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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

1910



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ORGANIZATION OF THE UNITED STATES LIFE-SAVING SERVICE.

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

SUMNER I. KIMBALL, General Superintendent, Washington, D. C.
OLIVER M. MAXAM, Assistant General Superintendent, Washington, D. C.
SENIOR CAPT. FRANK H. NEWCOMB, United States 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 Dorniny.....	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. Klah.....	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., U. S. Revenue-Cutter Service.	No. 201 Equitable Building, Boston, Mass.
Second.....	Lieut. William E. At Lee, U. S. Revenue-Cutter Service.	} Patchogue, N. Y.
Third.....	Lieut. Harry G. Hamlet, U. S. Revenue-Cutter Service.	
Fourth.....	Lieut. Harry G. Hamlet, U. S. Revenue-Cutter Service.	Red Bank, N. J.
Fifth.....	Capt. Frederick G. Dodge, U. S. Revenue-Cutter Service.	Onancock, Va.
Sixth.....	Lieut. Walker W. Joynes, U. S. Revenue-Cutter Service.	Elizabeth City, N. C.
Seventh.....	Capt. James L. Sill, U. S. Revenue-Cutter Service.	No. 216 Post Office Building, Savannah, Ga.
Eighth.....	Lieut. Bernard H. Camden, U. S. Revenue-Cutter Service.	No. 204 Post Office Building, Detroit, Mich.
Ninth.....	Capt. Andrew J. Henderson, U. S. Revenue-Cutter Service.	No. 600 Federal Building, Chicago, Ill.
Tenth.....	Capt. Howard Emery, U. S. Revenue-Cutter Service.	No. 206 Post Office Building, Portland, Ore.
Eleventh.....	_____, U. S. Revenue-Cutter Service.....	Washington, D. C.
Twelfth.....	Lieut. Benjamin M. Chiswell, U. S. Revenue-Cutter Service.	Do.
Thirteenth.....		
On special duty....		
Do.....		

SUPERINTENDENTS OF CONSTRUCTION, LIFE-SAVING STATIONS.

ATLANTIC AND LAKE COASTS.

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

SUPERINTENDENTS OF CONSTRUCTION, LIFE-SAVING STATIONS—Continued.

PACIFIC COAST.

Name.	Post-office address.
Senior Capt. Frank H. Newcomb, U. S. Revenue-Cutter Service.	No. 379 Washington Street, New York, N. Y.
Capt. Howard Emery, U. S. Revenue-Cutter Service.....	No. 206 Post Office Building, Portland, Oreg.

BOARD ON LIFE-SAVING APPLIANCES.

Otto H. Tittmann, President, Superintendent U. S. 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, U. S. 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
Total	201

COASTS OF THE GREAT LAKES.¹

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.²

Thirteenth district.....	19
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SUMMARY.

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

¹ Including a station at the Falls of the Ohio, Louisville, Ky.

² Including a station at Nome, Alaska.

LETTER OF TRANSMITTAL.

TREASURY DEPARTMENT,
Washington, November 30, 1910.

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 ended June 30, 1910, and of the expenditures of moneys appropriated for the maintenance of the service for that period.

Respectfully,

SUMNER I. KIMBALL,
General Superintendent.

HON. FRANKLIN MACVEAGH,
Secretary of the Treasury.

**OPERATIONS OF THE UNITED STATES
LIFE-SAVING SERVICE: 1910.**

OPERATIONS OF THE UNITED STATES LIFE-SAVING SERVICE, 1910.

Two items in the summary of operations of the Life-Saving Service for the fiscal year ended June 30, 1910, attract special attention, namely, the number of vessels appearing in the tabulation of casualties and the preponderance therein of gasoline motor boats. In the two particulars mentioned the year 1909 led all preceding years in the history of the establishment, but is itself distanced by the similar record for the year last past, which shows an increase over the former year of 87 in the total number of vessels involved in casualties, and of 188 in the number of accidents to motor craft. The figures for 1910 with regard to the number of persons endangered and the value of vessels and cargoes imperiled within the scope of the service are not especially noteworthy in a comparative sense, being considerably less than those shown in last year's report for the same items. The number of lives lost would have been identical for the two years but for the lamentable wreck of the schooner *Czarina* near the entrance to Coos Bay, Oreg., January 12, 1910, when 23 men out of a crew of 24 perished under conditions that made a rescue by any human agency impossible.

The number of vessels reported during the year as having been disabled more or less seriously or wrecked was 1,463. The proportion of this number documented was 417, and undocumented, 1,046, the last-mentioned class including the majority of the motor boats above referred to and other small craft. There were on board the documented vessels 3,648 persons, 39 of whom were lost. The undocumented vessels carried 3,013 persons, of whom 14 perished. Forty-eight vessels of the larger class and 26 of the smaller were totally lost. The documented vessels were valued, with their cargoes, at \$10,989,-095, and those of the undocumented class, with their cargoes (the value of which was negligible), at \$891,470. The estimated value of property lost was \$1,829,405, or 15 per cent of the total value of property involved in disaster.

