	No dam- age.....	Unknown.....	8	1	do.....	Washed overboard in a gale.									
19	San Gabriel.....	Str.....	484	Gardiner, Oreg.....	San Pedro, Cal.....	do.....	Lumber.....	20	2	San Pedro Harbor, Cal.	Explosion of gas from fuel oil.									
21	Caroline Vinyard.....	Str.....	78	Milford, Del.....	Baltimore, Md.....	do.....	Unknown.....	6	1	Sassafras River, Md.	Fell overboard.									

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OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from—	Port bound to—	Whether resulting in total or partial loss.	Nature of cargo.	Passengers.	Crew.	Lives lost.	Place of disaster.	Nature of casualty.
1908.												
Sept. 24	Rose City	Str.	3,468	San Francisco, Cal.	Portland, Ore.	No damage.	Unknown.	74	74	1	Portland, Ore.	Caught in machinery and killed.
28	Hurion	Gas. vt.	33	Atlantic Highlands, N. J.	New York, N. Y.	do.	Ballast.	3	3	1	New York Bay, N. Y.	Fell overboard.
20	E. C. Oggel	Str.	25	Erie, Pa.	Fishing grounds	do.	do.	6	6	1	Lake Erie	Do.
30	Annie	Str.	23	Houston, Tex.	do.	do.	do.	6	6	1	Galveston Bay, Tex.	Do.
Oct. 3	Washington	Str.	1,248	Lying at wharf, Washington, N. C.	Judges, N. C.	do.	Unknown.	51	51	1	Washington, D. C.	Do.
3	Harold Clark	Slp.	10	Washington, N. C.	do.	do.	Ballast.	2	2	1	Familio Sound, N. C.	Thrown overboard by parting of sheet rope.
3	Anson M. Bangs	Str.	178	Cleveland, Ohio	Sandusky, Ohio	do.	Stone.	11	11	1	Sandusky Harbor, Ohio.	Fell overboard from snow in tow.
5	Delta	Str.	31	At dock		do.	Ballast.	5	5	1	Bangor Harbor, Me.	Killed by collapse of boiler flue.
8	Caviare	Sc.	59	Pensacola, Fla.	Yucatan Banks, Mexico.	do.	Ice.	8	8	1	Gulf of Mexico	Fell overboard.
8	Marshfield	Str.	388	San Pedro, Cal.	Needle Rock, Cal.	do.	Unknown.	17	17	1	Needle Rock, Cal.	In vessel's boat when capsized by a sea.
9	Iola	Str.	72	New Orleans, La.	Southwest Pass, La.	do.	do.	7	7	1	Mississippi River.	Fell overboard.
11	Nens A. Rowland	Gas. lch.	38	New Haven, Conn.	Providence, R. I.	do.	Ballast.	2	2	1	Fishers Islands Sound.	Caught in mainsheet and thrown overboard.
13	Umatilla	Str.	3,069	Victoria, British Columbia, B. C.	San Francisco, Cal.	do.	Unknown.	80	80	1	San Francisco, Cal.	Walked into open hatchway.
17	Princess	Bge.	96	Spottsville, Ky.	Evansville, Ind.	do.	do.	12	12	1	Evansville, Ind.	Fell overboard from snow in tow.
18	Majestic	Str.	365	Marcus Hook, Pa.	Dumping grounds	do.	do.	1	1	1	Delaware River	Fell overboard from snow in tow.
18	Mobeck	Str.	610	Richmond Va.	Dutch Gap, Va.	do.	do.	447	22	1	James River	Fell overboard.
19	Maggie Marshall	Str.	385	Chicago, Ill.	Manistee, Mich.	Partial.	Ballast.	14	14	4	Lake Michigan	Sealed pipes bursting.
20	New York	Str.	1,974	New York, N. Y.	Newburgh, N. Y.	Total.	do.	52	52	4	Newburgh, N. Y.	Vessel destroyed by fire.
20	Passaic	Ferryboat.	755	In harbor.		No damage.	do.	10	7	1	New York Harbor.	Sealed pipes bursting.
20	Marquette and Bessemer No. 1.	Str.	1,732	Rondeau, Ontario.	Conneaut, Ohio	do.	do.	21	21	1	Lake Erie.	Lost overboard.
22	Iola	Str.	72	New Orleans, La.	Southwest Pass, La.	do.	Unknown.	8	8	1	Mississippi River.	Fell overboard.
22	John H. Sierrett	Str.	29	Houston, Tex.	Clinton, Tex.	do.	Ballast.	9	9	1	Harrisburg, Tex.	Do.

26	Emerald	Str.	287	Detroit, Mich.	Warners Cove, Mich.	do.	Wood pulp.	10	1	Drummond Island, Mich.	Fell into hold.
30	Hamilton	Str.	3,723	New York, N. Y.	Norfolk, Va.	do.	Unknown.	349	70	Off Cape Charles Lightship.	Lost overboard.
30	Lydia Middleton	Sc.	197	do.	York River, Va.	do.	Ballast.	6	1	At sea.	Knocked overboard by sail.
Nov. 1	Chas. G. Endicott.	Sc.	856	Charleston, S. C.	Baltimore, Md.	do.	Unknown.	7	1	do.	Fell overboard.
1	Lyman C. Smith.	Str.	6,200	Duluth, Minn.	Two Harbors, Minn.	do.	do.	24	1	Two Harbors, Minn.	Fell into hold.
7	City of Sakhallo	Str.	3,72	Commerce, Mo.	Waterloo, Ala.	do.	do.	8	48	Calro, Ill.	Fell overboard.
10	Nome City	Str.	939	San Francisco, Cal.	Portland, Oreg.	do.	General.	12	26	Columbia River.	Jumped over board while insane.
11.	Hortense	Sc.	90	Gloucester, Mass.	Fishing grounds.	do.	Ballast.	18	2	At sea.	Lost from dory while attending trawls.
12	Susan and Mary	Sc.	124	Fishing banks	Boston, Mass.	do.	Fish.	22	1	do.	Washed overboard by heavy sea.
14	Goodwin Stoddard	Sc.	887	Baltimore, Md.	Jacksonville, Fla.	do.	Coal.	8	1	do.	Fell overboard while intoxicated.
14	North Star	Str.	8	Charleston, S. C.	Wando, S. C.	do.	Unknown.	57	4	Wando, S. C.	Do.
15	Kanawha	Str.	2,182	Norfolk, Va.	Providence, R. I.	do.	do.	23	1	At sea.	Washed overboard by heavy sea.
15	Powel	Sc.	1,204	Philadelphia, Pa.	Salem, Mass.	do.	do.	4	1	Block Island Sound.	Fell overboard while intoxicated.
19	Crocket	Str.	65	Cincinnati, Ohio	Chito, Ohio.	do.	Miscellaneous.	8	16	Ohio River.	Do.
21	H. M. Carter	Str.	97	New Orleans, La.	Allemania Plantation, La.	Total.	Ballast.	3	38	Mississippi River.	Fell overboard while intoxicated.
25	Powell Stackhouse	Str.	6,171	Milwaukee, Wis.	Escanaba, Mich.	No damage.	do.	25	1	Escanaba, Mich.	Explosion of boiler.
Dec. 1	Iron King	Str.	1,702	Escanaba, Mich.	North Tomawanda, N. Y.	do.	Iron ore.	17	1	Long Point, Lake Erie.	Fell into hold.
2	J. J. Saunders.	Sc.	30	Oyster dredging grounds.	Baltimore, Md.	do.	Oysters.	8	1	Chesapeake Bay.	Falsly injured by breaking of a star-chron.
3	Margaret.	Sc.	138	New London, Conn.	Whaling voyage.	do.	Ballast.	23	1	At sea.	Fell overboard.
6	Berkeley	Ferryboat	1,945	San Francisco, Cal.	Oakland, Cal.	Partial.	do.	(a)	21	Oakland, Cal.	Washed off bowsprit while turling jib.
9	Kit Carson	Str.	96	Memphis, Tenn.	Cautko Point, Tenn.	No damage.	Unknown.	10	1	Mississippi River.	Killed by vessel striking timberhead in fog.
10	Atlanta.	Sc.	103	Gloucester, Mass.	Fishing banks.	do.	Ballast.	16	2	At sea.	Fell overboard.
13	Yale	Str.	62	Lying at pier.	Savannah, Ga.	Partial.	do.	4	1	Buffalo, N. Y.	Lost in dory while attending trawls.
13	Wm. Neely	Sc.	897	Carteret, N. J.	Total.	Total.	Fertilizer.	8	8	At sea.	Vessel capsized.
15	Swan.	Str.	231	Savannah, Ga.	Augusta, Ga.	No damage.	Miscellaneous.	25	1	Savannah River.	Never heard from.
16	Dependent.	Gas. lch.	25	Burwood, La.	New Orleans, La.	age.	Unknown.	1	1	Mississippi River.	Do.
21	Lizette Bay	Str.	108	Louisville, Ky.	Cincinnati, Ohio.	do.	Merchandise.	22	42	Constance, Ky.	Do.
22	Vera	Sc.	110	Gloucester, Mass.	Sydney, Cape Breton.	do.	Ballast.	16	2	At sea.	Washed overboard by heavy sea.
22	Arpahoe	Str.	4,145	New York, N. Y.	Charleston, S. C.	do.	Miscellaneous.	150	73	do.	Lost overboard.
22	Pottawattemie	Str.	18	Frankfort, Mich.	Fishing banks.	do.	Fish.	6	1	Lake Michigan.	Fell overboard.

91,000.

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, 1909, in four divisions, viz: (1) Foundering; (2) strandings; (3) collisions; and (4) casualties from other causes; showing in each case, when known, the description of the vessel and the cargo, the number of lives lost, and the date and place of disaster, etc.—Continued.*

OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from—	Port bound to—	Whether resulting in total or partial loss.	Nature of cargo.	Passengers.	Crew.	Lives lost.	Place of disaster.	Nature of casualty.
1908. Dec. 25	S. O. Co. No. 94.	Bge.	4, 167	Barrow, England.	Philadelphia, Pa.	No damage.	Unknown.	13	1	1	Horta Harbor, Azores. At sea.	Capsizing of vessel's small boat by squall. Fell overboard.
27	Frank B. Witherbee.	Sc.	504	Charleston, S. C.	Boston, Mass.	do.	do.	7	1	1	At sea.	Do.
30	Nettie J. Booth.	Slp.	10	Lying in harbor.		do.	do.	5	1	1	Oxford Harbor, Md.	Do.
31	Lula Rea.	Sc.	9	Lying at anchor.		do.	do.	6	1	1	Tilghman's Harbor, Md.	Do.
31	Pride of the River.	Str.	619	San Francisco, Cal.	Sacramento, Cal.	do.	do.	50	40	1	Sacramento River, Cal.	Do.
1909. Jan. 4	Crescent.	Str.	253	Federal Point, Fla.	Jacksonville, Fla.	do.	do.	1	16	1	St. Johns River, Fla.	Do.
4	Lurline.	Str.	481	Astoria, Ore.	Portland, Ore.	do.	do.	51	29	1	Columbia River.	Fell overboard while intoxicated.
8	J. A. Towns.	Str.	83	Yazoo City, Miss.	Spartan, Miss.	Total.	Merchandise.	5	15	2	Yazoo River, Miss.	Struck a snag and sunk.
12	Maggie.	Harmon's Harbor, Me.	10		Fishing banks.	No damage.	Ballast.	2	2	1	Sheepscot Bay, Me.	Fell overboard.
15	Waban.	Slp.	163	Lying at wharf.		do.	do.	6	1	1	Charleston, S. C.	Do.
16	Fred Allen.	Slp.	8	Crane Island, Va.	Norfolk, Va.	do.	Vegetables.	4	3	2	Norfolk Harbor, Va.	Vessel capsized.
17	Swallow.	Br. sc.	73	St. Johns, New Brunswick.	New York, N. Y.	Total.	Fish and lumber.	6	6	6	Long Island Sound.	Do.
17	Tammany.	Str.	75	New Orleans, La.	Slidell, La.	No damage.	Unknown.	.....	.....	1	Lake Pontchartrain, La.	Fell overboard.
20	Ramona.	Sc.	88	Gloucester, Mass.	Fishing banks.	do.	Ballast.	.....	12	1	Near Thatchers Island, Mass.	Knocked overboard by mainsail.
22	Merrimac.	Sc.	640	Norfolk, Va.	Chickahominy River, Va.	do.	do.	.....	3	1	Hampton Roads, Va.	Fell overboard.
23	C. W. Moore.	Str.	383	Duluth, Minn.	Grand Marais, Mich.	do.	Unknown.	.....	.....	1	St. Marys River, Mich.	Lost overboard.
25	William C. Tanner.	Sc.	1, 033	Rockport, Mass.	Key West, Fla.	Total.	Stone.	.....	10	10	At sea.	Never heard from.
26	Pontiac.	Sc.	115	Boston, Mass.	Fishing banks.	No damage.	Ballast.	.....	17	1	do.	Dory capsized while fishing.
26	Princess Anne.	Str.	3, 629	New York, N. Y.	Norfolk, Va.	do.	Miscellaneous.	109	70	1	do.	Lost overboard.
26	Bethayres.	Sc.	955	Philadelphia, Pa.	Newburyport, Mass.	do.	Coal.	.....	1	5	Delaware River.	Caught in towing hawser and fatally injured.

28	Feb. 7	Mary S. Blee	Str.	214	McIntosh Bluff, Ala.	Mobile, Ala.	do.	do.	Unknown.	8	43	1	Tombigbee River, Ala.	Fell overboard.
28		Lyman D. Foster	Sc.	777	Port Townsend, Wash.	Arica, Chile	do.	do.	do.	16		1	At sea.	Washed overboard.
29		General E. S. Greeley	Sc.	1,306	Boston, Mass.	New York, N. Y.	do.	do.	do.	10		1	Boston Bay, Mass.	Knocked overboard by boom.
29		Cleopatra	Gas. lch.	13	St. Joseph, Fla.	Pensacola, Fla.	Total.	Naval stores	do.	2		2	At sea.	Never heard from.
Feb. 7		Geo. A. McFadden	Sc.	1,070	Norfolk, Va.	Jacksonville, Fla.	No damage.	Coal.	do.	8		1	do.	Washed overboard by heavy sea.
9		Ocean View	Str.	159	Old Point Comfort, Va.	Willoughby Pier, Va.	Partial.	Ballast.	do.	20		3	Hampton Roads, Va.	Vessel on fire.
9		Diamond	Str.	316	Portland, Ore.	La Camas, Wash.	No damage.	Unknown.	do.	12		1	Columbia River.	Lost overboard.
13		Monus	Str.	6,878	New Orleans, La.	New York, N. Y.	do.	do.	do.	46	128	1	At sea.	Do.
16		Willie F. Thomas	Sc.	25	At anchor.		do.	do.	do.	7		1	Baltimore Harbor, Md.	Fell overboard.
18		Kineo	Sc.	119	Glooucester, Mass.	Fishing banks.	do.	Fish.	do.	18		1	Off Cape Ann, Mass.	Fell overboard from main boom.
20		Lampass	Str.	2,942	Mobile, Ala.	Tampa, Fla.	do.	Unknown.	do.	39	50	1	At sea.	Scalded by bursting of steam valve.
20		Archer	Bkn.	900	Port Angeles, Wash.	San Francisco, Cal.	do.	do.	do.	12		1	do.	Washed overboard by heavy sea.
20		Acme	Str.	416	Lying at wharf.	Fishing banks.	do.	do.	do.	22		1	San Francisco, Cal.	Fell overboard.
Mar. 3		Raymah	Sc.	140	Boston, Mass.		do.	Ballast.	do.	23		1	At sea.	Lost from a dory while fishing.
3		Calhoun	Str.	48	River Landing, Fla.	Carr Landing, Fla.	Partial.	Fertilizers.	do.	13		1	Chipola River, Fla.	Vessel struck a snag and sunk.
3		Luzon	Sc.	545	Stella, Wash.	San Francisco, Cal.	No damage.	Lumber.	do.	8		1	Astoria Harbor, Ore.	Skull crushed by falling tackle block.
4		Sadie Lee	Str.	247	Memphis, Tenn.	Cairo, Ill.	do.	General merchandise.	do.	10	40	1	Mississippi River.	Fell overboard.
5		Rambler	Str.	34	Norfolk, Va.	Hampton Roads, Va.	do.	Ballast.	do.	9		1	Hampton Roads, Va.	Fell from the dock to the deck and was killed.
10		Conqueror	Sc.	139	Boston, Mass.	Fishing grounds.	do.	do.	do.	20		1	At sea.	Dory capsized while fishing.
11		Gem	Str.	97	New Orleans, La.	Donaldsonville, La.	do.	Unknown.	do.	12		1	Mississippi River.	Fell overboard.
11		Wetchee	Str.	150	Walnut Grove, Cal.	Sacramento, Cal.	do.	do.	do.	7		1	Sacramento River, Cal.	Scalded by escaping steam from defective boiler.
14		Zinfandel	Str.	329	San Francisco, Cal.	Napa, Cal.	do.	do.	do.	5	13	1	Napa River, Cal.	Fell overboard while intoxicated.
15		Duncan City	Str.	179	In harbor.	Ipswich, Mass.	Partial.	Ballast.	do.	4		1	Chicago, Ill.	Vessel on fire.
17		Newell B. Hawes	Sc.	89	Boston, Mass.		No damage.	do.	do.	1		1	Glooucester Harbor, Mass.	Fell overboard.
19		Athlete	Sc.	132	Halifax, Nova Scotia.	Fishing banks.	do.	do.	do.	18		1	At sea.	Washed overboard by heavy sea.
21		Star of the Sea	Sc.	967	Fajardo, P. R.	Boston, Mass.	do.	Molasses.	do.	9		1	Fajardo, P. R.	Fell overboard while intoxicated.
30		Chapron	Str.	95	Evansville, Ind.	Bowling Green, Ky.	do.	Unknown.	do.	21		2	Barren River, Ky.	One fell overboard, the other jumped in to save him.