The foregoing data and other statistics of consequence relating to the year's work are so arranged in the following table that a ready comparison may be made between the figures presented for the two classes of vessels under notice:

	Documented vessels.	Undocu- mented vessels.	Total
Vessels involved.....	417	1,046	1,463
Vessels lost.....	48	26	74
Persons on board.....	3,648	3,013	6,661
Lives lost.....	39	14	53

	Documented vessels.	Undocumented vessels.	Total.
Persons succored at stations.....	327	337	664
Days' succor afforded.....	830	341	1,171
Value of vessels.....	\$7,866,870	\$375,265	\$8,242,135
Value of cargoes.....	\$3,122,225	\$16,205	\$3,138,430
Total value of property involved.....	\$10,989,095	\$391,470	\$11,380,565
Value of property saved.....	\$9,286,260	\$764,900	\$10,051,160
Value of property lost.....	\$1,702,835	\$126,570	\$1,829,405

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.

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 1 TO 9.

FIRST DISTRICT—COASTS OF MAINE AND NEW HAMPSHIRE.

	Documented.	Undocumented.	Total.
Vessels involved.....	38	61	99
Vessels totally lost.....	5	2	7
Persons on board.....	318	118	436
Persons lost.....	.....	.....	30
Persons succored at stations.....	23	7	30
Days' succor afforded.....	85	7	95
Value of vessels.....	\$430,960	\$21,950	\$452,910
Value of cargoes.....	\$125,300	\$1,040	\$126,340
Total value of property involved.....	\$556,260	\$22,990	\$579,250
Value of property saved.....	\$518,120	\$22,550	\$540,670
Value of property lost.....	\$38,080	\$440	\$38,520

SECOND DISTRICT—COAST OF MASSACHUSETTS.

	Documented.	Undocumented.	Total.
Vessels involved.....	77	192	269
Vessels totally lost.....	11	4	15
Persons on board.....	563	518	1,081
Persons lost.....	3	.....	3
Persons succored at stations.....	51	44	95
Days' succor afforded.....	77	44	121
Value of vessels.....	\$562,200	\$112,815	\$675,015
Value of cargoes.....	\$133,430	\$575	\$134,005
Total value of property involved.....	\$695,630	\$113,390	\$809,020
Value of property saved.....	\$586,655	\$96,980	\$683,635
Value of property lost.....	\$108,975	\$16,410	\$125,385

ATLANTIC AND GULF COASTS: DISTRICTS 1 TO 9—Continued.

THIRD DISTRICT—COASTS OF RHODE ISLAND AND FISHERS ISLAND.

	Documented.	Undocu-mented.	Total.
Vessels involved.....	16	12	28
Vessels totally lost.....	2	2	4
Persons on board.....	94	28	119
Persons lost.....			
Persons succored at stations.....	5	6	11
Days' succor afforded.....	9	6	15
Value of vessels.....	\$300,250	\$14,440	\$314,690
Value of cargoes.....	\$63,950	\$140	\$64,090
Total value of property involved.....	\$364,200	\$14,580	\$378,780
Value of property saved.....	\$258,700	\$3,036	\$261,736
Value of property lost.....	\$105,500	\$11,545	\$117,045

FOURTH DISTRICT—COAST OF LONG ISLAND.

Vessels involved.....	32	68	100
Vessels totally lost.....	1		1
Persons on board.....	167	217	384
Persons lost.....			
Persons succored at stations.....	8	45	53
Days' succor afforded.....	15	45	60
Value of vessels.....	\$252,900	\$64,470	\$317,370
Value of cargoes.....	15,030	\$150	\$15,180
Total value of property involved.....	\$267,930	\$64,620	\$332,550
Value of property saved.....	\$224,980	\$64,490	\$279,470
Value of property lost.....	\$42,950	\$130	\$43,080

FIFTH DISTRICT—COAST OF NEW JERSEY.

Vessels involved.....	52	80	132
Vessels totally lost.....	6	4	10
Persons on board.....	491	315	806
Persons lost.....		4	4
Persons succored at stations.....	62	88	150
Days' succor afforded.....	198	88	284
Value of vessels.....	\$814,400	\$80,045	\$894,445
Value of cargoes.....	\$567,250	\$1,520	\$568,770
Total value of property involved.....	\$1,381,650	\$81,565	\$1,463,215
Value of property saved.....	\$1,286,970	\$70,840	\$1,357,810
Value of property lost.....	\$94,680	\$10,725	\$105,405

SIXTH DISTRICT—COAST FROM CAPE HENLOPEN TO CAPE CHARLES.

Vessels involved.....	16	19	35
Vessels totally lost.....	3		3
Persons on board.....	113	60	173
Persons lost.....			
Persons succored at stations.....	40	20	60
Days' succor afforded.....	62	20	82
Value of vessels.....	\$335,500	\$8,515	\$344,015
Value of cargoes.....	\$139,625	\$105	\$139,730
Total value of property involved.....	\$475,125	\$8,620	\$483,745
Value of property saved.....	\$437,285	\$8,580	\$445,865
Value of property lost.....	\$37,840	\$40	\$37,880

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

Vessels involved.....	34	17	51
Vessels totally lost.....	7	2	9
Persons on board.....	365	44	409
Persons lost.....	8		8
Persons succored at stations.....	63	6	69
Days' succor afforded.....	261	8	269
Value of vessels.....	\$1,021,960	\$6,690	\$1,028,650
Value of cargoes.....	\$888,145	\$40	\$888,185
Total value of property involved.....	\$1,910,105	\$6,730	\$1,916,835
Value of property saved.....	\$1,286,565	\$6,075	\$1,292,640
Value of property lost.....	\$623,540	\$655	\$624,195

ATLANTIC AND GULF COASTS: DISTRICTS 1 TO 9—Continued.

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

	Documented.	Undocu- mented.	Total.
Vessels involved.....	3	21	24
Vessels totally lost.....			
Persons on board.....	16	78	94
Persons lost.....			
Persons succored at stations.....		11	11
Days' succor afforded.....		11	11
Value of vessels.....	\$39,500	\$36,875	\$76,375
Value of cargoes.....	\$160	\$40	\$200
Total value of property involved.....	\$39,660	\$36,915	\$76,575
Value of property saved.....	\$39,660	\$36,715	\$76,375
Value of property lost.....		\$200	\$200

NINTH DISTRICT—GULF COAST.

	Documented.	Undocu- mented.	Total.
Vessels involved.....	13	54	67
Vessels totally lost.....	1		1
Persons on board.....	91	237	328
Persons lost.....			
Persons succored at stations.....	13	10	23
Days' succor afforded.....	13	10	23
Value of vessels.....	\$65,060	\$52,320	\$117,380
Value of cargoes.....	\$75	\$200	\$275
Total value of property involved.....	\$65,135	\$52,520	\$117,655
Value of property saved.....	\$59,620	\$50,870	\$110,490
Value of property lost.....	\$5,515	\$1,650	\$7,165

SUMMARY—ATLANTIC AND GULF COASTS.

	Documented.	Undocu- mented.	Total.
Vessels involved.....	281	524	805
Vessels totally lost.....	36	14	50
Persons on board.....	2,218	1,612	3,830
Persons lost.....	11	4	15
Persons succored at stations.....	265	237	502
Days' succor afforded.....	721	239	960
Value of vessels.....	\$3,822,670	\$388,120	\$4,210,790
Value of cargoes.....	\$1,932,965	\$3,810	\$1,936,775
Total value of property involved.....	\$5,755,635	\$391,930	\$6,147,565
Value of property saved.....	\$4,698,555	\$350,135	\$5,048,690
Value of property lost.....	\$1,057,080	\$41,795	\$1,098,875

COASTS OF THE GREAT LAKES: DISTRICTS 10 TO 12.

TENTH DISTRICT—COASTS OF LAKES ERIE AND ONTARIO.¹

	Documented.	Undocu- mented.	Total.
Vessels involved.....	13	127	140
Vessels totally lost.....	2	3	5
Persons on board.....	187	435	622
Persons lost.....			
Persons succored at stations.....	17	40	57
Days' succor afforded.....	17	42	59
Value of vessels.....	\$451,700	\$228,855	\$680,555
Value of cargoes.....	\$27,410	\$2,900	\$30,310
Total value of property involved.....	\$479,110	\$231,755	\$710,865
Value of property saved.....	\$432,685	\$169,915	\$602,600
Value of property lost.....	\$46,425	\$61,840	\$108,265

¹ Including a station at Louisville, Ky.

COASTS OF THE GREAT LAKES, DISTRICTS 10 TO 12—Continued.

ELEVENTH DISTRICT—LAKES HURON AND SUPERIOR.

	Documented.	Undocu-mented.	Total.
Vessels involved.....	26	122	148
Vessels totally lost.....	1	2	3
Persons on board.....	293	258	551
Persons lost.....			
Persons succored at stations.....	15	11	26
Days' succor afforded.....	44	11	55
Value of vessels.....	\$1,783,700	\$61,975	\$1,845,675
Value of cargoes.....	\$503,630	\$985	\$504,615
Total value of property involved.....	\$2,287,330	\$62,960	\$2,350,290
Value of property saved.....	\$2,183,710	\$58,945	\$2,242,655
Value of property lost.....	\$103,620	\$4,015	\$107,635

TWELFTH DISTRICT—COAST OF LAKE MICHIGAN.

Vessels involved.....	48	186	234
Vessels totally lost.....	4	3	7
Persons on board.....	454	534	988
Persons lost.....	1		1
Persons succored at stations.....	17	38	55
Days' succor afforded.....	30	38	68
Value of vessels.....	\$782,550	\$130,690	\$913,240
Value of cargoes.....	\$427,170	\$870	\$428,040
Total value of property involved.....	\$1,209,720	\$131,560	\$1,341,280
Value of property saved.....	\$1,067,910	\$129,850	\$1,217,760
Value of property lost.....	\$121,810	\$1,710	\$123,520

SUMMARY—COASTS OF THE GREAT LAKES.