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, 1909, in four divisions, viz: (1) Foundering; (2) strandings; (3) collisions; and (4) casualties from other causes; showing in each case, when known, the description of the vessel and the cargo, the number of lives lost, and the date and place of disaster, etc.*—Continued.

OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from—	Port bound to—	Whether resulting in total or partial loss.	Nature of cargo.	Passengers.	Crew.	Lives lost.	Place of disaster.	Nature of casualty.
1909.												
Mar. 31	Mariposa.....	Str.....	3,158	Papaete, Society Islands.	San Francisco, Cal.	No damage.	General.....	58	71	1	At sea.....	Lost overboard.
Apr. 7	Beaver.....	Str.....	314	Cairo, Ill.....	Mound City, Ill.	Total.	Ballast.....	25	18	1	Ohio River.....	Vessel destroyed by fire.
8	Mooween.....	Sc.....	122	Gloucester, Mass.....	Fishing grounds.	No damage.	.....do.....	.....	.....	6	At sea.....	Went out in dorries to attend trawls and never returned.
9	Wm. H. Rider.....	Sc.....	68	.....do.....	.....do.....	.....do.....	.....do.....	14	14	1	.....do.....	Fell overboard.
9	Hetty Agnes.....	Str.....	82	Employed in harbor.	.....do.....	Partial.	Gravel.....	4	4	1	Boston Harbor, Mass.	Steamer struck obstruction and capsized.
10	Tacoma.....	Shp.....	1,738	Loading in harbor.	.....do.....	.....do.....	Merchandise	322	17	1	San Francisco Harbor.	Vessel on fire.
14	Fremont.....	Bkn.....	345	San Francisco, Cal.	Okhotsk Sea, Siberia.	No damage.	Ballast.....	33	33	1	At sea.....	Fell overboard while intoxicated.
15	Mendocino.....	Sc.....	79	Galveston, Tex.....	Fishing grounds.	.....do.....	.....do.....	9	9	1	.....do.....	Fell overboard from bowsprit.
16	Lily.....	Gas str.....	14	Wilmington, N. C.....	Almont Factory, N. C.	.....do.....	Unknown.....	.....	.....	1	Cape Fear River, N. C.	Jumped overboard when steamer struck bridge.
17	Osprey.....	Str.....	43	Rogue River, Ore.....	Coos Bay, Ore.....	.....do.....	.....do.....	4	4	1	Coos Bay Bar, Ore.	Washed overboard by heavy sea.
19	James Douglas.....	Sc.....	44	New York, N. Y.....	Nantucket, Mass.....	.....do.....	.....do.....	2	2	1	Nantucket Harbor, Mass.	Fell overboard.
19	May.....	Slp.....	12	Pon Pon, S. C.....	Charleston, S. C.....	.....do.....	.....do.....	3	3	1	North Edisto River, S. C.	Knocked overboard by main boom.
19	Fulton.....	Str.....	53	In harbor.....	.....do.....	.....do.....	.....do.....	14	14	1	Louisville, Ky.....	Fell to deck while vessel was passing through locks.
19	Eben Ward.....	Str.....	1,343	Chicago, Ill.....	Port Huron, Mich.....	Total.	Corn.....	16	16	5	Straits of Mackinac, Mich.	Vessel cut through by ice and sunk.
22	North Wind.....	Str.....	2,476	Detroit, Mich.....	Superior, Wis.....	No damage.	General.....	22	22	1	St. Marys River, Mich.	Knocked overboard by capstan bar.
23	Pleiades.....	Str.....	3,753	San Francisco, Cal.....	Seattle, Wash.....	.....do.....	Unknown.....	33	33	1	At sea.....	Do.
24	Mot Wahine.....	Sc.....	95	Honolulu, Hawaii.....	Honajpu, Hawaii.....	.....do.....	.....do.....	6	6	1	On voyage.....	Struck by foresheet and knocked overboard.
28	John Schmults.....	Sc.....	59	Hackensack, N. J.....	New York, N. Y.....	.....do.....	.....do.....	5	5	1	Kill von Kull.....	Knocked overboard by jib.
May 3	M. A. Sommers.....	Sc.....	38	Tilghmans Island, Md.	Plum Point, Md.....	.....do.....	.....do.....	5	5	1	Chesapeake Bay.....	.....

4	Rachel W. Stevens.	Sc.	1, 211	Rockport, Mass.	Key West, Fla.	do.	Stone.	9	1	At sea.	Washed overboard by heavy sea.
4	Marion.	Str.	62	Mobile, Ala.	Spanish River, Ala.	do.	Unknown.	8	1	Mobile Bay, Ala.	Fell overboard.
5	H. E. Wright.	Str.	583	Stockton, Cal.	San Joaquin, Cal.	do.	Barley, etc.	15	1	San Joaquin River, Cal.	Do.
6	A. L. Hopkins.	Str.	639	Cleveland, Ohio.	Algoma Mills, Ont.	do.	Coal.	12	1	Lake Huron.	Lost overboard.
14	G. R. Green.	Str.	18	Charlevoix, Mich.	Straits of Mackinac, Mich.	do.	Ballast.	5	1	Lake Michigan.	Fell overboard.
15	James H. Hoyt.	Str.	3, 934	Cleveland, Ohio.	Milwaukee, Wis.	Partial.	Coal.	21	3	Lake Erie.	Explosion of boiler.
17	Milwaukee.	Str.	2, 933	Grand Haven, Mich.	do.	No dam-	Unknown.	1	30	Kimickinnick River, Wis.	Causing of float during painting of vessel.
18	Chippewa.	Str.	996	Port Townsend, Wash.	Seattle, Wash.	do.	General.	112	45	Puget Sound, Wash.	Lost overboard.
18	Hilonian.	Str.	2, 921	Honolulu, Hawaii.	San Francisco, Cal.	do.	Unknown.	56	48	Off Oahu, Hawaii.	Fell overboard from aloft.
20	Meior.	Sc.	125	Gloucester, Mass.	Fishing grounds.	do.	Ballast.	20	1	At sea.	Fell overboard while boarding vessel.
26	Arvyl.	Str.	2, 953	Lying at dock.	do.	do.	Unknown.	32	1	Oleum, Cal.	Burned by fuel oil.
27	Gen. E. S. Greeley.	Sc.	1, 306	do.	do.	do.	Coal.	10	1	Portland Harbor, Me.	Fell into hold.
30	Maverick.	Str.	1, 561	Astoria, Ore.	San Francisco, Cal.	do.	Ballast.	25	1	Richmond, Cal.	Explosion of gas in pump room.
June 2	C. H. Hugo.	Str.	36	Memphis, Tenn.	Mound City, Ark.	do.	Unknown.	14	5	Mound City, Ark.	Scalded while repairing steam pipe.
4	Cora.	Str.	13	Stolla, Wash.	Coal Creek, Wash.	do.	do.	1	1	Columbia River.	Lost overboard.
5	James H. Bruce.	Sc.	533	Hawaii.	San Francisco, Cal.	do.	Sugar.	1	9	San Francisco Bay, Cal.	Fell overboard.
6	St. Paul.	Str.	832	McGregor, Iowa.	St. Paul, Minn.	do.	Unknown.	95	66	La Crosse, Wis.	Knocked overboard by falling boom.
11	Napa City.	Str.	162	San Francisco, Cal.	Petaluma, Cal.	do.	do.	5	16	San Pablo Bay, Cal.	Fell overboard.
12	Bessie.	Slp.	9	Boston, Mass.	Pleasure trip.	do.	Ballast.	18	4	Boston Harbor, Mass.	Do.
12	Indiana.	Str.	1, 177	Chicago, Ill.	Grand Haven, Mich.	do.	Unknown.	31	1	Grand Haven Harbor, Mich.	Fell overboard while intoxicated.
13	F. R. Sharp.	Sc.	199	New York, N. Y.	Fire Island, N. Y.	do.	do.	8	1	New York Bay.	Do.
13	Tom T.	Str.	41	Lockport, N. S.	Georgetown, S. C.	do.	do.	3	1	Santee River, S. C.	Do.
18	Maxine Elliott.	Sc.	111	Lockport, N. S.	Fishing grounds.	do.	Ballast.	23	1	At sea.	Dory capsized while fishing.
18	Smugler.	Sc.	119	Sydney, N. S.	Miquelon, N. S.	do.	do.	19	1	St. Pierre, Mique-	Fell overboard.
19	John L. Spedden.	Sc.	38	Baltimore, Md.	Taylor Island, Md.	do.	Unknown.	4	1	Chesapeake Bay.	Do.
20	Merrimack.	Str.	2, 546	do.	Savannah, Ga.	do.	do.	58	47	At sea.	Lost overboard.
24	Standard.	Ship.	1, 534	San Francisco, Cal.	Bristol Bay, Alaska.	do.	do.	15	2	Nushagak River, Alaska.	Lost overboard from fish boat.
26	Damfino.	Gas. lch.	13	Lying at wharf.	Astoria, Ore.	Partial.	Ballast.	3	3	Richmond, Va.	Explosion of gasoline.
28	Virginia.	Str.	585	San Francisco, Cal.	do.	No dam-	Unknown.	10	1	At sea.	Lost overboard.
—	Grayling.	Str.	28	Seattle, Wash.	Victoria, B. C.	Total.	Ballast.	7	7	do.	Never heard from.

Total for other causes: Vessels, 263; tonnage, 169,685; total losses, 14; partial losses, 13; no damage, 176; number of passengers, 4,984; number in crews, 3,702; number of lives lost, 310.

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, 1909, in four divisions, viz: (1) Foundering; (2) strandings; (3) collisions; and (4) casualties from other causes; showing in each case, when known, the description of the vessel and the cargo, the number of lives lost, and the date and place of disaster, etc.—Continued.*

SUMMARY.

Cause.	Number of vessels involved.	Tonnage.	Vessels totally lost.	Vessels damaged only.	Vessels not damaged.	Number of passengers.	Number in crews.	Total number of persons on board.	Number of lives lost.
Founderings.....	15	12,487	13	2	.....	4	124	128	109
Strandings.....	12	7,288	8	4	.....	121	116	237	144
Collisions.....	20	5,205	5	5	.....	118	152	264	46
Other causes.....	203	156,685	14	13	176	4,984	3,702	8,686	310
Total.....	250	184,665	40	24	186	5,227	4,094	9,321	609

TABLE 65.—*Summary of disasters on or near the coasts and on the rivers of the United States, and at sea and in foreign waters during the year ending June 30, 1909, involving loss of life.*

Nature of disasters, etc.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
<i>Cases in which the vessels were lost or damaged.</i>						
Foundering:						
Vessels.....	4		6	1	4	15
Tonnage.....	3,367		6,961	185	1,974	12,487
Passengers.....	2		2			4
Crews.....	17		52	16	39	124
Lives lost.....	13		52	8	36	109
Strandings:						
Vessels.....	5	5	1		1	12
Tonnage.....	2,091	3,640	790		767	7,288
Passengers.....	2	117			2	121
Crews.....	28	69	7		12	116
Lives lost.....	18	117	7		2	144
Collisions:						
Vessels.....	5		1	3	1	10
Tonnage.....	3,800		43	1,076	122	5,041
Passengers.....	89			25		114
Crews.....	90			4	13	132
Lives lost.....	18		3	4	9	34
Other causes:						
Vessels.....	4	3	5	6	9	27
Tonnage.....	1,035	3,696	5,883	2,529	11,106	24,249
Passengers.....	21	1,322		11	151	1,505
Crews.....	28	40	56	146	185	455
Lives lost.....	11	3	14	20	68	116
Totals for the foregoing:						
Vessels.....	18	8	13	10	15	64
Tonnage.....	10,293	7,336	13,677	3,790	13,969	49,065
Passengers.....	114	1,439	2	36	153	1,744
Crews.....	163	109	119	187	249	827
Lives lost.....	60	120	76	32	115	403
Proportion of the foregoing vessels totally lost:						
Vessels.....	10	3	7	6	14	40
Tonnage.....	8,340	2,987	9,070	2,845	8,302	31,544
Passengers.....	90	117		8	2	217
Crews.....	121	47	70	155	135	528
Lives lost.....	44	115	57	27	112	355
Proportion of the foregoing vessels damaged only:						
Vessels.....	8	5	6	4	1	24
Tonnage.....	1,953	4,349	4,607	945	5,667	17,521
Passengers.....	24	1,322	2	28	151	1,527
Crews.....	42	62	49	32	114	299
Lives lost.....	16	5	19	5	3	48
Cases in which the vessels were not damaged:						
Vessels.....	49	21	26	50	40	186
Tonnage.....	15,305	21,071	38,972	16,209	44,043	135,600
Passengers.....	423	185	990	1,424	461	3,483
Crews.....	380	430	456	1,013	988	3,267
Lives lost.....	52	23	28	53	50	206
Aggregate for all vessels from which life was lost:						
Vessels.....	67	29	39	60	55	250
Tonnage.....	25,598	28,407	52,649	19,999	58,012	184,665
Passengers.....	537	1,624	992	1,460	614	5,227
Crews.....	543	539	575	1,200	1,237	4,094
Lives lost.....	112	143	104	85	165	609

NOTE.—Of the 403 lives lost on vessels sustaining material damage, 143 were lost on steamers and 260 on sailing vessels, as follows: Atlantic and Gulf coasts, steamers 10, sailing vessels 50; Pacific coast, steamers 5, sailing vessels 115; lakes, steamers 66, sailing vessels 10; rivers, steamers 31, sailing vessels 1; at sea, steamers 31, sailing vessels 84.

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. ^a

Name of place.	Fiscal year ending June 30—										Total.
	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	
MAINE.											
Blue Hill Bay:											
Bartlett Narrows.....				2							2
Brooklin.....		1									1
Eagle Island.....										1	1
Ellsworth.....		1									1
Gotts Island.....	1				2						3
Green Island Ledge.....								1			1
Horseshoe Ledge.....					1						1
Long Island.....										1	1
Moose Island.....		1									1
Placentia Island.....	1										1
Staples Ledge.....					1						1
Tuppers Ledge.....							1				1
York Narrows.....	1								1		2
Blue Hill Bay approaches:						1					1
Black Ledge.....											1
Johns Island Ledge.....					1		1				2
Little Duck Island.....									1		1
Scrag Island.....			1								1
Boothbay:											
Boothbay and Townsend Harbor.....		4									4
Spruce Point.....		1									1
Squirrel Island.....	1							1			2
Tumblers Island.....				1							1
Cape Elizabeth:		1				1					3
Broad Cove.....		1									1
Richmond Island.....		1					1				2
Trundys Reef.....	1	1		1			1	1			5
Zebs Cove.....							1				1
Cape Neddick:									1		1
Boon Island Ledge.....			1								1
Cape Porpoise:			1							1	2
Bumpkin Island.....		1									1
Folly Island.....	1										1
Goat Island.....			1						1		2
Green Island.....					1						1
Cape Small Point:			1								1
Bald Head Rocks.....			1								1
Fullers or Glovers Rock.....						1					1
Casco Bay:											
Aldens Rock.....		1	1								2
Baileys Island.....										1	1
Broad Sound.....							1				1
Bush Island.....						1					1
Bustings Island.....							1				1
Cousins River.....						1					1
Cundy Harbor.....					1						1
Cushings Island.....						2					2
Great Chebeag Island.....		1									1
Haddock Rock, Broad Sound.....				1							1
Long Island.....					1			1			2
Peaks Island.....	1				1						2
Ragged Island.....			1								1
Ram Island and Ledge.....	1			2		1				1	5
Turnip Island.....						1					1
Yarmouth River.....									1		1
Cranberry Island, Great:	1	1		2			1			1	6
Sperfin Rock.....							1				1
West Bunkers Ledge.....							1	1			2
Cranberry Island, Little:	1		2		1			1			5
Bakers Island and Bar.....						1			1	1	3
Hardings Ledge.....									1		1
Cutler and approaches:		1						1	1		3
Damariscotta River and approaches:											
Bantam Rock.....						1		1			3
Damiscope Island.....	2	3	3					1	1	1	10
Hypocrites, The.....			1								1
Linekins Neck.....		1									2
Pumpkin Ledges.....							1		1		2

^a 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.
	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	
MAINE—continued.											
Damariscotta River and approaches—Continued.											
Ram Island.....		1		1							2
Spruce Point Ledges.....										1	1
Thumbcap Island.....			1								1
Deer Island Thoroughfare:											
McGlatherys Island.....										1	1
Russ Island.....			1								1
Deer Isle:											
Greens Landing.....						1					1
Eastport Harbor.....			1			1					2
Eggemoggin Reach:											
Billings Cove.....							1				1
Island Ledge.....					1						1
Pumpkin Island Ledge.....			1						1		2
Englishmans Bay:											
Little Spruce Ledge.....						1					1
The Brother.....	1										1
Fishermans Island Passage. (See Moosabec Reach.)											
Fletchers Neck.....	2	4		3	1	3	2	4			19
Fox Island Thoroughfare:											
Browns Cove.....				1							1
Stimpsons Island.....								1			1
Frenchmans Bay:											
Crabtree Ledge.....										1	1
Egg Rock.....	1				1						2
Porcupine Island.....		1									1
Sullivan Harbor.....	1								1		2
Turtle Island.....							1				1
Winter Harbor.....	1				1		1				3
Frenchmans Bay approaches:											
Schoodic Island.....					1						1
Gouldsboro Harbor.....						1			1	1	3
Kennebec River (mouth of):											
Hunniwells Beach.....	1	1	2			1		1			6
Hunniwells Point.....			2	2	1			1			6
Pond Island.....		1			1						1
Stage Island.....		2									2
Sugar Loaves, The.....		1		1				2			4
Whales Back.....	1	1							1		3
Kennebec River approaches:											
Jackknife Ledge.....								1			1
Kennebunkport.....			1								1
Lubec Narrows.....	2	3									5
Machias Bay:											
Cross Island.....	1	1	1	1			1				5
Fosters Island.....								1			1
Libbey Islands.....				1				1		3	5
Machias.....								2			2
Starboard Island Ledge.....							1		1		2
Stone Island Ledge.....	1										1
Yellow Island.....										1	1
Machias Bay, Little:											
Double Headed or Double Shot Island.....						1					1
Machias Seal Island.....										1	1
Moosabec Reach and approaches:											
Beals Island.....		1					1	1			3
Duck Ledges.....					1						1
Egg Rock.....										1	1
Fessenden Ledge.....	1										1
Fishermans Island Passage:											
Brig Ledge.....	1										1
Browney Island.....		1	1		1					1	4
Stevens Island.....	1							1			2
Freemans Rock.....					1	1					2
Great Wass Island.....				1							1
Head Harbor Island.....					1						1
Indian River.....			1								1
Jonesport.....		1	1		1						3
Mistake Island.....						1					1
Seal Cove.....									1		1
Stanleys Ledge.....								1			1