Vessels involved.....	87	435	522
Vessels totally lost.....	7	8	15
Persons on board.....	934	1,227	2,161
Persons lost.....	1		1
Persons succored at stations.....	49	89	138
Days' succor afforded.....	91	91	182
Value of vessels.....	\$3,017,950	\$421,520	\$3,439,470
Value of cargoes.....	\$558,210	\$4,755	\$562,965
Total value of property involved.....	\$3,976,160	\$426,275	\$4,402,435
Value of property saved.....	\$3,704,305	\$358,710	\$4,063,015
Value of property lost.....	\$271,855	\$67,565	\$339,420

PACIFIC COAST.¹

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

Vessels involved.....	49	87	136
Vessels totally lost.....	5	4	9
Persons on board.....	496	174	670
Persons lost.....	27	10	37
Persons succored at stations.....	13	11	24
Days' succor afforded.....	18	11	29
Value of vessels.....	\$1,026,250	\$65,625	\$1,091,875
Value of cargoes.....	\$231,050	\$7,640	\$238,690
Total value of property involved.....	\$1,257,300	\$73,265	\$1,330,565
Value of property saved.....	\$883,400	\$56,055	\$939,455
Value of property lost.....	\$373,900	\$17,210	\$391,110

¹ Including a station at Nome, Alaska.

GENERAL SUMMARY.

[Combining both classes of vessels.]

	Atlantic and Gulf coasts.	Lake coasts.	Pacific coast.	Total.
Vessels involved.....	805	522	136	1,463
Vessels totally lost.....	50	15	9	74
Persons on board.....	3,830	2,161	670	6,661
Persons lost.....	15	1	37	53
Persons succored at stations.....	502	138	24	664
Days' succor afforded.....	960	182	29	1,171
Value of vessels.....	\$4,210,790	\$3,439,470	\$1,091,875	\$8,742,135
Value of cargoes.....	\$1,936,775	\$962,965	\$238,690	\$3,138,430
Total value of property involved.....	\$6,147,565	\$4,402,435	\$1,330,565	\$11,880,565
Value of property saved.....	\$5,048,690	\$4,063,015	\$939,455	\$10,051,160
Value of property lost.....	\$1,098,875	\$339,420	\$391,110	\$1,829,405

SOURCES OF ASSISTANCE TO VESSELS.

In 1,120 of the 1,463 instances of accident and shipwreck included in the foregoing tabular statement, vessels valued with their cargoes at \$4,055,070 were assisted by the service crews alone. On 287 occasions, involving property valued at \$6,124,160, the life-saving crews worked in conjunction with revenue cutters, professional wreckers, tugs, etc. Twelve of the 1,463 vessels, valued with their cargoes at \$215,110, had the assistance only of outside parties; and 44, whose value, with that of their cargoes, amounted to \$1,486,225, received no aid from any source, some having gone to destruction before help could reach them, and others having been able to take care of themselves after getting into danger.

In addition to the work of the crews mentioned in the preceding paragraph, assistance of more or less importance was extended to 135 documented and 322 undocumented vessels not included in any tabulation in this volume, said vessels having been involved in no actual disaster. The aid given in these instances was largely for the accommodation of shipmasters and owners, and included such services as the receipt and delivery of messages between ship and shore, pointing out channels, acting as pilots in emergencies, etc.

The patrolmen and watchmen of the service also signaled timely warnings to 243 vessels running into danger. There is no means of knowing how many lives or how much property was saved by this feature of the service organization, but its value to commerce and humanity was undoubtedly of considerable moment, considering the fact that 142 of the vessels were steamers and that 224 of the warnings were given in the nighttime.

It appears from the three preceding paragraphs that the life-saving crews rendered assistance of value to 2,107 vessels in situations of need or distress during the year within the field of the service.

SUMMARY OF ACCIDENTS TO UNDOCUMENTED VESSELS.

The following table shows the several descriptions of undocumented vessels that suffered accident during the year, the value of the vessels, the damage or loss incurred, the number of persons on board, and the number of lives lost. As will be seen, motor boats head the list, the number of such craft being nearly twice that of all the other boats included in the table. These motor boats carried 73 per cent of the total number of persons on board all kinds of undocumented vessels suffering accident, and 33 per cent of the entire number involved in casualties to all classes of vessels. The percentage of lives lost in accidents to undocumented craft during 1910 was much lower than that shown for the preceding year, the ratio of fatalities to the number of persons involved being 1 to 215, as against 1 to 115 for 1909.

Description of vessels.	Vessels involved.	Value of vessels.	Damage or loss.	Persons on board.	Lives lost.
Gasoline motor boats.....	650	\$603,690	\$39,080	2,188	6
Yachts, sloops, sailboats.....	204	72,560	1,690	460	2
Flatboats, skiffs, dories, rowboats, racing shells, yawls, canoes, and rafts.....	120	12,060	190	241	.....
Fish boats.....	31	12,405	275	67	5
Barges, lighters, scows.....	34	104,200	34,500	35	1
Pile drivers.....	3	8,030	1,500	8	.....
Dredges.....	1	60,000	40,000	7	.....
House-boats.....	2	1,500	.....	4	.....
Steamers.....	1	800	.....	3	.....
Total.....	1,046	\$75,265	117,235	3,013	14

¹ Means of propulsion not stated; description given to boats used by Columbia River fishermen, of which 23 are included in this classification.

CAUSE AND NATURE OF ACCIDENTS TO GASOLINE MOTOR BOATS.