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	
MAINE—continued.											
Mount Desert Island:											
Bass Harbor Bar and Head.....		1					2				3
Bear Island.....		1						1			2
Eastern Bunkers Ledge.....									1		1
Long Ledge.....						1				1	2
Otter Point.....								1			1
Rodioks Island.....									1		1
Seal Harbor.....			2						1		3
Southwest Harbor.....						1			1		2
Mount Desert Rock.....				1							1
Muscle Ridge Channel:											
Ash Island.....								1			1
Birch Island.....						1					1
Channel/Rock.....	1										1
Clam Ledges.....										1	1
Crescent Island (near).....			1								1
Dix Island.....					1	1					2
Fawn Ledge.....						1					1
Fishermans Island.....						1					1
Gangway Ledge.....							1				1
Garden Island Ledge.....			1				1				2
Grindstone Ledge.....	1	4	2						1		8
Hay Island Ledge.....	1	1					1				3
High Island.....						1					1
Hurricane Ledge.....	1										1
Long Ledge, Seal Harbor.....	1			1							2
Monroe Island.....			1							1	2
Otter Island Ledge.....		1									1
Seal Harbor.....		1				2					3
Sheep Island and Shoals.....						1		1			2
Spruce Head Island.....				1		1			1		3
Stallion Ledge.....								1	1		2
Sunken Ledge.....							1				1
Upper Gangway Ledges.....				1	1						2
White Head Island.....	1			1	1		1				4
Yellow Ledge.....						1					1
Muscongus Bay:							1				1
Friendship.....										1	1
Harbor Island.....										1	1
Martins Point.....								1			1
Pemaquid Point.....					2						2
Muscongus Bay approaches:											
Duck Rocks.....				1				1			2
Monhegan Island.....		3		1		1					5
Narraguagus Bay and approaches:									1		1
Black Ledge.....									2		2
Millbridge.....											
Penobscot Bay:											
Browns Head.....						1					1
Cape Jellison.....								1			1
Isle au Haut.....		1				1		1			3
Long Island.....			1		1						2
Odoms Ledge.....				1							1
Seal Island.....				1			1				2
Vinal Haven Island.....				1		1	1		1		4
Wooden Ball Island.....									1		1
Penobscot Bay, East:											
Airys Ledge.....						1					1
Black Ledge.....									1		1
Brimstone Island.....				1							1
Burnt Cove.....			1								1
Dogfish Island.....									1		1
Fort Point Ledge.....									1		1
Halibut Ledge.....			1								1
Pond Island.....		1									1
Sheep Island Ledge.....									1		1
Thurlow Island.....					1						1
Penobscot Bay, West:											
Bantam Ledge.....					1						1
Barley Ledge.....				1							1
Drunkards Ledge.....			1								1
Hurricane Island.....									1		1
Inner Bay Ledges.....						1		1			2
Matinicus Ledge.....							1				1

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	
MAINE—continued.											
Penobscot Bay West—Cont'd.											
Metinic Island.....								1			1
Roaring Bull Ledges.....	1					1					2
Rockland.....		2					1				3
Saddle Island.....								1			1
Seal Ledge.....						1					1
Southern Triangles.....				1							1
Spragues Ledge.....				1							1
Two-Bush Island and Reef.....		1	1					1	1		4
White Islands.....										1	1
Pigeon Hill Bay:											
Green Island.....	1										1
Petit Manan Island and Point.....	2			2		1					5
Portland Harbor.....			1	1							2
Simontons Cove.....						1					1
Portsmouth Harbor (Maine side):											
Clarks Island.....			1								1
Fishing Islands.....			2		3	1	2		1		9
Gerrish Island.....			1	2		1				1	5
Hicks Rocks.....				1					1		2
Kittery Point.....	1						1	1	1		4
Logys Ledge.....						3			1		4
Phillips Rocks.....			1						1		1
West Sister.....					1						1
White Islands.....			1								1
Wood Island.....		1		1					1	1	4
Prospect Harbor.....			1	1							1
Moultons Ledge.....				1							1
Spruce Point.....		1									1
Quoddy Roads.....		2	1			3		1	1	1	9
Lubec.....								1			1
Sail Rock.....			1								1
Wallace Cove.....								3			1
West Quoddy Head.....				1				1	1		5
Saco Bay:											
Ferry Beach.....								1			1
Negro Island Ledge.....		1	2			2		1		2	8
Prouts Neck.....		1									1
Scarboro Beach.....			1								1
Sharps Rocks.....								1			1
Stage Island.....		2							2		4
Stratten Island.....				1							1
Wood Island.....								1			1
St. Georges River and approaches:											
Allens Island.....			1			1					2
Burnt Island.....				1							1
Davis Island.....						1					1
Fort Point.....										1	1
Harts Island Bar and Ledges.....		2	2	2	1	2	1				10
Hay Ledge.....				1	1						2
Hoopers Island.....	1					1					2
Little Seavey Island.....							1	1			2
Marshalls Point.....		1	1			1				2	5
Mosquito Island.....							1				1
Old Man Ledge.....	1			1		1					3
Otis Cove.....	1										1
Port Clyde.....	1	2		1						1	5
Sisters, The.....			1								1
Stone Island.....	1	1									2
Stone Point.....	1										1
Thomaston.....	1										1
Thompsons Island and Ledges.....				1			1				2
Turkey Point.....		1									1
Two-Bush Island.....			1								1
Sheepscoot Bay and River:											
Barthers Island.....								1			1
Sawyers Island.....		1					1				2
Southport Island.....		1									1
Tennants Harbor.....		1									1
Long Cove.....	1										1
Southern 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.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	
MAINE—continued.											
Wheeler's Bay:											
Clarks Island.....							1				1
Southern Island Reef.....					1						1
York River and approaches:											
Godfreys Cove.....				1							1
Stones Rock.....										1	1
NEW HAMPSHIRE.											
Foss Ledges.....				1					1		2
Hampton:											
Great Boars Head.....		1									1
Isles of Shoals:											
Appledore Ledge.....	1										1
Duck Island.....	1	1				1					3
Portsmouth Harbor (New Hampshire side):											
Fort Point.....	1			2				1			1
Frost Point.....								1			1
Great Island.....				1				1			2
Jerry's Point.....				2	2						4
Odiornes Point.....						1			1		2
Rye Ledge.....	1		1		1						3
Stielmans Rocks.....		1		1		1					3
Wallis Sands.....		1				1					2
Western Ledges.....			1								1
MASSACHUSETTS.											
Beverly Bay.....		4									4
Boston Bay and Harbor:	3	1					1		1		6
Bird Island Flats.....				1					1		2
Black Rock and Channel.....						1	1				2
Brewsters, The.....	2					1	2	3	2	1	11
Bumkin Island.....							1				1
Castle Island.....			2		2						4
Commercial Point.....	1										1
Deer Island.....			1		1						2
Devils Back.....			1			2	1	2			6
Dorchester Bay.....		1				1	1		2		5
Gallups Island.....				1	3	1	1				6
Georges Island.....				2	1		1	7	2	6	19
Graves, The.....								1			1
Great Fawn Bar.....						1					1
Hardings Ledge.....					2		1				3
Hunts Ledge.....	1		1								2
Long Island.....			1			1					2
Lovells Island.....	1		1	1	1	4	3		3		14
Lower Middle.....		2			1			1			4
Middle Ground.....	2		1	2		1					6
Minots Ledge.....			1								1
Nixs Mate.....		1				3	1		1		5
Peddocks Island.....			1				1				2
Pig Rocks.....				1							1
Pleasure Bay.....	1	1						1			3
Point Allerton.....				1	2				1	1	6
Quincy Beach.....								1			1
Ram Head.....			1	1		1	3	3	1		10
Shag Rocks.....		1	2								3
Thompsons Island.....						1					1
Toddy Rocks.....	1		1							1	3
Winthrop.....									1		1
Brant or Green Harbor Point.....				2							2
Buzzards Bay:											
Cuttyhunk Harbor.....			1		1			1			3
Dumpling Rock.....	1					2					3
Great Ledge.....		1									1
Gull Island.....								1		1	2
Hen and Chickens Reef.....										1	1
Husseys Rock.....		1									1
Mishaum Ledge.....							1				1
Mosher Ledge.....						1					1
Nashawena Island.....								2			2
New Bedford Harbor.....										1	1
Penikese 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.
	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	
MASSACHUSETTS—continued.											
Cape Ann:											
Annisquam.....	1				1						2
Bay View.....							1				1
Braces Cove.....	1				1						2
Dog Bar.....	1	2	2	1	1	1					8
Dollivers Neck.....							1	1			2
Eastern Point.....		1	1	1	2	1					6
Gap Head.....					1						1
Gloucester.....			1	1			1		2	1	6
Hallbut Point.....										1	1
Kettle Island.....					1						1
Lanesville.....	1	1									3
Londoner, The.....				1	1		2			1	5
Long Beach.....			1								1
Milk Island.....			1	1				1		1	4
Muscle Point.....					1						1
Pigeon Cove.....			1	1		1				1	4
Rockport.....	2	1	1	1		2	1		1	1	10
Salvage, The.....		1						2			3
Straitsmouth Island.....			1				1				2
Thatchers Island.....			1						1		2
Cape Cod:											
Bears Shoal.....				1					2		3
Cahoons Hollow.....	1		1								2
Chatham.....	2					1					3
Chatham Bar.....				1		3	1	1	1		7
Highland Light.....		1		1				2	1		5
Little Round Shoal.....										1	1
Monomoy Point.....		1		1	1	1					4
Nauset Beach.....	2	1	1	1	1		1	2	1	1	11
Orleans Beach.....	1		2		1						4
Panet River.....								2			2
Peaked Hill Bar.....	1	2	2	1		3	1	2	1		13
Pollock Rip.....	2	1	1			3	1	2	1	2	13
Race Point.....		2	4		3	2		6	6	3	26
Shovelful Shoal.....		6	6	2	3	3	2	1	2	1	29
Stone Horse Shoal.....	3	6	1	1	2			1		2	7
Cape Cod Bay:											
Barnstable.....				2		2					4
Beach Point.....		1									1
Long Point.....	1		1	1						1	4
Provincetown.....				2	2		1			1	6
Sandwich.....						1					1
Sandy Neck.....				1							1
Truro.....					1				1	1	3
Wood End.....	4	2	5	2	7	3		1	1	5	38
Duxbury Beach.....				1					2		2
Fall River.....											1
Gurnet Point.....	1		1		3			1	1		7
Ipswich Bay:											
Essex Bar.....								2	1		3
Ipswich Bar.....			1		2	2	4	2	1	3	15
Lynn Harbor.....					1					2	3
Marblehead and approaches.....							1		1		2
Marshfield.....	1										1
Marthas Vineyard:											
Cape Poge.....	1						2	1			4
Cedar Tree Neck.....		1								2	3
Chappaquiddick Point.....		1					1				2
Cottage City.....				1			1				2
East Chop.....		1				1					2
Gay Head.....		1		1				3	1		6
Menemsha Bight.....			1			4	1	2	1		9
No Mans Land.....					1			1		1	3
Vineyard Haven.....	1	3	2	1		1	2				10
Wasque Shoal.....			2								2
West Chop.....		1	1	1	1						4
Nahant Bay:											
Nahant.....		1					1		1		3
Nantucket:											
Bar and Bay.....	1	2	1	1	2	2			1		10
Coskata.....				1	1	1			1		4

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	
MASSACHUSETTS—continued.											
Nantucket—Continued.											
Great Point and Great Rip..	1	1		1		1			3	1	8
Maddequet.....						2					2
Nantucket Shoals.....		1	1	2				1			5
Nantucket Sound:											
Bishop and Clerks Shoal.....		1				1					2
Chatham Roads.....		2	1								3
Common Flats.....				1		1					2
Dennisport Beach.....							1		2		3
Dog Fish Bar.....		1					1				3
Handkerchief Shoal.....	2	3	3	2	3	4		3	1	2	23
Hardings Beach.....			1					1			2
Hawes Shoal.....						1		1			2
Horseshoe Shoal.....						1	1				2
Hyannis.....		1	1						1		3
Kill Pond Bar.....				1					1		3
Long Shoal.....						1	1				1
Muskeget Island.....			2						2	3	7
Skiff Island Shoal.....								1			1
Tuckernuck Shoal.....		1	2								3
Newburyport approaches:											
Newburyport Bar.....	2	3	8	3	5	4	4		3		32
Salisbury Point.....	1					1					2
Plum Island.....	2		2	2			1			1	8
Plymouth Bay:											
Browns Bank.....		7	2		2		2	2	2	5	22
Cow Yard, The.....										1	1
Dicks Flat.....					1	1					2
Plymouth.....	1		1								2
Saquis Head.....		3									3
Salem Harbor and approaches:											
Bakers Island and Shoals.....			1	1							2
Curtis Point.....								1			1
Half Tide Rock.....							1				1
Juniper Point.....		2									2
Misery Island.....						1					1
Salem Harbor.....			1		1					1	3
Scituate.....											
Fourth Cliff.....		1					2	1		1	5
North Scituate.....		1		1					1		3
Vineyard Sound:											
Cuttyhunk Island.....	3		1	1	2	1				2	10
Falmouth.....			2								2
Half Moon Shoal.....										1	1
Hedge Fence Shoal.....	1	2				1		2			6
L'Homme Dieu Shoal.....			1								1
Lucas Shoal.....										2	2
Middle Ground.....			1						1		2
Nashawena Island.....		2		1			1				4
Naushon Island.....	1						1	3			5
Nobska Point.....		1					1	1	2		5
Nomanasset Island.....								1			1
Pasque Island.....			1			1		1			2
Robinsons Hole.....											1
Sow and Pigs.....	1	2					1		1		5
Tarpaulin Cove.....				1		1					2
Woods Hole.....	3			3			1				7
RHODE ISLAND.											
Block Island:											
Block Island Breakwater....	2	1	1	1		2					7
East side of.....		1	2								3
Grove Point.....				1						1	2
New Harbor.....	1	1	1		2		3				6
New Shoreham.....					1	3	1	2			10
Sandy Point.....	1					1					2
South Shore.....			1	1	3		1	1	2		9
West side of.....	1				2						3
Charlestown Beach.....								1			1
Narragansett Bay:											
Adams Point.....						1					1
Bonnet Point.....						1					1
Brentons Point and Reef.....						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.
	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	
RHODE ISLAND—continued.											
Narragansett Bay—Continued.											
Buttonwood Beach.....									2		2
Church Point.....				1							1
Coal Mine Point.....							1				1
Cockanicut Island.....	1				1	1				1	4
Cormorant Rock.....						1					1
Dumpling Rock.....								1			1
Dutch Island.....				1	2				1		4
Eastons Beach.....		2									2
Goat Island.....			1				1				2
James Ledge.....						1					1
Jones Ledge.....		1									1
Nayatt Point.....				1							1
Newport.....			1		2	1	1				5
Patience Island.....		1									1
Pine Tree Beach.....								1			1
Portsmouth.....	1								1		2
Providence River.....							1		1		2
Prudence Island.....			1	1					1	2	5
Rose Island.....									1		1
Sachuest Neck and Beach...		1									1
Sakonnet Point.....	2						1				3
Sakonnet River.....									1		1
Warwick Neck.....				1		2					3
Whale Rock.....				1							1
Noyes Beach.....	1										1
Point Judith.....		2			1	2	1	3	3	2	14
Quonochontaug Beach.....				1							1
Watch Hill.....				1			1	1	3		6
Catumb Reef.....		1						1			2
Napatree Point.....	1							3			4
Pleasant View Beach.....									5		5
Spindle Reef.....					1						1
Sugar Reef.....						1				1	2
CONNECTICUT.											
Branford Harbor.....					1		1	1			3
Bridgeport.....			1						1	2	4
Cedar Point.....									1		1
Connecticut River (mouth of):											
Saybrook Bar.....			1		1	2					4
Fishers Island Sound:											
Latimers Reef.....									1	1	2
Middle Clump.....		1									1
Mumford Point.....										2	2
Mystic River (mouth of)....	1										1
Noyes Rock.....			1								1
Ram Island Reef.....						1					1
Greenwich.....				1							1
Long Island Sound (near coast of Connecticut):											
Bartletts Reef.....		1									1
Captain Islands.....					1		1				2
Cockenoes Islands.....	1										1
Duck Island.....				1		2		1	1		5
Faulkners Island.....	1		2				1			3	7
Flat Island.....							1				1
Greens Ledge.....							1				1
Goose Island.....	1		1								2
Long Sand Shoal.....							1				1
Norwalk Islands.....	1					1			3		5
Penfields Reef.....						1				1	2
Smiths Reef.....						1					1
Thimbles, The.....	1										1
Townsend Ledge.....										1	1
New Haven Harbor:											
New Haven.....					1		1		4	1	7
Savin Rock.....			1								1
New London Harbor and approaches.....		1			1					1	3
Black or Southeast Ledge....			1							1	2
Eastern Point.....			1					1			2
Goshen Ledge.....										2	2