In the table immediately preceding is shown a summarized statement of casualties to 650 undocumented motor boats. The record of disasters to documented vessels also includes accidents to 106 boats propelled by gasoline power, making a total of 756 motor craft, large and small, involved in casualty during the year, or 188 more than the number of boats of the same description reported as disabled during 1909. It is a noteworthy fact that these boats constitute 52 per cent of the entire number of vessels of all classes that sustained casualty during 1910, and that they carried 2,747, or 41 per cent, of the 6,661 persons aboard said vessels. Only 3 of the motor-boat accidents that occurred during the year resulted in fatalities, and only 6 of the 2,747 persons mentioned, or 1 out of each 458 carried by such boats, lost their lives, whereas the ratio between similar figures for last year was 1 life lost to each 196 involved. Not more than 1 in 7 of the 756 boats had cargoes aboard when overtaken by difficulty.

The following table shows the causes and nature of the accidents to these boats, as given in the casualty reports submitted by keepers of life-saving stations:

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.	Waterlogged, swamped, sunk, and foundered vessels.	Collisions.	Capsizes.	Fires.	Exhaustion of gasoline.	Leaks.		Parting of lines, going adrift, or dragging, fouling, or losing anchors.	Lost bearings.
CLASS 1.—Causes connected with the weather.														
Gales, storms, tides, currents, surf, heavy seas, ice, etc.....	4	5			56	5		8				8		86
Fog.....					11								1	12
Darkness.....					3									3
CLASS 2.—Causes connected with navigation.														
Poor seamanship and error of judgment.....	2				22									24
Intoxication of persons handling vessel.....					2							1		3
Unacquaintance with waters navigated.....			1		33									34
Mistaking of lights.....				1	1									1
CLASS 3.—Causes connected with engine and running gear.														
Disabled engine.....				1	61		1					7		70
Damage to steering gear.....					2									2
Damage to rudder.....					3						1	2		6
Damage to propeller.....	1				3						1	2		7
CLASS 4.—Miscellaneous causes.														
Collisions.....						1	4							1
Leaks.....	2				1									7
Explosion of gasoline.....								12						12
Exhaustion of gasoline.....					4	1						1		6
Striking rocks, piers, trestles, breakwaters, and other obstructions.....	3	1			3	5								12
Parting of lines, dragging, fouling, or losing anchors, or going adrift.....		2	1	1	33		2	1						40
Exhaustion of batteries.....	2													2
Overturning of lamp.....								1						1
Cause not given.....	338	11	12	2	12	2	2	1	4	28		15		427
Total number of vessels involved.....	352	19	14	4	250	18	4	11	17	28	2	36	1	756

SUMMARY.

Class 1.—Causes connected with the weather.....	101
Class 2.—Causes connected with seamanship and navigation.....	62
Class 3.—Causes connected with engine, running gear, etc.....	85
Class 4.—Miscellaneous causes.....	508

VESSELS TOTALLY LOST.

Of the 74 vessels totally lost during the year as previously shown, 65 were American, 6 British, 1 German, 1 Spanish, and 1 Italian. Twenty-six of the total number (including 16 gasoline launches, 4 barges, 2 sloops, and 4 small boats—all of them American) were undocumented. The 48 vessels embraced within the documented class comprised 14 steamers,

27 sailing craft, 5 gasoline launches, and 2 lighters. The property loss involved in the wrecking of these vessels was nearly one and a half million dollars, approximately one-third of which represents cargoes. Great Britain sustained the largest loss in a single instance, namely \$316,870, in the destruction of the steamer *Arroyo* on February 20, 1910; the United States comes next in the loss of the steamer *Winnebago* July 31, 1909, valued, with her cargo, at \$190,000; and Germany third, the single vessel of that nationality being the steamer *Brewster*, wrecked November 28, 1909, with a loss of \$111,000. The *Arroyo* and *Brewster* were lost on the coast of North Carolina, and the *Winnebago* on the coast of California. The following table shows the extent to which each of the several countries mentioned are interested in the respect under notice:

Registry.	Vessels lost.	Estimated value of—		Total value of property involved.	Value of property lost.	Persons on board.	Lives lost.
		Vessels.	Cargoes.				
American.....	1 65	\$780,725	\$200,235	\$980,960	\$952,610	424	40
British.....	6	187,160	199,710	386,870	386,870	69	3
German.....	1	75,000	36,000	111,000	111,000	33	.....
Spanish.....	1	5,000	.....	5,000	5,000	13	.....
Italian.....	1	8,000	.....	8,000	8,000	17	.....
Total.....	74	1,065,885	435,945	1,491,830	1,463,480	556	43

¹ Including 26 undocumented vessels, valued with their cargoes at \$68,090 and having on board a total of 65 persons, 4 of whom were lost.

FOREIGN VESSELS INVOLVED IN DISASTER.

There were 28 foreign vessels involved in disaster during the year within the scope of operations of the life-saving establishment, all except 2 of which were documented. Great Britain appears first in the following tabulation of such casualties with 22 vessels, 15 of which are of Canadian registry. Germany follows next with 2 vessels, then Norway, Austria, Italy, and Spain with 1 vessel each. The country first named is the only one of the 6 represented in the table that sustained loss of life in connection with the disasters recorded, 3 sailors having perished from aboard the Canadian schooner *Mizpah* when that vessel was wrecked December 2, 1909, near the Peaked Hill Bars life-saving station, coast of Massachusetts. (See "Disasters involving loss of life.") Great Britain and Germany are the only countries whose losses of property were of any considerable importance, the bulk of the loss in the case of the first-named country having been incurred on the occasion of the wreck of the steamer *Arroyo*, and all of that shown for the second when the steamer *Brewster* met destruction.