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.	
	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.		
CONNECTICUT—continued.												
New London Harbor and approaches—Continued.												
Quinnepeag Rocks.....											1	1
Southwest Ledge.....											1	1
Sachems Head.....											1	1
Saugatuck River (mouth of).....											1	1
Shippan Point.....											1	1
Stamford Harbor.....			2		1				1		1	4
Stonington Harbor.....			2				1		1		1	4
Stratford Point.....			1									1
Wilson Point.....		1										1
NEW YORK.												
Block Island Sound:												
Fort Pond Bay.....						2						2
Gardiners Island.....						1						1
Napeague Bay.....							1					1
East River:												
Astoria.....		1									2	3
Barretto Point.....	1											1
Blackwells Island.....				1								1
Bowery Bay.....						1						1
Hell Gate.....	1	5	2	1	3	1	1		2	2		18
Flood Rock.....	1											1
Mill Rock.....	1											2
Negro Head.....	1											1
Rylanders Reef.....	1											1
The Hogs Back.....	1		2								1	4
Lawrence Point.....						2						2
Man-of-War Rock.....						1			1			2
North Brother.....		1	3	1			2		1			8
Randalls Island.....				1								1
Rikers Island.....			1									2
South Brother.....	1											1
Sunken Meadows, The.....	1		2					1		1		5
Wards Island.....			1		1	1		1	1	1		6
Gardiners Bay:												
Gardiners Island (see Block Island Sound).												
Sag Harbor.....						1						1
Shelter Island.....	1											1
Long Island (outside):												
Amagansett.....				1			1					2
Coney Island.....					1			1				2
Coney Island (Sheepshead Bay).....	1											1
Fire Island Beach.....	1	1			3	3	1	1	3	2		15
Fire Island Inlet.....	1	5	6	9	6	6	1	2	3	1		40
Gilgo Inlet.....	1						2					3
Great South Bay.....				3	6	11	21	10	11	4		66
Hempstead Bay.....	1											1
Jamaica Bay.....								1				1
Jones Beach.....				1					2			3
Long Beach.....		3	3	1		2	1					10
Montauk Point.....	1				1		2		2			6
Moriches Beach.....	2		1					1	2	4		9
Moriches Bay.....							1	1				2
Napeague.....				1								1
New or Jones Inlet.....	2	2	5	1	1	2	1			3		17
Quogue.....	1				1							2
Rockaway Beach.....	1	1		1	2		1				1	7
Rockaway Inlet and Shoals.....	1	3	7	1	3	1		1				17
Shagwong Point.....					1							1
Shinnecock Beach.....						1		1	1			3
Short Beach.....										2		3
Zachs Inlet.....					1				1			2
Long Island Sound:												
Bayville.....									1			1
Big Tom Rock.....						1			1			2
City Island.....		1										1
Cold Spring Harbor.....					2							2
Davenport or Davids Island.....		1										1
Eatons Neck.....	1	1	1	3	2			1		1		10

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.
	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	
NEW YORK—continued.											
Long Island Sound—Continued.											
Execution Rocks.....					2	1	1	1	1	2	8
Fishers Island.....	1	2	1	1		5	1	2	2	1	16
Glen Cove.....									1		1
Great Gull Island.....						1	1				2
Hallocks Landing.....			1								1
Hart Island.....	1		1	1				1	1		5
Hortons Point.....	1	1				1					4
Huntington Bay.....										1	1
Little Gull Island.....			2	1			1		1		5
Lloyds Neck.....	1			2							3
Manursing Island.....								1			1
Matinicock Point.....	2	1									3
New Rochelle Harbor.....		1			1		1				3
Oak Neck Point.....						1					1
Old Field Point.....		1									1
Old Silas Rock.....										1	1
Oyster Pond or Orient Point.....				1							1
Peacock Point.....						1					1
Peconic Bay.....								1			1
Plum Island.....		3		1			1		1		6
Port Jefferson.....		1									1
Port Washington.....							1				1
Race Rock.....	1					1	3	1			6
Rocky Point.....	2								1		3
Rodmans Neck.....							1				1
Rye Point.....			1						1		2
Sands Point.....										1	1
Stepping Stones.....								1			1
Throggs Point.....									1		1
Vallant Rock.....	1										1
Wicopessett Island.....							1				1
New York Bay and Harbor.....											
Bay Ridge.....	1	1				1	1			1	5
Bedloes Island.....	1					1					2
Constable Point.....	1										1
East Bank.....			1								1
Governors Island.....	1				1						3
Gravesend Bay.....					6						6
Great Kills.....			1								1
Nortons Point.....		1							1		2
Oyster Island.....			1								1
Romer Shoal.....	1	4	2			1	2		2	1	13
South Brooklyn.....	1										1
Staten Island.....				1	2	1		1		1	6
Swash Channel.....	1	1						1			3
West Bank.....	1	1	1			1				1	5
NEW JERSEY.											
Absecon Inlet.....	4	2	2	7	3	1	2	6	1	3	31
Atlantic City.....		1		2		1		1	1		8
Barnegat Inlet.....		2	4	1	1	3	4	4	6	4	9
Brigantine Beach and Shoals.....	2		1	1	4	1	2				13
Cape May.....	1	1						1	1	1	5
Cold Spring Inlet.....	2	2	1						1	3	9
Corsons Inlet Bar.....	2								1		2
Delaware Bay (see also Delaware):											
Ben Davis Shoal.....		1	1								2
East Point.....			1								1
Egg Island Point.....	1							3	1		5
Green Creek.....		1									1
McCries Shoal.....			1								1
Maurice River Cove.....							1				1
Overfalls or South Shoals.....							1				1
Five Mile Beach.....				2	1						3
Great Egg Harbor and Inlet.....	13	10	4	3	1	2		1			34
Hereford Inlet.....	1		3	4	4	6		3	14	7	42
Highlands.....				1	2						3
Island Beach.....		2	2	2	1		1	2	1		11
Little Egg Harbor.....			2		2	2	1			1	8
Little Egg Harbor Inlet or New Inlet.....	5	5	2	3	1	2	5		4		27

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—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	
NEW JERSEY—continued.											
Long Beach.....	1	2	3	2	1	1		2	1		13
Long Branch.....			1			1		1			3
Ludlam Beach.....							1				1
Monmouth Beach.....		1	1								2
Newark Bay, Shooters Island.....				1							1
Pecks Beach.....			1								1
Raritan Bay:											
Keyport.....			3								3
Raritan.....		1									1
Sandy Hook.....	2	3	2		6	3			5		21
Flynn's Knoll.....			2			1					3
Horse Shoe.....		1		1	7		3	1			13
Seabright.....							1				1
Shrewsbury River.....		1	1	1	1	1	2		1		8
Spring Lake.....	1										1
Squan Beach.....	2					1	1		2		6
Tatham's.....	1			1							2
Townsend's Inlet.....	2	3		2			1	2	2	1	13
Tuckers Beach.....					1						1
Turtle Gut Inlet.....		1		1							2
DELAWARE.											
Cape Henlopen.....	3	3	3	2		1					12
Hen and Chickens Shoal.....			1								1
Delaware Bay (see also New Jersey):											
Brandywine Shoal.....				1			1		1		3
Bombay Hook.....							1				1
Broadkill River (mouth of).....		1									1
Brown Shoal.....					1						1
Dead Mans Shoal.....								1			1
Lower Middle.....			1								1
Mispillion River.....					3						3
Old Bear Shoal.....				2							2
Ship John Shoal.....						1		1			2
Delaware Breakwater.....	1	1	1		1	1		1		2	8
Indian River Inlet.....	1		2	3	1		1			1	9
Lewes.....	2	2			1	5	1	3	3	1	18
Rehoboth Beach.....	1	1			1						3
MARYLAND.											
Chesapeake Bay:											
Bush River.....						1					1
Cedar Point.....			2	1			1				4
Chester River (mouth of).....	1			1							2
Cove Point.....		1								1	2
Dorchester Beach.....						1					1
Eastern Bay.....					1						1
Franklin Point.....										1	1
Holland Island.....		2									2
Holland Point.....			1								1
James Point.....		1						1			2
Long Point.....			1							1	2
Magothy River (mouth of).....			2				1				3
Parkers Island.....				1							1
Patapsco River (mouth of).....	1							1	1	1	4
Patuxent River (mouth of).....										1	1
Point Lookout.....								1			1
Point No Point.....			1								1
Poplar Island.....			1			1					3
Plum Point.....							1				1
Rock Hall Creek.....				1							1
Sandy Point.....			1		1		1		1		4
Seven Foot Knoll.....				1							1
Sharps Island Bar.....			1								1
Tangier Beach.....							1				1
Tangier Island.....						2					2
Thomas Point Shoal.....					1	1					2
Green Run Inlet.....			1	1							2
Isle of Wight.....		1									1
North Beach.....		1			1		1			1	4
North Beach, Sinepuxent Bay.....		1									1
Ocean City.....	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.
	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	
VIRGINIA.											
Assateague Island.....	2	2			1	1		2	3	1	12
Fishing Point.....	2	1	5	6	3	3	1	2	2		25
Ship Shoal.....			1	1							2
Turners Shoals.....		1	1	1				1		1	5
Assawoman Inlet.....						1					1
Cape Charles.....								1			1
Cape Henry.....	1	2	1				2	3			9
Chesapeake Bay:											
Back River Shoals.....						1			1	1	3
Great Wicomico River (mouth of).....							1				1
Gwynns Island.....								1			1
Indian Creek.....									1		1
Lynn Haven Roads.....								2		1	3
Middle Ground.....		1			1						2
Mobjack Bay.....								1			1
Nautilus Shoal.....										1	1
New Point Comfort.....	2							1			3
Old Point Comfort.....							1				1
Piankatank River (mouth of).....	1	1									2
Smiths Point.....		1				1		1			3
Stingray Point.....		1				1					2
Tail of the Horse Shoe.....		1									1
Thimble Shoal.....							1		1		2
Willoughby Spit.....	1			1							2
Windmill Point.....								1			1
Wolf Trap Shoal.....				1							1
York River Spit.....				1				1	1	1	4
Chincoteague Inlet.....	5	3	1	3	3		3	1	1	3	23
Chincoteague Shoals (off Fishing Point).....		1					1				2
Cobb Island.....				1					1	1	3
Carters Shoals.....				2	2	1	1			1	7
Sand Shoal Inlet.....	1										1
Dam Neck Mills.....	1				1						2
Elizabeth River:											
Lambert Point.....	2										2
False Cape.....	1	1	3	1		1		1		2	12
Pebble Shoals.....	3	1	1	3	1		1				10
Fishermans Island.....					1		1				2
Gargathy Inlet.....						2	1				3
Great Machipongo Island and Inlet.....	1	3		1	3	3	2	2	4	1	20
Hampton Roads:											
Bush Bluff Shoal.....						1					1
Craney Island Flats.....	1										1
Hampton Bar.....		1		1							2
Newport News.....				1			1				2
Rip Raps.....				1			1				2
Sewalls Point.....										1	1
Hog Island.....	1		1	1	1	1			1		6
Little Island.....						1	4			1	6
Metomkin Island and Inlet.....	1	1		3	1	2			1	3	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.....					3			1			7
Isaac Shoals.....	1		2	2	2		3	1		1	9
Virginia Beach.....		1			3						4
Wachapreague Inlet.....	2				3	1					6
Dawson Shoals.....			1			2	1	1			5
Wallops Beach.....	3	1			2		2				8
Winter Quarter Shoals.....			1				1			1	3
NORTH CAROLINA.											
Albemarle Sound:											
Camden Point.....								1			1
Croatan Sound.....		1	1								2
Kitty Hawk Bay.....		1					1				2
Pasquotank River (mouth of).....					1						1
Roanoke River (mouth of).....					1						1

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	
NORTH CAROLINA—continued.											
Beaufort Inlet.....						1	3	1		3	8
Big Kinnakeet (also see Pamlico Sound).....	1			1							2
Bodie Island (also see Pamlico Sound).....				1		1	1			1	4
Bogue Island and Inlet.....	2					3	2	1	1		9
Cape Fear and Frying Pan Shoals.....		1	2	3	1	2	1	5	1	1	17
Cape Fear River (mouth of).....	3		3	4	3	3	2	1	2		21
Cape Hatteras.....	2	1		1		1	2		1		8
Diamond Shoals (inner and outer).....	2	2	1	1		3		1			10
Cape Lookout.....	1	1	3	1	4	2	2	2	2	3	21
Cape Lookout Shoals.....		1	1	1	3	2		2	1	1	10
Chicamacomico.....	1					1	1				3
Core Beach.....	2			3		1	1		2		9
Core Sound.....		3		1		3	7	1	1		16
Currituck Beach.....					3					2	5
Currituck Sound.....							1	1			2
Jews Quarter Island.....		1									1
Drum Inlet.....			1								1
Durants (also see Pamlico Sound).....		1							1		2
Gull Shoal (also see Pamlico Sound).....	2	1	1	1		1	1	1	1		9
Hatteras Inlet (also see Pamlico Sound).....	1			1					1		3
Kitty Hawk.....	1						1				2
Little Island.....								1			1
Little Kinnakeet (also see Pamlico Sound).....	1										1
Lookwoods Folly Beach.....								1			1
Nags Head.....							1	1			2
New Inlet.....	1		1	1	1						4
Ocracoke Inlet.....	2		2	2	1	2	2	1	4	2	17
Ocracoke Island.....	2			2			2				6
Oregon Inlet.....	2			1							3
Pamlico Sound:											
Big Kinnakeet.....	2	1	1		3	1	1				9
Brant Island.....					1						1
Bluff Shoal.....						1				1	2
Chicamacomico.....								1			1
Cockle Shoal.....							1		2		3
Creeds Hill.....								1	1		3
Durants.....			1	1	1		1	2	3		9
Gull Island and Shoal.....		1			2				3		6
Harbor Island Bar.....							1	1			2
Hatteras Inlet.....								2			2
Hog Island Reef.....											1
Howard Reef.....					1					1	2
Little Kinnakeet.....			1								1
Log Shoal.....		1								1	2
Maw Point.....								1			1
Middle Ground.....										1	1
Neuse River (mouth of).....										2	2
Nine Foot Shoal.....								2			2
Ocracoke Inlet.....			1		1	7		2			11
Olivers Reef.....			1					2			3
Oyster Shoal.....	1	1			1		1	1	1		6
Pamlico Point.....					1						1
Porpoise Point.....	1										1
Roanoke Marshes.....	1										1
Royal Shoals.....		1							1	4	7
Portsmouth Island.....	1							1			2
Shallotte Inlet.....	3				1						4
Southport.....	1										1
Wash Woods.....			1		1						2
SOUTH CAROLINA.											
Bulls Bay.....				1							1
Calibogue Sound: May River.....		1									1
Cape Romain.....		1									1
Charleston.....					2						2
Charleston Bar.....	1	1	2								4
Drunken Dick Shoal.....				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.
	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	
SOUTH CAROLINA—continued.											
Edisto Island.....						1			1		1
Georgetown Breakers.....	1										2
Hilton Head Island.....				1							1
Hunting Island.....		1									1
Little River Inlet.....	1							3			4
Morris Island.....	1										1
Port Royal Bar.....	1					1			1	2	5
St. Helena Sound and approaches.....					1			1		1	3
Singleton Swash.....								1			1
South Bull Island.....										1	1
Stone Inlet.....	1										1
Sullivans Island.....	2	1	2		1	1					7
Winyah Bay.....			1								1
Wolf Island Shoal.....								1			1
GEORGIA.											
Altamaha Sound.....		1								1	2
Brunswick.....	1	2									3
Cumberland Island and Shoal.....	2							1			4
Darien.....			1						1		1
Doboy Sound and approaches.....						1					1
Long Island.....				1							1
Ossabaw Island.....				1							1
St. Simons Island.....		1							1	1	3
Savannah River (mouth of).....								1			1
Tybee Island.....	1	2									3
Wassaw Island.....				1							1
Wolf Island, Spit, and Shoals.....			1		3						4
FLORIDA.											
Apalachee Bay.....										1	1
Apalachicola Bay.....								1			1
Carrabelle.....	3										3
Barrancas.....		1									1
Bethel Creek.....										3	3
Biscayne Bay.....						2					2
Cape Florida.....								1			1
Cape Romano.....				1							1
Cape Sable.....				1							1
Caseys Pass.....		1									1
Charlotte Harbor Bar.....					1						1
Choctawhatchie Bay.....									1		1
Dog Island.....	7				2						9
Fernandina Bar and Harbor.....						1					1
Florida Reefs:											
Alligator Reef.....					1						1
Carysfoot Reef.....									1	1	2
Coal Bin Shoal.....					1						1
Coffins Patches.....			1				1				2
Conch Reef.....	1										2
Cosgrove Shoal.....				1				1			2
Dog Island Reef.....						1					1
Egmont Key.....								1			1
Elbow Reef.....						1					1
Elliotts Key.....								2			2
French Reef.....		2								1	3
Fowey Rocks.....							1		1	1	3
Key West.....	1	1			1						3
Knights Key.....								1			1
Largo Key.....								1			1
Long Key.....								3			3
Loo Key.....									1		1
Marquesas Key.....						1					1
Molasses Reef.....			1					1			3
New Ground Shoal.....		1							1	1	3
Pacific Reef.....						1					1
Pickles Reef.....										1	1
Pulaski Shoal.....					1	1	1	1			2
Rebecca Shoal.....			1			1		1	2		6
Southwest Key.....					1	4	1	1	1	1	9
Tennessee Reef.....										2	2
Tortugas.....	1	1	1	1		2		1	1	1	9

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1900.	1901.	1902.	1903.	1904.	1905. ^a	1906.	1907.	1908.	1909.	
FLORIDA—continued.											
Florida Reefs—Continued.											
Triumph Reef.....						1					1
Western Sambo.....					1						1
Fort Lauderdale.....	2	1				1	1		2	1	8
Fort Pickens Point.....		1									1
Gilberts Bar.....					1	2					3
Hillsboro Inlet.....									1		1
Indian Pass.....					1						1
Jupiter Inlet.....		2		1	1						4
Lake Worth Beach.....	1		1		1	1					4
Marco.....						1					1
Matacumbia.....								1			1
Mosquito Inlet.....		2									2
Mosquito Lagoon.....						1	1		1		3
Nassau Bar.....								1	1		2
New River Inlet.....		1									1
Orange Grove.....				1							1
Pablo Beach.....									1		1
Pensacola Bar.....		1		1							2
Pensacola Bay.....	2	1	2	3	2	1	1	33	2	2	49
Perdido River (mouth of).....	1		1					1	1		4
St. Andrews Bay.....		1	1	1							3
St. Augustine Bar.....		1					1				2
St. Georges Island.....	7			1							8
St. Johns Bar.....	1	1	2	2				1			7
St. Joseph Point.....			1		2						3
Sanibel Island.....								1			1
Santa Rosa Island.....				1			1	1	1		4
Sarasota Pass.....	1	1									2
Sebastian.....	1										1
Tampa Bay.....		2						1	1	1	5
Anna Maria Key.....			1								1
Egmont Key.....		1					1				3
Mullet Shoal.....		1									1
Pass Agrille.....								1			1
ALABAMA.											
Mobile Bay and approaches:											
Alabama Port.....			2								2
Dixie Island.....	1								2		3
Fort Morgan.....				1				1			2
Grants Pass.....										1	1
Huron Bay.....								1			1
Little Dauphin Island.....								5			5
Mobile Bar and Bay.....	2	1	2	1				32		2	40
Mobile Point.....						1					1
Mon Louis Island.....								1			1
Navy Cove.....					1						1
Petit Bois Island.....		1							1		2
Sand Island.....		1									1
MISSISSIPPI.											
Mississippi Sound:											
Biloxi.....			1					1			2
Cat Island.....								2			2
Gulfport.....								1			1
Horn Island.....								2			2
Mississippi City.....			1								1
Pascagoula.....								2			2
Ship Island.....								4			4
LOUISIANA.											
Calcasieu Bar.....			1					1			2
Chandeleur Islands.....	1		3	1	3	2	1	1	1	1	14
Lake Pontchartrain.....	1									1	2
Le Petit Pass.....								1	1		1
Mississippi River (mouth of).....			1	1				1	1	1	5
Trinity Shoal.....								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.
	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	
TEXAS.											
Aransas Bay.....					1				2		1
Aransas Pass.....	3	1	3	1	3					2	15
Bolivar Peninsula.....				2				3	1		3
Brazos Santiago.....	4	1	2		5	4	1				20
Galveston Bar.....	5	1	1		2	2	1	1	2		17
Galveston Bay and Harbor.....	1	6	1	1					2	4	15
Laporte.....		1									1
Pefican Island and Spit.....		1	1						1	1	4
Galveston Island.....		1			1	1					3
Matagorda Bay.....			3								3
Matagorda Island.....	1										1
Mustang Island.....		1	2								3
Padre Island.....		1									1
Pass Cavallo.....				1				1	3	1	7
Port Arthur.....	1					1		1	1	1	2
Sabine Pass.....							1	1	3	2	7
West of.....		1									1
San Bernard Bar.....			2								2
San Luis Pass.....	2					1				3	6
Velasco.....	1	3							1		5
PORTO RICO.											
Arecibo.....								1			1
Arroyo.....		1		1		1				1	4
Cape San Juan.....					1					1	2
Guanica.....									1		1
Guayanilla.....										1	1
Humacao.....									1		1
Luquillo.....					1						1
Mayaguez Bay.....									1		1
Ponce.....	1								1		2
Salinas.....						1					1
San Juan.....					1						1
Varia Talegas Point.....									1		1
Vieque or Crab Island.....	1							2			3
Yabucoa.....							1		1	1	3

PACIFIC COAST.^a

ALASKA.											
Admiralty Island.....	2								1		3
Akutan Pass.....					1						1
Bristol Bay.....			1				1		1	1	4
Cape Hinchbrook.....								1			1
Cape Menchikof.....		1									1
Cape Nome.....	1	8	1	5	1		3	2	7	2	30
Cape Prince of Wales.....						1	1				2
Cape Rodgnof.....								1			1
Cape Rodney.....		2								1	3
Cape Romanzof.....	1	2									3
Cape York.....						1					1
Chatham Strait.....				1			1		1	1	4
Chignik Bay.....							1				1
Chirikoff Island.....							1				1
Chowiet Island.....									1		1
Clarence Strait:											
Etolin Island.....				1							1
Mount Andrew.....								1			1
Cold Bay Harbor.....					1						1
Cooks Inlet.....		1									1
Coronation Island.....		1								1	2
Dixons Entrance.....	1										1
Dutch Harbor.....				1							1

^a 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.
	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	
ALASKA—continued.											
Frederick Sound, Five Fingers Rocks.....			1						1		2
Geese Island, Kadiak Island.....					1						1
Glen Island.....				1							1
Golovin Bay.....		1									1
Goodnews Bay.....		1									1
Herringdon Bay.....				1							1
Icy Strait.....										1	1
Kadiak Island.....	1	2					2		1		6
Kagalaska Island.....		1									1
Katella River.....		1							1		1
Kayak Island.....				1	1	2		1	1		5
Kotzebue Sound.....							1				1
Cape Blossom.....							1		1		2
Cape Espenberg.....										1	1
Chamisso.....	1										1
Deering.....									1		1
Kuskokwim Bay.....						1					2
La Touche Island.....								1	1		1
Long Island.....								1			1
Lynn Canal:											
Douglas Island.....					1						1
Eagle Harbor.....						1					1
Funters Bay.....					1						1
Haines Mission.....	1										1
Shelter Islands.....		1									2
Sullivan Island.....		1									1
Martin Island.....									1		1
Montague Island.....						1					1
Nelsons Lagoon.....								1	1		2
Nortons Sound.....											1
Nunivak Island.....	1		1				1				3
Nushagak River (mouth of).....						1					1
Point Barrow.....										1	1
Point Wooley.....									1		1
Port Clarence Harbor.....			2								2
Port Nuchek.....										1	1
Pribilof Islands.....	1										1
Prince of Wales Island.....						1					1
Prince William Sound.....		1						1	3	1	6
Revillagigedo Island.....				1							1
Rocky Point.....		1									1
Safety.....		1									1
St. Lawrence Island.....		2								1	3
St. Michael.....	6	1	1				3		1	1	13
Sannak Islands.....		2					1			1	4
Seymour Canal.....										1	1
Shumagin Islands.....	1					1	3	1			6
Sitka (near).....						1					1
Spasskaia Island, Icy Straits.....					1						1
Stephens Passage.....		1									1
Stuart Island.....		1									1
Tongass Narrows.....	1				1		1			1	4
Umnak Island.....				1							1
Unalaska Island.....				1					1		2
Unga Island.....		1	1		1		1				4
Unimak Island.....		1	1						2	1	5
Valdez.....								1			1
Wrangell Island.....						1					1
Wrangell Strait.....	1	1					1		2		5
Yukon River (mouth of).....										1	1
HAWAII.											
Hawaii Island.....		3	2								5
Kahoolawe Island.....							1				1
Kauai Island.....		1	3						1		5
Lanai Island.....		1									1
Maui Island.....	1	2	1				2				6
Molokai Island.....		1									1
Oahu Island (Honolulu).....	2		2	2	1	1	2	3	2	3	18

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.
	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	
WASHINGTON.											
Cape Disappointment.....			1								1
Cape Flattery.....			2	1				1	2		6
Cape Johnson.....				1							1
Copalis Rocks.....										1	1
Grays Harbor.....					3	4	1	3	4		15
North Spit.....						1					1
Hoh River (mouth of).....				1	1						2
Ilwaco Beach.....										1	1
Lapush.....			1								1
Ocean Beach.....					1						1
Puget Sound.....			1		1						2
Bainbridge Island.....										1	1
Hoods Canal.....								1			1
Marrowstone Point.....					1	1			1		3
Meadow Point.....			1								1
Point Defiance.....					1						1
Point Jefferson.....								1			1
Point Nodule.....				1							1
Point No Point.....					1	1					2
Point Polnell.....			1								1
Point Wilson.....	2					1		1			4
Port Blakeley.....		1									1
Port Gamble.....									1		1
Port Orchard.....								1			1
Port Townsend.....							1				1
Restoration Point.....								1			1
Richmond Beach.....					1						1
Seattle.....										1	1
Tacoma.....		1									1
West Point.....		1						1			2
Whitbey Island.....						1					1
Queets River (mouth of).....								1			1
Shoalwater Bay or Willapa Bay.....		3		1		2		2	1	2	11
Strait of Fuca:											
Angeles Point.....				2	1					1	4
Clallam Bay.....								2	1		3
Crescent Bay.....										2	2
Ediz Hook.....										1	1
Gettysburg.....								1			1
Hein Bank.....					1						1
Neah Bay.....					1	1					2
New Dungeness.....									1		1
Pillar Point.....									1	2	3
Port Angeles.....							1			1	2
Sekon Point.....					1						1
Washington Sound:											
Bellingham Bay.....						2		1			3
Decatur Island.....			2								2
Deception Pass.....										1	1
Fairhaven.....			1								1
Jones Island.....									1		1
La Conner.....					1					2	3
Lummi Island.....		1			1						2
Point Roberts.....		1	2								3
Richardson.....									1		1
San Juan Island.....			1					1			2
Semiahmoo.....										1	1
Sinclair Island.....			1								1
Smith Island.....			2								2
MOUTH OF COLUMBIA RIVER.											
Clatsop Spit.....		1				1	2	4		1	9
Columbia River Bar.....								1	1	1	3
Desdemona Sands.....				1	1	2		3	2	1	10
Peacock Spit.....				1	1						2
OREGON.											
Alesya Bay.....							1				1
Cape Arago.....	1	1	1				1				4
Cape Blanco.....					1						1
Cape Foulweather.....							1				1
Coos Bay Bar and Bay.....	1			2		2	4	2	3	4	18

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.
	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	
OREGON—continued.											
Coquille River (mouth of).....	2	4	6	4	3	6	3		1		29
Double Headed Rock.....					1						1
Nehalem River (mouth of).....				1					2		3
Nestugah Bay and Bar.....		2			2						4
Point Adams.....	3					1			1	1	6
Port Orford.....					1						1
Rogue River Bar.....			1	1		1					3
Siuslaw River (mouth of).....	3		1	1	2	1	1		2	1	12
Tillamook Bar.....	2			1	1			1	1	1	7
Umpqua Bar.....	2					1	1	1	1		6
Yaquina Bar.....			1		1						2
Yaquina Head.....						1					1
CALIFORNIA.											
Albion River (mouth of).....			1							1	2
Bihlers Point.....					1	1					2
Bodega Head.....				1			1				2
Bolinas Beach.....							1				1
Bolinas Point.....								1			1
Cape Mendocino.....							1				1
Cayucos.....				1							1
Crescent City.....						1					1
Cuffeys Cove.....									1		1
Del Mar.....											1
Drakes Bay.....							1				1
Double Point.....		1								1	2
Duxbury Point.....		1								1	2
El Morro Rock.....		1								1	1
Farallones.....								1			1
Fish Rock.....				1							1
Fisks Mill.....			1								1
Fort Bragg.....	1		1	1			2			2	8
Fort Ross.....		1								1	2
Golden Gate.....		1								1	2
Fort Point.....	1	1	1			1	1				5
Golden Gate Park.....		1	1			1		1			4
Lime Point.....		1	1	1	1						4
Point Diablo.....	1										1
Point Lobos.....		1									1
South Side.....			1		1	2					4
Half Moon Bay.....						1				1	2
Hueneme.....							1	1			2
Humboldt Bar and Bay.....	1		1	1	3	1	3	5	3	3	21
Iversons Landing.....				1							1
Klamath River Bar.....									1		1
Little River (mouth of).....		1									1
Long Beach.....						1				1	2
Mare Island, San Pablo Bay.....	1										1
Monterey.....							1		2		3
Naples.....										1	1
Needle Rock.....								1			1
Pigeon Point.....								1			1
Point Arena.....		2			1			1		1	5
Point Arguello.....										1	1
Point Bonita.....		1			1						2
Point Conception.....								1			1
Point Esteros.....						1					1
Point Fermin.....									1		1
Point Gorda.....		1	1	1	1			1			5
Point Loma.....								1	1		2
Point Montara Reef (near).....	2										2
Point Pinos.....						1				1	3
Point Reyes.....					1				1		2
Point St. George.....									1		1
Point San Luis.....					1						1
Point San Pedros.....						1					1
Port Los Angeles.....										1	1
Redondo Beach.....					1		1	1		1	4
Russian River.....									1		1
Salt Point.....	1										1
San Diego Bay.....								1	1		2

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years.

PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	
CALIFORNIA—continued.											
San Francisco Bay and Harbor.....			1					2	1	1	5
Angel Island.....		1			1		1	2			5
Anita Rock.....										1	1
Brothers, The.....				1							1
Castro Rocks.....		1					1				2
Point Richmond.....			3			1					4
San Mateo.....	1										1
San Pablo Bay.....					1						1
Santa Barbara.....						1		1			2
Santa Barbara Islands:											
San Clemente Island.....								1			1
San Miguel Island.....	1	1	1				1			1	5
San Nicholas Island.....			1								1
Santa Rosa Island.....									1		1
San Pedro.....							2		1	2	5
Shelter Cove.....								1			1
Suisun Bay.....				1							1
Surf Beach.....						1					1
Tomales Point.....					1						1
Trinidad Head.....									1		1
Union Landing.....									1		1
Ventura.....		1									1

GREAT LAKES.*

LAKE ONTARIO.											
Big Sandy Creek, N. Y.....			1								1
Big Sodus, N. Y.....								1			1
Braddocks Point, N. Y.....	1									1	2
Cape Vincent.....					1		1				2
Charity Shoals.....							1				1
Charlotte.....		1						1			2
Devils Nose, N. Y.....				1							1
Fair Haven, 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
Henderson Bay.....							1				1
Kingston, Ontario.....							1				1
Main Duck Island, N. Y.....						1					1
Olcott.....					1						1
Oswego.....		2		2	1			2		2	9
Seven miles west of.....		2									2
Pultneyville, N. Y.....								1			1
Sacketts Harbor, N. Y.....										1	1
Salmon Island, Canada.....				1							1
Salmon Point, Canada.....				1							1
South Bay Point, Ontario.....						1					1
Stony Point, N. Y.....			1	1							2
Thirty-Mile Point, N. Y.....	1										1
LAKE ERIE.											
Ashtabula, Ohio.....	3	1	3	2		2	1		3	5	20
Avon Point.....								1			1
Ballast Island Reef.....	1										1
Bar Point, Canada.....	2	2	2			2		2	16	4	30
Buffalo, N. Y.....	2	4	1	4	1	1	2	9	10	9	43
Cedar Point Sandusky Bay, Ohio.....								1	1		2
Chick-o-nolee Reef, Canada.....			1								1
Cleveland, Ohio.....	4	1		2	1	1	9	2	1	4	25
Colchester Reef, Canada.....		1					1			2	4
Conneaut, Ohio.....								2	1	1	4

* 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.
	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	
LAKE ERIE—continued.											
Dunkirk, N. Y.							1	1			1
Erie, Pa.						1	1	1		2	5
Euclid Beach, Ohio.								2		1	3
Fairport, Ohio.						1			2		3
Green Island.						1					1
Grecian Shoal.					1						1
Grubb Reef, Canada.				1							1
Horse Shoe Reef.	1		1			2		1	1	1	8
Huron, Ohio.				1	1		1	1	1		5
Kelleys Island and Shoal, Ohio.	1		1		2			1	1		6
Leamington, Ontario.								1	1		2
Long Point, Canada.		1	1	1				2			5
Lorain, Ohio.		1		1			3	1		2	8
Marblehead, Ohio.					1			1			2
Middle Island, Ohio.							1				1
Morgan Point, Canada.						1					1
Mouse Island Reef, Ohio.	1			3				2	1		7
Niagara Reef, Ohio.		1							1		2
Niagara River.	3	1	1		2	2		1	4	3	17
North Bass Island, Ohio.								3			3
Pelee Island.										1	1
Point Abino, Canada.	1		1				1		1		4
Point au Pelee, Canada.			1					1		2	4
Middle Ground.		2									2
Port Burwell, Ontario.								1			1
Port Colborne, Canada.					1						1
Port Stanley, Ontario.				1	1		1				3
Rattlesnake Island, Ohio.								1			1
Redbird, Ohio.								1	1		2
Roses Reef, Ontario.				1							1
Sandusky Bay, Ohio.	1	3		1		1		3	2	5	16
Seneca Shoal, N. Y.			1								1
South Bass Island, Ohio.					1						1
Southeast Shoal, Ontario.			2						1		3
Starve Island Reef, Ohio.					2						2
Stony Point, Mich.	1										1
Sturgeon Point, N. Y.								1			1
Tecumseh Reef, Canada.			1								1
Toledo, Ohio.		1		1				1			3
Waverly Shoal, N. Y.						1	1	2			4
Westfield, N. Y.							1				1
Windmill Point, Canada.				2		2		2		1	7
DETROIT RIVER.											
Amherstburg, Canada.	1						1	2		1	5
Ballards Reef.		1	2				1	4	1		9
Belle Isle.										1	1
Bois Blanc Island, Canada.	1	1			1		1	1	2	1	8
Detroit River.	2		3				3	2	2	3	15
Fighting Island.								2	1		3
Grosse Isle and Shoal.			1					1	4		6
Limekiln Crossing.	3	10	7	1	4	1	3	11	3		43
Peach Island.								1			1
Stony Island.	1										1
Sugar Island.								1			1
LAKE AND RIVER ST. CLAIR.											
Grosse Pointe, Mich.	1		1			1		1			4
Middle Ground, Mich.		1		1			1	2			5
Point Edward, Canada.			2								2
St. Clair Lake.	3	4		2	1	1	3			2	16
St. Clair River.	2		2		1	1	2	2	2	1	13
Stag Island, Canada.	1				1	3		2	2	3	12
Windmill Point, Mich.									1		1
LAKE HURON.											
Alabaster, Mich.	1		1	1						1	4
Algoma Mills, North Passage, Ontario.	1				1						2
Alpena, Mich.							1			1	2