Registry.	Vessels.	Tonnage.	Estimated value of—		Total value of property involved.	Value of property lost.	Persons on board.	Lives lost.
			Vessels.	Cargoes.				
British.....	1 22	16,470	\$894,035	\$662,100	\$1,556,035	\$390,370	243	3
German.....	2	5,120	175,000	336,000	511,000	111,000	76	.....
Norwegian.....	1	1,950	150,000	.....	150,000	.....	33	.....
Austrian.....	1	3,269	100,000	100,000	200,000	.....	28	.....
Italian.....	1	924	8,000	.....	8,000	8,000	17	.....
Spanish.....	1	237	5,000	.....	5,000	5,000	13	.....
Total.....	28	27,970	1,332,035	1,098,100	2,430,035	514,370	410	3

¹ Including 2 undocumented vessels, valued at \$875 and having on board a total of 4 persons.

BOATS AND APPARATUS USED DURING THE YEAR.

The following table shows the number of times the boats and life-saving apparatus of the service were used during the year in connection with the work of the station crews, and the number of persons landed or taken to other places of safety therewith:

Description of boats and apparatus.	Times used.	Trips made.	Persons landed or taken to other places of safety.
Surfboats.....	753	980	867
Power surfboats.....	490	547	924
Self-righting and self-bailing lifeboats (without power).....	40	57	25
Self-righting and self-bailing power lifeboats.....	407	490	597
Small boats (unclassified).....	690	846	532
Power small boats.....	141	152	117
River life skiffs (used at Louisville station).....	21	23	51
Breeches-buoy apparatus.....	a 3	22	32
Heaving stiek.....	58	.....	.....
Total.....	2,603	3,117	3,145

* On one of these occasions the buoy was operated at night, landing 4 persons. The wreck gun, commonly used with the breeches buoy, was employed 8 times, a total of 21 shots being fired.

GENERAL SUMMARY OF OPERATIONS SINCE THE INTRODUCTION OF THE PRESENT LIFE-SAVING SYSTEM, 1871-1910.¹

Disasters.....	21,250
Persons involved.....	² 143,093
Lives lost.....	³ 1,277
Persons succored at stations.....	⁴ 22,973
Days' succor afforded.....	⁵ 52,535
Total value of—	
Vessels involved in disaster.....	\$210,784,565
Cargoes.....	82,248,589
Property involved.....	293,033,154
Property saved.....	234,985,892
Property lost.....	58,047,262

MISCELLANEOUS SERVICES OF CREWS.

In order to economize space, it has been found necessary to omit from this report the usual tabular statement of the work performed by the service crews aside from assistance rendered to distressed vessels. This miscellaneous endeavor has increased so remarkably of late years that it is no longer practicable to record services of this nature in detail. Therefore, only a summary is presented, the several classifications of work appearing in the order heretofore given, with one exception, namely, the "cases of resuscitation," which are set forth, without abridgment, in a chapter by themselves, under the

¹ 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 1872-1874, 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.

² Including persons rescued not connected with vessels involved in disaster.

³ 85 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.

⁴ Including persons not connected with vessels involved in disaster.

⁵ Including succor afforded to persons not connected with vessels involved in disaster.

heading "Restoration of the apparently drowned." With this change, the summary is as follows:

Miscellaneous rescues.—A total of 137 persons in danger of losing their lives, suffering serious injury, or in distress from exposure to storm and flood, were rescued in the course of the year. Of this number 132 were saved from possible death by drowning and 5 from dangerous situations on land. Among those imperiled by water were 57 victims of hurricane and flood; 20 persons who had fallen from piers, floats, gangplanks, etc.; 20 bathers and swimmers; 20 persons taken from cribs, breakwaters, outlying rocks, ice cakes, etc.; 6 who had fallen overboard from boats; 3 who were adrift on planks and other objects; 3 who had broken through the ice; 1 who had jumped from a steamer with suicidal intent; and 2 (both helplessly intoxicated) found lying on the beach and about to be engulfed by the tide. Of the 5 persons whose lives were in jeopardy from dangers other than drowning, 1 (an intoxicated man) was picked up in the snow; 2 were rescued from the face of a cliff; 1 (a child) was saved by a keeper catching a runaway horse; and 1 was prevented from committing suicide by cutting his wrist. Sixty-nine of the 137 persons endangered as set forth in this paragraph were women and children.

Aid to the sick and injured.—Each life-saving station is supplied with a chest containing a variety of medicines, restoratives, etc., for first-aid treatment of shipwrecked persons suffering from sickness, injury, or exposure. The simple medical and surgical knowledge which the service crews acquire from the printed instructions that accompany these cabinets is also turned to good account in caring for the sick and injured other than victims of shipwreck. Sixty such persons were so treated during the year. Eleven of this number had sustained sprained and broken limbs, the loss of fingers, etc.; 6 were victims of boiler explosions; 2 had been hurt in automobile accidents; 1 had been crushed by a falling tree; 1 had tumbled over a cliff; 1 was suffering from a gunshot wound; and 1 had been bitten by a dog.

Shelter, subsistence, and clothing were provided for 176 persons detained on the beaches by storms, floods, high tides, drifting ice, and for other reasons, a total of 195 days' relief being furnished.