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	
LAKE HURON—continued.											
Ausable and Point Ausable, Mich.	1	1	1	1				2	1	1	8
Black River Island and Reef, Mich.					1	2				1	4
Boot Jack Island, Mich.							1				1
Burnt Cabin Point Reef, Mich.	4	1						1			6
Cape Hurd, Ontario				1							2
Charity Islands, Mich.		2									2
Cockburn Island, Canada.		1									1
Corsica Shoal, Mich.				1	2						3
Detour Passage, Mich.	1	3	2	2	1		2	2	2	4	19
Drummond Island, Mich.					3					3	7
Duck Island, Mich.		1			1			2			4
Elm Creek, Mich.	1		1	1			1	2			6
False Presque Isle, Mich.		1	2		1	1	1	1		2	9
Forest Bay, Mich.			1								2
Fort Gratiot, Mich.							2				2
Fox Island.	1										1
Georgian Bay, Canada.						2			1		3
Aird Island, Ontario.							1				1
Ariel Rock.								1			1
Barrow Bay.			1								1
Bears Rump.					1						1
Collingwood.						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	2
North West Bank.					1						1
Red Rock.										1	1
Russell Island.			3								3
Scarecrow Island.			4								4
Tobermory.	1										1
Grindstone City, Mich.	1										1
Gull Island, Mich.				1							1
Hammonds Bay, Mich.	1	1	1		1	1			1		6
Hardwood Point, Mich.			1							1	2
Harrisville, Mich.					1						1
Kettle Point.										1	1
Kincardine, Ontario.		1		1							2
Lake View Beach, Mich.		1	6		1	1		1			10
Maple Point, North Channel, Ontario.			1		1						2
Martin Reef, Mich.			1		1	1	1	1			5
Middle Island, Mich.			3	1	1	1	2			1	9
Nine Mile Point, Mich.		1		2		1	1			2	7
North Channel, Ontario.							1	2		1	4
North Point, Mich.							1			2	2
Ottawa Point, Mich.	1	3	2	2		3	1				14
Pointe aux Barques, Mich.	1	6									7
Fort Crescent.	1	1	3	5	1		1	3			15
Fort Hope, Mich.				1			2				2
Presque Isle, Mich.	1	2	1	1			3				5
Richmondville.							1			1	2
Saginaw Bay, Mich.				1				1	1		3
St. Vital Point.										1	1
Sand or Harbor Beach.	2	1	5		1	1		1	2	2	15
Seven miles south of Sanilac, Mich.	1										1
Scare Crow Island, Mich.								1			1
Sturgeon Point, Mich.	1									1	2
Tawas, Mich.	1				1	1	1		1	1	6
Thunder Bay.				1				1			2
Island and Reef, Mich.	3	1	1		1	1	2		1	1	11
Tobin Reef, Mich.	1										1
ST. MARYS RIVER.											
Cedar Point.										1	1
Fryingpan Island.							1				1
Hay Lake.	1		1						1		3

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.	
	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.		
ST. MARYS RIVER—continued.												
Iroquois Shoal.....											1	1
Middle Ground.....											1	1
Mud Lake.....		1						1			3	5
Pipe Island.....						1						1
Pointe aux Pins, Canada.....	1								1			2
Round Island.....							2	2	1		1	6
Sailors Encampment.....	1	2		1			1	3	1			9
St. Marys River.....	1	6	6	6	3	6	8	8	10		10	64
Topsail Island.....	1											1
Vidal Shoal.....								1				1
LAKE SUPERIOR.												
Apostle Islands, Wis.:												
Madaline Island.....						2		1		1		4
Outer Island.....								1				1
Sand Island.....	1					1	1					3
Ashland, Wis.												
Beaver Bay, Minn.....		1					2					3
Big Bay Point.....											1	1
Caribou Island, Canada.....			1					1				2
Carvers Bay, Mich.....								2				2
Chaquamegon Bay and Point, Wis.												
Copper Mine Point, Ontario.....		1						2	2			5
Crisps, Mich.....			1	1	2	1			2		1	8
Duluth, Minn.....	1	2		1			4				1	9
Eagle River, Mich.....	1				1		1					3
Encampment Island.....							2					2
French River, Minn.....						1						1
Fort William, Ontario.....								1			1	2
Fourteen Mile Point, Mich.....			1									2
Gooseberry River (mouth of), Minn.												
Grand Island, Mich.....				1				1				2
Grand Marais, Mich.....			3	1	1	1	1	1				8
Grand Portage Island.....					1							1
Granite Point, Minn.....	1		1									2
Gratiot River (mouth of), Mich.....					1						1	2
Gros Cap Reef.....									1			1
Gull Island.....							3	1				4
Gull Point, Mich.....								1				1
Huron Island, Mich.....											2	2
Iron Ore River (mouth of).....					1							1
Iroquois Island and Point, Mich.....							1	1			1	3
Isle Royale, Mich.....			1				2	2				5
Keweenaw Bay, Mich.												
Bete Grise Bay.....		1						1				2
Point Abbaye.....				2							1	2
Point Isabelle.....							2				1	3
Knife Island, Minn.												
Lester River (mouth of).....			1		1							2
Mamainse Point, Canada.....					1							1
Manitou Island, Mich.....							2					3
Marquette, Mich.....			2						1			3
Middle Ground, Mich.....	2										1	3
Ontonagon, Mich.....								1				1
Pan Cake Shoal, Ontario.....						1						1
Parisian Island.....									1		1	2
Partridge Island, Mich.....							1					1
Passage Island.....											1	1
Pie Island, Ontario.....	1											1
Pointe au Sable, Mich.....			2								1	7
Point Iroquois, Mich.....						2	3				1	3
Portage Entry.....											2	2
Portage River.....									1		2	3
Presque Isle, Mich.....			1						1			2
Redmyer, Minn.....						2						2
Ship Canal, Mich.....	1	4				2	2	5	1	2		17
Split Rock Point, Minn.....	1	1					2					4
Sucker River (near), Mich.....					1							1
Superior, Wis.....								1			1	3
Taquamenon Island, 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.
	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	
LAKE SUPERIOR—continued.											
Train Island, Mich.			1					1			1
Two Harbors, Minn.		1	1					1			2
Two Heart River, Mich.			1								1
Two Islands, Minn.							1				1
Vermillion Point, Mich.		1	3	1	1	2			1		2
Victoria Isle, Canada.				1							1
White Fish Point, Mich.	4	1	1		2	1	1	2	1	3	16
STRAITS OF MACKINAC.											
Bois Blanc Island.	3	3	3	1		2	2	3	1	7	25
Cecil Bay, Mich.			1								1
Cheboygan, Mich.		1	1	1			3	1	1	1	9
East Moran Bay.							1				1
Graham Shoal, Mich.			1				2				3
McGulpins Point.											1
Mackinac Island, Mich.			1	2		1	1	1	1	1	8
Major Shoal.							1				1
Old Point Mackinac, Mich.	1						2	1	2		6
Poe Reef, Mich.							1			3	4
Pointe aux Chenes, Mich.			1								1
Point au Sable.							2				2
Round Island, Mich.	1				4				1	2	8
St. Helena Island and Shoal, Mich.			1			1					2
St. Martins Point, Mich.						1					1
LAKE MICHIGAN.											
Algoma, Wis.		1		1					1		3
Baileys Harbor, Wis.	1	4	2		1		1		1		10
Beaver Island, Mich.		2	5				2	1	3		14
Big Rock Point, Mich.				1							1
Big Summer Island, Mich.								1			2
Calumet, Ill.						2	1				3
Cat Head Point, Mich.	1									1	2
Charlevoix, Mich.		1	4		1	1		3			10
Chicago Harbor, Ill.	2	2	2	3			1		1	4	17
Clay Banks, Wis.					1			2		2	5
Craigs Bay.		1									1
Deaths Door, Wis.										1	1
Detroit Island and Harbor, Wis.	1				1	1		1		2	6
Dunne Park, Ind.								1			1
Empire, Mich.			1								1
Epoufette, Mich.								1			1
Fishermans Shoals, Wis.	1	2					1	1			5
Fox Point, Wis.		1	1		1	2	1		2		8
Frankfort, Mich.				1			1			1	3
Garden Island, Mich.	1		1								2
Glen Arbor, Mich.	1								1		2
Glencoe, Ill.			2				1				3
Glen Haven, Mich.				1							2
Good Harbor Bay and Reef, Mich.		1	1								2
Grand Haven, Mich.			1		4	1					6
Grande Pointe au Sable, Mich.	1	2			1	1	1		1	3	10
Grand Traverse Bay, Mich.			1		1	1				3	6
Gravel Island, Wis.						1					1
Grays Reef, Mich.							1			1	2
Green Bay:											
Arthur Bay, Mich.			1						1		2
Bark River, Wis.							1				1
Cedar River, Mich.	2	1		1		1			1		6
Chambers Island, Wis.			1	1					1		3
Chippewa Point, Mich.			1								1
Eagle Harbor.		1									1
Escanaba, Mich.						1				1	2
Hedge Hog Harbor, Wis.	1										1
Little Sturgeon Bay, Wis.							1				1
Nine-foot Shoal, Wis.							1			1	2
Oconto Reef, Wis.							1				1
Peninsula Point, Mich.		1				1					2
Peshigo River (mouth of), Wis.	1							1	1		3

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	
LAKE MICHIGAN—continued.											
Green Bay—Continued.											
Point Rochereau, Mich.....							1				1
Red River (mouth of), Wis.....						1					1
Round Island, Mich.....								2			2
Sable Point, Wis.....							1				1
Shoemakers Point.....		1									1
Sister Bay, Wis.....						1					1
Squaw Point, Mich.....								1			1
Sturgeon Bay.....										2	2
Sugar Creek, Wis.....	1										1
Whale Back Shoal, Mich.....			1					1			2
Grosse Point, Ill.....								1		1	2
Gull Island and Reef, Mich.....	1			1			2	1			5
Harbor Springs, Mich.....										1	1
High Island, Mich.....			2								2
Holland, Mich.....		1		3	2		2		3	1	12
Indiana Harbor.....									2		2
Jacksonport, Wis.....			1	2			1				4
Kenosha, Wis.....										2	2
Kewaunee, Wis.....								1			1
Little Point au Sable, Mich.....							1			1	2
Little Traverse Bay.....			1		1						2
Ludington, Mich.....			3				1			1	5
Manistee, Mich.....			2				1				3
Manistique, Mich.....		1	1		1				1		4
Manitowoc, Wis.....		2	1					1	2	1	7
Mequon, Wis.....			1								1
Michigan City, Ind.....				1			1				2
Middle Village, Mich.....			1		1				1		3
Milwaukee, Wis.....	1	1	3	2	2	3	4	2	1	3	22
Mud Bay, Wis.....			1								1
Muskegon, Mich.....	1	1	1							2	5
Naubinway, Mich.....								1			1
North Bay, Wis.....		1									1
North Fox Island, Mich.....		2									2
North Manitou Island, Mich.....	2	1			1	2		1	1		8
Otter Creek, Mich.....		1			1						2
Outer Shoal, Wis.....							1				1
Pentwater, Mich.....	1		1		1				1	2	6
Petoskey, Mich.....							1	1			2
Pilot Island, Wis.....			3	1					1		5
Plum Island, Wis.....	1		1					1		2	5
Pointe aux Barques, Mich.....		1							1	1	3
Point Betsy, Mich.....						1					1
Portage Lake, Mich.....							1	1	1		3
Port Washington, Wis.....							1	1			2
Poverty Island and Shoal, Mich.....	1									2	3
Pyramid Point, Mich.....									1		1
Racine, Wis.....	2								1		3
Racine or Wind Point, Wis.....				1			2				3
Racine Reef, Wis.....		1			1	1					3
Rowleys Bay, Wis.....							1	1			2
St. Joseph, Mich.....		1		1						2	4
St. Martins Island, Mich.....				3			1				4
Saugatuck, Mich.....						1					1
Seul Choix Point, Mich.....						1					1
Sheboygan, Wis.....									1	2	3
Simmons Reef, Mich.....			2	1	4	2	1				10
Skillingalee, Mich.....				1			1	1			3
Sleeping Bear Point, Mich.....	2			1			1				5
South Chicago, Ill.....						1					1
South Fox Island, Mich.....	1	1			1		2	1			6
South Haven, Mich.....	1		1			1					4
South Manitou Island, Mich.....	1		1	3	3	1		2	2	6	19
Spider Island, Wis.....			1								1
Squaw Island, Mich.....											1
Sturgeon Bay Canal, Wis.....	1		3	2	2		2	3			13
Thompson, Mich.....				1							1
Trout Island and Shoal, Mich.....										1	1
Twin River Point, Wis.....									1		1
Two Creeks, Wis.....		1									1
Two Rivers, Wis.....		1				1					2
Washington Island, Wis.....			1		1					1	3

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—									Total.	
	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.		1909.
LAKE MICHIGAN—continued.											
Waugoshance Island and Shoal, Mich.			1					1	1		3
Waukegan, Ill.	1	1						2			4
White Fish Bay and Point, Wis.					1						1
White River Harbor, Mich.						2	1	1		1	5
White Shoal, Mich.			1		1						2
Whiting, Ind.			1								1
Wiggins Point, Mich.			1								1
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.^a

Abbey Island, Ireland.	1										1
Africa:											
Alival Shoal, south coast.						1					1
Axim, Gold Coast.				1	1						2
Senegambia.			1								1
Sierra Leone.										1	1
West Coast.					1						1
Argentine Republic:											
Plata River (mouth of).	1			1							2
Rosario.			1								1
Staten Island.							1				1
Australia:											
Bass Straits.					1						1
Newcastle, New South Wales.				1							1
Seal Rock, New South Wales.	1										1
Aves Island, Venezuela, Caribbean Sea.	1										1
Azores:											
Bahamas.			1					1			2
Abaco Island.	1		2			1		1			5
Bimini Islands.				1							1
Caicos Island and Reefs.	1										1
Egg Island Reef.					1						1
Gingerbread Ground.			1					1			2
Harbor Island.						1					1
Hog Cays.						1					1
Long Bank.						1					1
Long Island.				2							2
Moselle Shoal.										1	1
Rum Cay.					1						1
Stirrup Key.							1				1
Turks Island.			2				1		1		4
Verd Cay.		1									1
Bermudas.			1	2				1			4
Brazil:											
Aracaju.	1										1
Bahai.		1									1
Pernambuco.					1						1
British Columbia:											
Active Pass.									1		1
Bailey Island.		1									1
Barclay Sound.						1					1
Bonilla Point.					1						1
Cape Lago.									1		1
Carmanah.	1						1				2
Chatham Sound.					1						1
Clo-oose.								1			1
Danger Reef.	1										1
Denman Island.		1									1
Discovery Passage.			1			1	1				3
Enterprise Reef.										1	1
Entrance Island.								1			1

^a 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 during the last ten years at sea and in foreign waters—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	
British Columbia—Continued.											
Fitzhugh Sound.....			1								1
Georgian Point.....						1					1
Grahams Island.....								1			1
Haddington Island.....								1	1		2
Lasquiti Island.....				1							1
Mayne Island.....								2			2
Nanaimo.....			1								1
Oyster River.....									1		1
Pender Island.....		1								2	3
Seaforth Channel.....					1	1				1	3
Swanson Bay.....						1					1
Trial Island.....						1		1			2
Vancouver.....					1						1
Vancouver Island.....			1			1				2	4
Cape Breton Island:											
Arichat.....	1					1					2
Fourecht Harbor.....										1	1
Glace Bay.....					1						1
Indian Head.....						1					1
Louisburg.....						1				1	2
Scatari Island.....								1			1
Cape La Hague, France.....					1						1
Cape Parry, Arctic Ocean.....								1			1
Cape Verde Islands.....					2					1	3
Central America:											
Acajutla El Salvador.....					1						1
Bluefields, Nicaragua.....						1					1
Corinto, Nicaragua.....								1			1
Corker Key.....					1						1
Courtown Bank.....		1					1				2
Jerovidances Reef, Honduras.....	1										1
La Libertad, El Salvador.....			1								1
Old Providence Island.....		1									1
Patuca River (mouth of).....				1							1
Truxillo Bay, Honduras.....										1	1
Two Kay Reef.....								1			1
China:											
Amoy.....	1										1
Hongkong.....						1		1			2
Macao.....					1						1
Pratas Reef.....				1							1
Shanghai.....					1						1
Shawcishan.....				1							1
Verecker Shoal.....	1										1
Cocos Island, Pacific Ocean.....									1		1
Cuba, West Indies:											
Baracoa.....			1								1
Batabaria.....								1			1
Cape Corienta.....							1				1
Cardenas.....			1								1
Cay Largo.....				1							1
Cienfuegos.....							1				1
Colorado Reef.....		1				1					2
Cruz Del Padre Key.....										1	1
Isle of Pines.....			1					2			3
Nipe Bay.....					1						1
Paredon Grande Key.....								1			1
Romano Key.....	1										1
Sagua la Grande Harbor.....	1	1				1					3
Santiago de Cuba.....	1										1
Dowsett Reef, near Layson Island.....	1										1
England:											
Dover.....									1		1
Scilly Islands.....									1		1
Scheerness.....		1									1
Haiti:											
Jacmel.....								1			1
Port a Paix.....	1										1
Jamaica, West Indies:											
Bear Bush Key.....	1										1
Kingston.....		1									1
Ochos Rios.....											1
Port Antonio, Fort Point.....	1					1					2
St. Anns.....								1			1

TABLE 67.—List of places where American vessels have stranded during the last ten years at sea and in foreign waters—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	
Japan:											
Inoshima, Inland Sea.....	1										1
Najina Saki.....								1			1
Shimonaseki.....								1			1
Tokushima.....								1			1
Towi Saki.....		1									1
Yokohama.....								1			1
Magdalen Islands, Gulf of St. Lawrence.											
Lawrence.....				2			1				3
Malaysia:											
Gaspar Strait, Sumatra.....		1									1
Princess Channel, Java.....							1				1
Sapy Strait, Sumbawa.....			1								1
Mexico:											
Alacran Reef.....					1	1					2
Altata Harbor.....			1								1
Alvarado Bar.....	1			1		1					3
Anagedas Reef.....		1									1
Campeche Bay.....							1				1
Arcos Cay.....				1							1
Triangles, The.....			1		1						2
Chamela Bay.....								1			1
Chiltepec.....								1			1
Cluna Point.....										1	1
Coatzacoalcos River Bar.....	1							1			2
Frontera.....						1					1
Geronimo Island.....		1									1
Guaymas.....				1							1
Lobos, Gulf of California.....				1							1
Mazatlan.....								1			1
Navidad Bay.....					1		1				2
Progreso.....				1							1
Salina Cruz.....								2	1	1	4
San Blas.....				1							1
San Margarita Island.....										1	1
Santa Ana.....		1									1
Tampico.....	2		1						1		4
Tiopa.....						1					1
Tonala Bar.....			1								1
Topolobampo.....					1			1			2
Midway Islands, Oceania.											
Montevideo, Uruguay.....				1		1		2			4
New Brunswick:											
Beaver Harbor.....							1				1
Bliss Island.....								1			1
Campobello Island.....	1		1		1		1	1			5
Chignecto Channel.....										1	1
Deer Island.....										1	1
Grand Manan Island.....	1	1					1	1			4
Murr Ledges.....									1		1
Musquash, Bay of Fundy.....				1							1
Quaco.....								1			1
St. John.....	1	1									2
St. Stephen.....										1	1
Salmon River.....									1		1
Shediac.....								1			1
Newfoundland:											
Bay of Islands.....				1		1		3		1	6
Bay of St. George.....								1			1
Blanc Sablong.....									1		1
Cow Head Harbor.....										1	1
Grand Bay.....					1						1
Middle Island.....						1					1
Miquelon Islands.....								1			1
Point Breen.....								1			1
Port aux Basques.....		1			1						2
Port au Port.....					1			2			3
Nova Scotia:											
Argyle Harbor.....							1				1
Beaver Harbor.....					2						2
Bon Portage.....								1			1
Bridgeton.....										1	1
Brier Island.....			1								1
Cape Canso.....	1							1		1	3
Cape Negro.....									1		1
Cape Sable.....						1				1	2
Cape Sambro.....							1				1

TABLE 67.—List of places where American vessels have stranded during the last ten years at sea and in foreign waters—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	
Nova Scotia—Continued.											
Cheverie.....								1			1
Cranberry Isle.....				1							1
Digby.....					1				1		2
Green Island.....	1		1								2
Gull Island.....		1									1
Gullivers Cove.....		1									1
Gut of Canso.....		1									1
La Have Island.....							1			1	3
Liscomb Ledges.....							1				1
Little Harbor.....			1								1
Little Hope Island.....				1							1
Liverpool Harbor.....	1										1
Locke Port.....	1									1	2
Lunenburg.....				1		1				1	3
Madame Island.....	1										1
Moreton Island.....								1			1
Mud Island.....			1								1
Pubnico.....				1							1
Sable Island.....	1				1						2
Shag Harbor.....					1						1
Seal Island.....			1		1						2
Shelburne.....						1					1
Wentworth Creek.....				1							1
Whitehead.....		1	2			1					4
White Point.....				1							1
Yarmouth.....		1			1						2
Palliser Bay, New Zealand.....						1					1
Papeete, Tahiti.....		1									1
Philippine Islands:											
Cavite.....							1				1
Corregidor Island.....			1								1
Maricaban.....							1				1
Prince Edward Island:											
East Point.....							1				1
Tryon Shoal.....	1			1							2
Sabine Bank, Gulf of Mexico.....	1							1			2
Santo Domingo, West Indies:											
Catalina.....									1		1
Porto Plata.....			1								1
Sarrana Keys, Caribbean Sea.....	1										1
Siberia:											
Anadir Bay.....								1			1
Bald Head.....							1				1
East Cape.....						1	1				2
Indian Point.....		1									1
Okhotsk Sea.....									1		1
Stadtland, Norway.....		1									1
Strait of Magellan, South America.....	1	1					1				3
Tigel Bar, Kamtchatka.....						1					1
United States of Colombia:											
Colon.....			1								1
San Blas Coast.....			1							1	2
Playa Clica.....				1							1
Venezuela:											
La Guayra.....								1			1
Maricaibo.....						1					1
West Indies:											
Buen Ayre.....								1			1
Santa Cruz.....			1								1
Tobago Island.....			1								1
Virgin Islands.....									1		1

REPORT OF THE BOARD ON LIFE-SAVING
APPLIANCES.

Meeting Convened in June, 1909.

LETTER OF TRANSMITTAL.

BOARD ON LIFE-SAVING APPLIANCES,
Boston, Mass., July 7, 1909.

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., June 28 to July 7, 1909, together with the papers referred to it for consideration.

Very respectfully,

O. H. TITTMANN,
*Superintendent U. S. Coast and Geodetic Survey,
President of the Board.*

HON. S. I. KIMBALL,
*General Superintendent United States 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 by department letter of January 3, 1882, met at Boston, Mass., in the post-office building, room 147, at 10 a. m., June 28, 1909, at the call of the president of the board dated June 8, 1909, for the transaction of such business as should be properly brought before it.

Lieut. A. L. Gamble, U. S. Revenue-Cutter Service, assistant inspector of life-saving stations, having been assigned to duty as assistant inspector of the Twelfth life-saving district, was relieved from duty as a member of the board by department letter of June 8, 1909, and Lieut. B. M. Chiswell, U. S. Revenue-Cutter Service, assistant inspector of life-saving stations, was designated a member of the board, vice Gamble, by department letter of the same date.

Present: Hon. O. H. Tittmann, Superintendent U. S. Coast and Geodetic Survey, president; Lieut. B. M. Chiswell, U. S. Revenue-Cutter Service, assistant inspector of life-saving stations; Supt. J. G. Kiah, Eleventh life-saving district; Supt. H. M. Knowles, Third life-saving district; Supt. S. H. Harding, First life-saving district; Supt. E. E. Chapman, Tenth life-saving district, recorder.

Absent: Col. D. A. Lyle, U. S. Army (retired).

Hon. S. I. Kimball, General Superintendent of the Life-Saving Service, was present at the daily sessions of the board.

II.—DOCKET.

CLASS I.—WRECK ORDNANCE.

1. Behr's line-throwing gun (A. E. Piorkowski).

CLASS II.—BOATS AND MISCELLANEOUS APPLIANCES.

1. Boat anchor (A. F. Eells).
2. Kapok life belt (the Alexander Milburn Company).
3. Acetylene flare light (the Imperial Automatic Light, Limited).
4. Milburn light (the Alexander Milburn Company).
5. New burner for acetylene gas light (J. B. Colt Company).
6. Casey lantern (Keystone Lantern Company).
7. Station watchman's time detector, improved (Newman Clock Company).
8. Beyer single record and patrol watchman's portable clocks (Hardinge Brothers).
9. "A B C" life-preserver (Welin Davit and Lane & DeGroot Company, Consolidated).
10. Life-preserver (L. D. McDonald).
11. Life-preserver (J. Elforrest Prescott).
12. Boomerang life-line carrier (Edmond Redmond).
13. Life-saving kite (Dr. F. Riehl).
14. Amphibious vehicle (Rear-Admiral J. A. Howell, U. S. Navy, retired).
15. Life-saving device (C. P. Curtis).
16. Floating life grommet (E. E. Chapman).

III.—COMMITTEES.

I. COMMITTEES APPOINTED.

CLASS I.—WRECK ORDNANCE.

1. On Behr's line-throwing gun (A. E. Piorkowski): Lieut. B. M. Chiswell, Supt. H. M. Knowles, Supt. S. H. Harding.

CLASS II.—BOATS AND MISCELLANEOUS APPLIANCES.

1. On Eells's boat anchor: Lieut. B. M. Chiswell, Supt. H. M. Knowles, Supt. S. H. Harding.
2. On kapok life-belt (the Alexander Milburn Company): Supt. E. E. Chapman, Supt. S. H. Harding, Supt. S. H. Harding.
3. On acetylene flare light (the Imperial Automatic Light, Limited): Supt. S. H. Harding, Supt. J. G. Kiah, Lieut. B. M. Chiswell.
4. On Milburn light (the Alexander Milburn Company): The full board.
5. On J. B. Colt Company's new burner for acetylene gas light: Supt. H. M. Knowles, Lieut. B. M. Chiswell, Supt. E. E. Chapman.
6. On Casey lantern (Keystone Lantern Company): Supt. J. G. Kiah, Supt. S. H. Harding, Supt. H. M. Knowles.
7. On Newman Clock Company's station watchman's time detector (improved): Supt. S. H. Harding, Supt. J. G. Kiah, Lieut. B. M. Chiswell.
8. On Beyer single record and patrol watchman's portable clocks (Hardinge Brothers): Supt. H. M. Knowles, Lieut. B. M. Chiswell, Supt. E. E. Chapman.
9. On "A B C" life-preserver (Welin Davit and Lane & DeGroot Company, Consolidated): Supt. S. H. Harding, Supt. E. E. Chapman, Supt. J. G. Kiah.
10. On McDonald's life-preserver: Lieut. B. M. Chiswell, Supt. H. M. Knowles, Supt. S. H. Harding.
11. On Prescott's life-preserver: Supt. E. E. Chapman, Supt. J. G. Kiah, Supt. S. H. Harding.
12. On Redmond's boomerang life-line carrier: Supt. J. G. Kiah, Supt. H. M. Knowles, Supt. E. E. Chapman.
13. On Riehl's life-saving kite: Supt. J. G. Kiah, Supt. E. E. Chapman, Lieut. B. M. Chiswell.
14. On Howell's amphibious vehicle: Supt. H. M. Knowles, Supt. S. H. Harding, Supt. J. G. Kiah.
15. On Curtis's life-saving device: Supt. E. E. Chapman, Lieut. B. M. Chiswell, Supt. H. M. Knowles.
16. On Chapman's floating life grommet: Supt. S. H. Harding, Lieut. B. M. Chiswell, Supt. H. M. Knowles.

2. COMMITTEES REPORTED.

CLASS I.—WRECK ORDNANCE.

1. On Behr's line-throwing gun (A. E. Piorkowski).

CLASS II.—BOATS AND MISCELLANEOUS APPLIANCES.

1. On Eells's boat anchor.
2. On kapok life belt (the Alexander Milburn Company).
3. On acetylene flare light (The Imperial Automatic Light, Limited).
4. On Milburn light (the Alexander Milburn Company).
5. On J. B. Colt Company's new burner for acetylene gas light.
6. On Casey's lantern (Keystone Lantern Company).
7. On Newman Clock Company's station watchman's time detector (improved).
8. On Beyer single record and patrol watchman's portable clocks (Hardinge Brothers).
9. On "A B C" life belt (Welin Davit and Lane & DeGroot Company, Consolidated).
10. On McDonald's life-preserver.
11. On Tibbett's life-preserver.
12. On Redmond's boomerang life-line carrier.
13. On Riehl's life-saving kite.
14. On Howell's amphibious vehicle.
15. On Curtis's life-saving device.
16. On Chapman's floating life grommet.

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. Behr's line-throwing gun (A. E. Piorkowski).
2. McDonald's life-preserver.
3. Riehl's life-saving kite.

VI.—RESULTS, OPINIONS, AND RECOMMENDATIONS.

CLASS I.—WRECK ORDNANCE.

1. *Behr's line-throwing gun (A. E. Piorkowski).*

Results.—This gun was before the board at its last session. As no agent appeared to explain the gun, and as none of its accessories was furnished, the subject was continued on the docket to await further information and the presence of an exhibitor to manipulate the apparatus and explain its action.

Mr. A. E. Piorkowski, agent for the manufacturers of the gun, appeared before the board at this meeting and presented the various accessories, viz, 1 life line, 2½ millimeters in diameter; 1 copper drum; 1 wooden reel; 1 wooden box; 2 line-carrying projectiles; 2 line rings; and 2 35-millimeter cartridges. The gun itself had been left in the care of the General Superintendent of the Life-Saving Service and was before the board. The sample gun was not in working order, and had to be overhauled by a gunsmith.

This device is made in Germany. The gun is of 35-millimeter caliber, and weighs 18 pounds. Its shoulder piece is fitted with a rubber buffer, and the recoil is controlled by a hydropneumatic brake, thus adapting it to firing from the shoulder or hand. A projectile fired from the gun picks up a line ring, fitted around the muzzle of the gun, which carries out a line attached to said ring. After the projectile leaves the gun, the propelling force of the gun is supplemented by driving gas from the base of the projectile, like a skyrocket, which obviates the necessity for a large powder charge. The flame emanating from the projectile enables the path of its flight to be seen at night. The line is coiled in a copper drum and pays out in firing. Lines 2½ and 5 millimeters in diameter are supplied. A roller is used in coiling the line, and is removed before firing. The cost of the apparatus, including the gun, 2 life lines with copper drums, wooden reels, and boxes, and 30 rounds of ammunition with line rings, delivered in New York free of duty, is \$182.50. Extra ammunition, delivered in New York free of duty, would be at the rate of \$3 per round.

The apparatus was tested by Mr. Piorkowski before the board at the Point Allerton life-saving station on July 2, 1909, by firing two shots. The gun was fired from the hand in both cases, the shoulder piece resting against a solid platform. The powder charge for both shots was about 120 grains of black powder. The mechanism worked unsatisfactorily, considerable difficulty being encountered in closing the gun after the cartridge was inserted. The first shot was a failure, due to the fact that the line ring became separated from the projectile a short distance from the muzzle, and the projectile was lost. The line, too, was badly fouled. The second shot was fired with the gun at an elevation of about 45°, using a No. 4 shot line from one of the service faking boxes. The line ran out without fouling, and the projectile fell 314 feet and 5 inches from the firing point. The path of the projectile was clear and was easily seen.

Opinion.—The board is of the opinion that the apparatus possesses the merit of being easily transported and handled, enabling it to be used in boats and along those stretches of shore line where heavier apparatus could be taken only with great difficulty, and that the lighted path of the projectile is of great advantage at night; but that the test was neither fair to the board nor to the gun, for the following reasons, viz: (1) The weather conditions on the day of the test did not afford an opportunity for testing the gun against the wind or across the wind; (2) as only two rounds of ammunition were furnished, and as the first shot was a failure, no opportunity was given to test the gun at night to demonstrate that the path of the projectile was lighted and to note the advantages thereof. The device for coiling the line is decidedly inferior to the faking boxes now in use in the service.

Recommendation.—The board respectfully recommends that, if the agent of the manufacturers of the gun will furnish one gun with accessories and the necessary ammunition free of cost to the Government, the General Superintendent of the Life-Saving Service have a thorough test conducted under various conditions at such station or stations as he may deem best, and that a report of such test be furnished the general superintendent for the information of the board at its next meeting.

CLASS II.—BOATS AND MISCELLANEOUS APPLIANCES.

1. *Eells's boat anchor.*

Results.—This anchor was first submitted to the board at its meeting held in 1907, and was continued on the docket to await the results of tests to be made by a board constituted of officers of the Revenue-Cutter Service designated to make tests of the anchor for that service. At its 1908 meeting the board, considering the probability of the anchor being iced up in freezing weather, thus preventing the opening of the fluke and depriving the anchor of the holding power of what should be its most efficient part, and the fact that the projecting flanges and crossbar in the crown offer points which might puncture the bottom planking of a boat, was of the opinion that this anchor was not preferable to the types now in use. It was suggested by the board in its report, however, that as there are stations where the climatic conditions would render one of these objections inapplicable, and as a slight alteration might obviate the other, the inventor be requested to supply three or more anchors for further tests in several districts where different conditions exist. Mr. A. F. Eells, the inventor of the anchor, was informed of the board's suggestion by the General Superintendent of the Life-Saving Service in a letter dated August 15, 1908. The inventor made no reply to said letter, and did not furnish the anchors for test in accordance with the report of the board. The subject is therefore dropped from the docket.

2. *Kapok life belt (the Alexander Milburn Company).*

Results.—This life belt was submitted by the Alexander Milburn Company, of Baltimore, Md., for the consideration of the board at its last meeting, at which time the following recommendation was made:

"The board respectfully recommends that the General Superintendent of the Life-Saving Service purchase several of these belts and distribute them, as in his judgment may seem proper, for trial in the service, in order to determine the merits of kapok for life belts as compared with cork, and that reports of such trials be submitted to the board at its next meeting."

A number of the belts were purchased in accordance with the above recommendation, and the reports of the keepers of the following-named life-saving stations are submitted to the board: Rye Beach and Hunniwells Beach stations, First district; Race Point and Salisbury Beach stations, Second district; Brenton Point and Watch Hill stations, Third district; Blue Point and Point of Woods stations, Fourth district; Lewes and Assateague Beach stations, Sixth district; Buffalo and Cleveland stations, Tenth district; Duluth station, Eleventh district, and Old Chicago and Milwaukee stations, Twelfth district.

Recommendation.—After a careful consideration of all the reports submitted, the board recommends, in view of several reports which appear to be unfavorable, that the Alexander Milburn Company be advised of the substance of such unfavorable reports by the General Superintendent of the Life-Saving Service for the purpose of permitting the company to reply thereto, and that such reply be submitted to the board at its next meeting.

The board further recommends that the tests be continued at the several stations where these belts have been furnished, and that reports thereof be submitted for the further consideration of the board at its next meeting.

3. *Acetylene flare light (the Imperial Automatic Light, Limited).*

Results.—This subject was before the board at its last meeting. It was then recommended that if the manufacturers would furnish two or more of the lights, they be sent for trial to such stations as the General Superintendent of the Life-Saving Service might direct, provided the lights could be used with the ordinary commercial carbide, and that they be furnished and returned at the expense of the manufacturers.

It is shown by the correspondence on the matter at hand at the present meeting of the board that on August 15, 1908, the General Superintendent of the Life-Saving Service notified the Imperial Automatic Light (Limited) of the recommendation of the board, and that in their reply thereto under date of August 23, 1908, the manufacturers accepted the terms of the board's recommendation to furnish the lights for trial.