Recovery of bodies.—By a coincidence, the number of bodies recovered from the water, found on the beaches, taken into custody and delivered to relatives, undertakers, etc., is the same as that shown in the similar record for 1909, namely, 150. It may be assumed that the entire number of those whose remains fell into the hands of the station crews under the circumstances noted died violent deaths, although the causes of death are not definitely known except in the following instances: Thirty-three were bathers and swimmers; 18 had fallen from piers, bridges, breakwaters, etc.; 18 were precipitated overboard from vessels large and small; 10 were shipwreck victims whose bodies had been washed ashore; 2 had broken through the ice; 1 had fallen from a high cliff; and 9 were suicides. Of those last mentioned, 5 perished by drowning, 3 by shooting, and 1 by hanging.

Recovery of property.—The miscellaneous property retrieved from the sea, saved from the tides, found on the beaches, extricated from bogs, mire, and quicksands, and recovered from other situations of danger, was considerable in quantity, variety, and value. The service crews responded to 82 calls of this kind during the year. Among

the objects included in the reports of such service were 8 automobiles, 10 wagons, 21 horses, 2 mules, 6 head of cattle, 5 hogs, 25 fishnets, a number of sails, spars, anchors, cables, lines, etc.; 2 log rafts, several lots of lumber, a bathhouse, some household furniture, 2 balloons, a parachute, 3 watches, and 2 purses.

Assistance at fires.—The efficiency of the life-saving corps as fire fighters is convincingly shown by the year's record of their services in this connection. Working alone and in company with local fire brigades and private citizens, they rendered invaluable service in saving and endeavoring to save and protect public and private property from the flames on 69 occasions, involving 30 dwellings, 2 Government buildings, 6 manufacturing plants, a store, 2 clubhouses, 4 hotels, a bathing pavilion, 2 vessels, 10 docks, piers, cribs, and breakwaters; 2 lots of lumber, a quantity of coal, and in 18 instances brush, grass, and forests.

Transportation furnished.—Those who accepted the good offices of the keepers and surfmen as indicated by this heading were in no wise imperiled or distressed except in two or three instances. The services rendered were performed entirely as a matter of accommodation and without reward. They may be variously described as follows: Carrying passengers, ship officials, and others to and from vessels; landing pilots, bringing employees of light stations ashore and returning them to their posts of duty, helping on their way inspection officers of other branches of the public service, taking a police official in pursuit of thieves, carrying a physician to see a patient, conveying an undertaker on a professional call, and transporting the remains of a deceased person for burial. The service boats were utilized for such work, and the occasions upon which assistance of the kind stated was afforded numbered 41.

Assistance to other branches of the public service.—The assistance extended to other branches of the Government service during 1910 differed little, if any, in character from that noted in last year's report. There were 63 occasions of such service reported as against 60 for 1909. In 49 of these instances the Lighthouse Establishment was the beneficiary; in 8, the War Department; in 2, the Navy Department; in 2, the Post Office Department; and in 2, the Revenue-Cutter Service. The duties performed as here indicated included the reporting of missing buoys and the recovery and replacing of the same; reporting the failure of light beacons to keep burning or revolving, marking and reporting sunken wreckage, taking soundings, acting as pilot in emergencies, delivering and receiving messages, finding and recovering a submarine mine, and assisting in the recovery of a target, saving property from flood, and carrying mail to and from outgoing and incoming vessels.

Unclassified service.—There were 32 instances of miscellaneous service rendered during the year that can not properly be included in any of the 8 preceding classifications. Some of these were of considerable importance—as, for example, assistance rendered to two women forcibly detained by ruffians aboard a launch, the release of a girl who had caught her foot fast between two planks of a pier, helping to splice a submarine cable, supplying fuel and provisions to needy persons, delivering messages relative to sickness and deaths, disinterring a corpse, making and delivering coffins, assisting at funerals,

piloting to their destination persons lost on the beaches, notifying police authorities of robberies, and apprehending insane persons.

REBUILDING AND IMPROVEMENT OF STATIONS.

It was mentioned in last year's report that a desirable site had been selected for a station at Galveston, Tex., to replace the one destroyed in the great Galveston flood of September 8, 1900. The construction of the new station is now well advanced. New stations are also under construction at Kitty Hawk and Chicamacomico, N. C., the old structures at those places, built many years ago, being of antiquated type, and too small to house the modern boats and life-saving appliances of the service.

Extensive repairs and improvements were also made to the stations at Erie, Pa.; Cleveland, Ohio; Kenosha, Wis.; and Manistee, Mich., and less extensive improvements to the Wood End, Pamet River, and Old Harbor stations, on the coast of Massachusetts, and to the station at Nome, Alaska. Various other stations underwent minor repairs and improvements in the course of the year.

A new launchway, to replace one swept away at the Waaddah Island station, Neah Bay, Wash., was constructed at Baaddah Point, on the mainland opposite Waaddah Island, and the station has been removed from its original site to the point. It will hereafter be known as the Baaddah Point station.

ESTABLISHMENT OF STATIONS.