It appears from further correspondence in relation to the matter that the manufacturers requested that the lights be admitted to the United States free of duty—they being of foreign manufacture. Arrangements for this purpose were accordingly made by the General Superintendent of the Life-Saving Service, and the manufacturers

were so notified and directions given them as to shipment, etc. In reply, the general superintendent was informed that the lights were being packed for shipment.

On June 9, 1909, the manufacturers were informed by the General Superintendent of the Life-Saving Service of the date and place of the present meeting of the board, and in reply dated June 23, 1909, the board was advised that arrangements were being made to ship two of the lights on June 26.

In view of the fact that no sample of the light has been received by the board up to July 7, 1909, the date of the adjournment of this meeting, the matter will be continued on the docket.

4. *Milburn light (the Alexander Milburn Company).*

Results.—The following improvements in the Milburn light are submitted to the board by the Alexander Milburn Company:

1. A wind-proof sleeve to the burner, which makes the flame inextinguishable in any wind without the protection of the reflector or reflector holder.

2. A needle valve, which enables the gas at the burner to be turned down to a needle point without smoking. The needle also automatically cleans the burner hole.

3. The capacity of the light has been increased from a charge of 6 pounds to 9 pounds of carbide without materially affecting its portability.

Opinion and recommendation.—The improvements meet with the approval of the board, and as they entail no extra expense it is recommended that they be adopted, together with the light, for use at such stations as the General Superintendent of the Life-Saving Service may deem desirable.

5. *J. B. Colt Company's new acetylene gas burner.*

Results.—This subject was submitted to the board at its meeting in 1907, and was continued on the docket at the request of the company in order to afford an opportunity to complete the construction of a new burner. It came over from the last meeting as unfinished business upon a like request of the company. The manufacturers again ask that the matter be continued on the docket.

The matter is accordingly carried over to the next meeting of the board.

6. *Casey lantern (Keystone Lantern Company).*

Results.—This subject comes over as unfinished business from the last meeting of the board, at which time the following recommendation was made:

"The board recommends that, if the manufacturers will provide three or more of these lights for trial, the General Superintendent of the Life-Saving Service place them at such stations as he may deem best, and that reports of such tests be submitted to the board at its next meeting."

Five of these lanterns were obtained by the general superintendent in accordance with the above recommendation and placed at five stations, from which reports have been received, as follows:

Under date of November 19, 1908, the keeper of the Point Allerton station, Second district, reports that the lantern, fastened to a pole, smoked badly in a strong northeast wind, and that in a northwester it went out by a slight downward motion. The keeper gives it as his opinion that the lantern now in use is superior to the Casey lantern.

The keeper of the Cape Henry station, Seventh district, in a letter dated November 19, 1908, reports that from a test made in a 40 and a 50 mile gale he is of the opinion that this lantern is superior to the one now in use, but recommends that it be made with a larger burner and wick, so as to give a stronger light. He also recommends that it be made of brass.

The keeper of the Harbor Beach station, Eleventh district, under date of April 27, 1908, reports that the light holds steady in the heaviest winds, but that it is hardly strong enough, owing to the small size of burner and wick.

Under date of June 21, 1909, the keeper of the Wallis Sands station, First district, reports that the lantern will not burn in a strong breeze, and that the light is not strong enough. He also states that the burner and wick are too small, the flame being so small that the lantern scarcely throws enough light for a patrolman.

In his report dated June 22, 1909, the keeper of the Marblehead station, Tenth district, states that the lantern is superior to any at that station.

The length of time during which the lantern burned varied considerably—from fifteen to thirty-one hours.

Opinion.—Judging from these reports it does not seem that the Casey lantern possesses any material advantages over those now in use in the Life-Saving Service.

7. *Newman Clock Company's station watchman's time detector (improved).*

Results.—This time detector was before the board at its last meeting, at which time the board was of the opinion that the device was adapted to use in the Life-Saving Service. It was recommended that the General Superintendent of the Life-Saving Service supply the time detector to such stations as might appear to him to be advantageous to the service.

At the present meeting of the board the device is submitted with improvements in the dial attachment and marker. The movement in the improved clock is of a higher grade than that in the clock first presented to the board.

The improvements and the more expensive movement and better finish of the improved device increase the cost, as stated by the manufacturers, from \$23.50 to \$35. *Opinion.*—The board is of the opinion that the improvements are of such a nature as to render the clock more valuable for use in the Life-Saving Service. The increased cost of the clock is counterbalanced by its adaptation for use as a day clock.

Recommendation.—The board respectfully recommends that the General Superintendent of the Life-Saving Service supply the improved clock to such stations as may appear to him to be advantageous.

8. *Beyer single-record and patrol watchman's portable clocks (Hardinge Brothers).*

Results.—These clocks are submitted to the board by Hardinge Brothers, of Chicago, Ill., manufacturers of the clocks, and were explained in detail by representatives of the firm.

The devices are known as the Beyer single-record and double-record watchman's portable clocks, and are covered by letters-patent. Circulars and pamphlets accompanying the correspondence in relation to the clocks describe them fully.

The manufacturers claim that these clocks are the best of their kind ever made, and that they are designed by practical watchmakers. It is set forth in the circular letters and pamphlets referred to that they are positively tamper-proof, and contain many excellent qualities that other portable clocks do not possess.

Of the two clocks now before the board, the double-record clock is especially recommended by the representatives of the manufacturers as best adapted for use in the Life-Saving Service. The key of this clock is about 5 inches long and is substantially attached to a small metallic key safe or substation. The end of the key is inserted into an escutcheon at the top of the clock case, and, by pressing the clock hard against it, an impression is made on the dial card. A clicking sound assures the carrier that an impression has been made. It is claimed that the best feature of this key is that it contains a male and a female die, so that it is very difficult to duplicate the key. Other clocks, like the single-record clock, carrying the female die within the clock and the male die upon the key, are unprotected from injury by being hit, and will become worn off from use. To the double-record clock, any figure, word, or character may be added to any line or lines desired to meet the required conditions. The cases are of aluminum. The clocks contain similar movements and time-clock dials, as are used in all Beyer watchman's clocks. The movements are especially strong, and as durable as can be produced, and are interchangeable for repairs.

The single-record clock case is 5 inches in diameter and 1½ inches deep, and is inclosed in a leather case for additional protection. Its weight is about 2½ pounds. The double-record clock is 2 inches thick and 5 inches in diameter, and also has a leather case and straps. Its weight is 2½ pounds, complete, with pouch. The substations (or key safes) are 2 inches deep, 2½ inches wide, and 6 inches high, and weigh about 2 pounds. The price at which the double-record clock is offered to the Government is \$30 each, and for each substation (or key safe) \$2.50, guaranteed for two years. A two years' supply of dials is furnished with each clock. The cost of a new movement is \$15. The price of the single-record clock is \$35, with the same guaranty, and the price of each substation therefor, \$1.50.

Opinion.—While the portable clocks now used in the Life-Saving Service answer most purposes and are generally satisfactory, the double-record clock under consideration seems to possess some advantages that may prove useful in special cases.

Recommendation.—The board recommends that the General Superintendent of the Life-Saving Service purchase two or more of the double-record clocks, with keys, complete, and place them at such stations as he may designate, for practical trial tests, and submit reports of such tests to the board at its next meeting.

9. "*A B C*" life-preserver (*Welin Davit and Lane & De Groot Company, Consolidated*).

Results.—The Welin Davit and Lane & De Groot Company (Consolidated), manufacturers of the "*A B C*" life-preserver, under date of May 27, 1909, addressed a letter to the General Superintendent of the Life-Saving Service, asking to be informed how the company should proceed to place the life-preserver before the board on life-saving appliances. In his reply dated June 12, 1909, the general superintendent furnished the desired information, and inclosed a copy of the rules and regulations of the board. In another letter to the general superintendent, dated June 15, 1909, the company stated that it was getting ready to present the life-preserver in proper shape.

As no sample of the "*A B C*" life-preserver has been furnished for examination by the board, the matter will be continued on the docket.

10. *McDonald's life preserver.*

Results.—This invention is submitted by Mr. L. D. McDonald, the patentee, who appeared before the board with a sample. The life-preserver consists of an ordinary leather belt fastened in front with a belt buckle. On the belt are four movable leather slides, secured to straps, to which are riveted air-tight, ball-shaped zinc floats about 7 inches in diameter. To securely hold the belt in proper position about the waist of the wearer side straps are provided, the ends of which are fastened to two metal rings on each side by snap hooks, said straps being adapted to encircle the legs of the wearer. The two metal rings on each side are about 2 inches apart, and form a part of the belt, so that the leather slides pass freely over them when the side straps are unhooked. The slides permit the movement of the floats to any position upon the belt, when for any reason it might be desirable to do so. For instance, the floats could be shifted to the back, permitting the wearer free movement of the arms in swimming, or they could be placed in front, allowing him to float on his back. The sample life-preserver was tested at the City Point life-saving station on June 29, 1909. The first test was made by swimming, floating, and diving; the second at boat drill, to show whether or not the buoy interfered with the handling of oars. At the conclusion of the first test, it was noticed that three of the floats leaked, due to faulty soldering. The second test demonstrated that the floats interfered slightly with the movements of the wearer in handling his oar and that they were easily dented.

Opinion.—The board is of the opinion that the device does not meet the requirements of the Life-Saving Service.

11. *Prescott's life-preserver.*

Results.—The Prescott life-preserver is presented by a sample and by letters, etc., from Mr. Lincoln W. Tibbetts and from Mr. J. Elforrest Prescott—its inventor. Application for letters-patent covering the apparatus has been made.

Description.—Total weight of jacket 8 pounds. The lifting or sustaining power is derived from 40 blocks of solid cork each 2 inches square and 6 inches long. The blocks are dipped in hot paraffin, then given a coat of shellac varnish. They are covered with an 8-ounce cotton duck canvas, stitched with Barbour's 3-cord linen thread No. 40. The cork cubes are attached to the body in two parallel lines hanging over the shoulders. From end to end the life-preserver measures 40 inches. It is secured to the wearer by ties, as in the case of the Abbey jacket, at present used by the Life Saving Service. It is claimed that the life-preserver will sustain 28 pounds air weight. The inventor states that they can be furnished for not exceeding \$2.50 each.

Recommendation.—The board respectfully recommends that the life-preserver submitted as a sample be forwarded to the City Point life-saving station, second district, for comparative test with the life belts now in use at that station, and then sent to the Brenton Point station, third district, for the same purpose, and that the reports of the station keepers be submitted to the General Superintendent of the Life-Saving Service for reference to the board at its next meeting.

12. *Redmond's boomerang life-line carrier.*

Results.—This appliance was submitted to the board by Mr. Edmond Redmond in 1902 (see p. 446, Annual Report of the Life-Saving Service for 1902) and again in 1904 (see p. 435, Annual Report of the Life-Saving Service for 1904). It is described by the inventor as a "boomerang life-line carrier." As now submitted it is accompanied by a small tin can holding a ball of cord which is to be attached to the "boomerang" before throwing. The inventor states that the can is a faking device. It is claimed that the appliance can be hurled much farther than a rope, and, after practice, with

considerable accuracy. It is intended to be thrown from boats or from the banks of streams, ponds, etc. It is of wood, 27 inches long, three-eighths inch thick, 2½ inches wide in the center, and 1½ inches wide at the ends. The upper side is rounded at the edges and the under side is a flat surface, on the center of which is fastened a small metal eye, to which the cord is attached. The can is 4½ inches long and 4 inches in diameter. It is fitted with a tin handle on the lower end, while the upper end has a cover with a hole through its center for the line to pass through. There is no faking device submitted, as the inventor claims. As the line is supposed to pay out from the center of the ball, some device to overcome this deficiency ought to have been presented.

Recommendation.—The board recommends that the General Superintendent of the Life-Saving Service place the carrier at some station for a thorough test, and that the officer making the test furnish a report thereof to the general superintendent for reference to the board at its next meeting.

13. Riehl's life-saving kite.

Results.—This kite was submitted to the board in 1896, and again in 1899. It is now covered by letters-patent dated June 30, 1908, and is presented in four different sizes, ranging from 4 to 6 feet in length, the smallest being designed for use in heaviest winds, and the larger sizes for use in lighter winds. At the meeting of the board in 1896 it was found that the device was simple and inexpensive, but that its successful use depended upon the uncertain force and direction of the wind, and that it was necessary to employ a swimmer to carry a line to a wrecked vessel before the kite would come into play. The use of swimmers for rescue work has always been practiced in the Life-Saving Service whenever practicable and conditions warranted, but where much wreckage and floating ice is to be contended with, the danger from these and the benumbing effect of ice-cold water have limited the work of rescue by swimming. It was principally for these reasons that the board did not recommend the adoption of this system when it was submitted in 1896. In 1899, when the kite was again presented, the board reiterated its former opinion.

The inventor claims that the kite is far superior to any method employed in the Life-Saving Service for rescuing persons through the breakers and surf. To use it, two persons are required—one to swim out through the surf to the vessel in distress, with a small line attached to his body, and the other to pay out the line as the swimmer makes progress. After the swimmer has reached the wreck, the shore assistant flies the kite, and when it is sufficiently high he ties the kite line to the line the swimmer has taken to the wreck, and lets go. In this way the swimmer, or another person on the wreck, gets hold of the line of the flying kite. Enough of the kite line is then hauled in to reach between the wreck and shore. The person to be rescued is fastened to the bight of the kite line and committed to the water, and the line is payed out from the wreck as the kite carries or tows the person being rescued through the surf to the shore. After the rescue is effected, the kite line is again hauled to the wreck as before to repeat the operation of rescue, and so on, until all are brought ashore.

The inventor also claims that a good swimmer can make connections with a wreck in this manner when it would be impossible to do so with the boats used in the Life-Saving Service, or when the wreck would be too far offshore to reach it with the service line-throwing gun. The claim is also made that by the use of two small cords attached to the sheet of the kite it can be made to fly at an angle of 60° from the direction of the wind by tying either one taut to the upright stay of the kite frame.

In the tests made by the inventor before the board on June 30, 1909, at the City Point life-saving station, and on July 2, at the Point Allerton station, the degree of the kite's dirigibility could not be fully shown, as the wind was not strong enough to keep it in the air.

As it seems to be the opinion of the board that swimming can not be effective in all kinds of weather and conditions, the inventor makes the suggestion that the Life-Saving Service employ a teacher who is capable of bringing the life-savers up to a much higher standard in that art. He also seems to be under the impression that in some cases where the life-savers have failed to reach wrecks by boat or gun, a good swimmer could have reached it by swimming through the surf and carrying a line at the same time.

Opinion.—Believing that a surfboat can be launched and successfully forced through the surf when it would be utterly impossible for a swimmer to make headway with a line fastened to his body, and that when connection is once established between a wreck and shore, the breeches buoy is a much safer and more expeditious method of rescue, the board can not recommend the adoption of this kite for rescuing persons from shipwreck.

14. *Howell's amphibious vehicle.*

Results.—This apparatus is the invention of Rear-Admiral J. A. Howell, U. S. Navy (retired). No description of the device is given other than two brief letters, accompanied by a small photograph showing the vehicle on a low, flat, sand beach heading for the breakers, apparently making its own way offshore.

From the correspondence it appears that other trials are to be made by the inventor in order to demonstrate the efficiency of the device, after which it is his intention to ask permission to appear before the board.

Because of the absence of a full description of the vehicle the board is unable to determine its merits for use in the Life-Saving Service. The matter will therefore be continued on the docket as unfinished business.

15. *Curtis's life-saving device.*

Results.—This device consists of a galvanized iron cylinder containing a line to which a ball is attached. It is understood that it is designed for use in rescuing persons who have broken through ice under conditions preventing the near approach of rescuers.

The galvanized-iron cylinder is $4\frac{1}{2}$ inches in diameter and 7 inches in length. One end of the cylinder is closed by means of a wooden bottom containing a removable cork plug $1\frac{1}{2}$ inches in diameter. On the other end of the cylinder is a circular cover of wood 6 inches in diameter and three-fourths inch thick, in the center of which is a removable cork plug $2\frac{1}{2}$ inches in diameter. This cover is held in position by 3 winged nuts screwed to brass rods riveted to the body of the cylinder. Inside of the cylinder is coiled a braided shot line about the size of the No. 4 service shot line. To the outer end of said line is attached a canvas-covered cork ball about 14 inches in circumference, containing a lead core.

Recommendation.—The board respectfully recommends that the device be forwarded to such station for test as the General Superintendent of the Life-Saving Service may direct, and that a report of such test be submitted to the board at its next meeting.

16. *Chapman's floating life-grommet.*

Results.—This device is submitted by Supt. E. E. Chapman, of the Tenth Life-Saving district, where it has been used with success. It is not patented. It consists of a $1\frac{1}{2}$ -inch manila rope grommet strop 6 feet in circumference, on which are strung 12 octagonal wooden floats $3\frac{1}{2}$ by $2\frac{1}{2}$ inches, spaced $2\frac{1}{2}$ inches apart and kept in place by a "Turk's head" worked over the grommet at the end of each float.

A heaving line of manila hemp or cotton is attached to the strop by means of an eye splice, hitched and served, the whole making a light, durable and inexpensive float for use from boats, beaches, piers, bridges, etc.

Opinion.—The board is of the opinion that the appliance is adapted to use in the Life-Saving Service.

Recommendation.—As the grommet is simple in construction, and can be made by the station crews, it is recommended that the General Superintendent of the Life-Saving Service authorize it to be used as a part of the station equipment in the Life-Saving Service.

VII.—UNFINISHED BUSINESS.

CLASS I.—WRECK ORDNANCE.

1. Behr's line-throwing gun (A. E. Piorkowski).

CLASS II.—BOATS AND MISCELLANEOUS APPLIANCES.

1. Kapok life belt (the Alexander Milburn Company).
2. Acetylene flare light (the Imperial Automatic Light, Limited).
3. J. B. Colt Company's new acetylene gas burner.
4. Beyer patrol watchman's portable clock (Hardinge Brothers).
5. "A-B-C" life-preserver (Welin Davit and Lane & De Groot Company, Consolidated).
6. Prescott's life-preserver.
7. Redmond's boomerang life-line carrier.
8. Howell's amphibious vehicle.
9. Curtis's life-saving device.

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