No new stations were added to the Life-Saving Establishment during the year, those mentioned in last year's report as having been placed under contract for construction at Lorain, Ohio, and the Isles of Shoals, off Portsmouth, N. H., not having been completed by the close of the year. The station at the latter place has since been finished and put in commission. At this date the station at Lorain is about completed, but will not be ready for occupancy before the close of Lake navigation. It will be put in commission, however, at the opening of the next active season in the spring of 1911.

Advertisement was issued for proposals for the construction of the station authorized to be established at Green Hill, R. I., but the single proposal received up to the date set for opening bids was deemed excessive, and a second advertisement has been published. Advertisement was also issued for proposals for the construction of the station authorized to be established at Eagle Harbor, Mich.

POWER BOATS FOR LIFE-SAVING WORK.

Occasion was taken last year to refer to the wonderfully enlarged efficiency of life-saving endeavor effected by the employment of gasoline motor propulsion for certain types of boats used by the establishment. The results accomplished during 1910 with the craft so equipped have continued to excite general admiration and comment, owing to the extended facilities which their speed and power afford for the prosecution of rescue and salvage work.

Within the year four new 36-foot self-righting and self-bailing life-boats, 15 new open surfboats, and 6 new self-bailing surfboats were

put in service at stations where they could be advantageously used. Those of the description first mentioned were equipped with 35 to 40 horsepower engines, and the surfboats with engines of 8 horsepower. Motors of 35 to 40 horsepower were also placed in three of the 34-foot self-righting and self-bailing lifeboats and of 8 horsepower in two of the open surfboats, already employed at the stations, giving the establishment a total increase of 30 power boats within the year. Contract was also entered into for the construction of ten 36-foot power lifeboats and twenty self-bailing power surfboats. Several of these boats have been completed since the close of the year.

PENSIONS FOR LIFE-SAVING CREWS.

The life-saving corps and their many friends and well wishers who have been interested in their long continued efforts to secure legislation providing for their retirement in case of disability were gratified at the distinct step made toward the attainment of their desires when the Senate passed, on June 25, 1910—the last day of the second session of the Sixty-first Congress—a bill (S. 5677) “to promote the efficiency of the Life-Saving Service,” the most important feature of which is a provision for retiring disabled superintendents of life-saving districts and members of life-saving crews. A similar bill was introduced in the House of Representatives, but in the pressure of other important legislation was not acted upon by the committee having it in charge.

Both bills were referred to the Secretary of the Treasury for his views touching their merits and the propriety of their passage. He made a comprehensive report, a copy of which, as submitted to the Committee on Commerce of the Senate, is reproduced here for preservation in the annals of the service.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
May 5, 1910.

SIR: I have the honor to acknowledge the receipt of your letter transmitting S. 5677, Sixty-first Congress, second session, “To promote the efficiency of the Life-Saving Service,” and asking for suggestions touching the merits of the bill and the propriety of its passage.

The bill contains two distinct propositions: First, to create a retired list for superintendents of life-saving districts, keepers of life-saving stations, and members of life-saving crews, constituting the field force of the service, and, second, to provide a graduated scale of increase in compensation for the same officers and men, based on length of service.

After a careful examination into the nature, value, and present condition of the service, and of the probable effects of the proposed legislation, I believe both propositions merit approval, and I earnestly recommend their adoption.

With reference to the matter of retirement, I briefly outlined my views upon the policy of providing retiring pensions for the employees of the civil service generally in my annual report for the last fiscal year, claiming that some such provision is indispensable to a thoroughly efficient service because of the reluctance of superior officers to deprive of their means of support worthy subordinates who have expended the vigorous years of their lives in the faithful service of the Government, that justice both to the employees and to the public service demands it; that our Nation, notwithstanding its reputed great wealth and liberality in expenditures, is the only one of the leading nations of the world that has not made some provision of this kind for its employees who have become incapacitated in service; and that the trend of public sentiment in this direction in our own country is unmistakable, as shown by the action of our great universities, our principal municipalities, and many of our large corporations. So generally is this course being adopted by our best-managed railroads and other powerful and progressive corporations that the conclusion seems irresistible that it has

not been dictated by considerations of humanity alone, but is regarded as sound economic and business policy.

All these considerations are pertinent in connection with the provisions of the pending bill, together with many others that my examination of the subject has disclosed that are not applicable to other branches of the civil establishment, but which specially entitle the Life-Saving Service to the favorable attention of Congress. It was these which, long before the agitation of the subject of civil-service pensions was begun, awakened a widespread sentiment favoring pension legislation for the Life-Saving Service, as shown by the fact that several bills in that behalf have been presented in previous Congresses with the indorsement of commercial organizations, State legislatures, and the public press. As long ago as 1888, Fiftieth Congress, a bill granting pensions to certain officers and enlisted men of the Life-Saving Service was unanimously reported from the Committee on Pensions of the House, and subsequently, in the Fifty-seventh Congress, a similar bill was favorably reported by the Committee on Interstate and Foreign Commerce. A bill with provisions similar to the one under consideration, so far as retirement is concerned, received from the Committee on Commerce in the Senate during the first session of the Fifty-ninth Congress, a favorable and unanimous report, earnestly recommending its passage. It did not, however, reach a vote before the expiration of the Congress. The same bill was reintroduced in both Houses at the next Congress, and hearings were had upon it before the Committee on Interstate and Foreign Commerce in the House; but, owing to the contention of some of the members of the committee that the granting of retirement to the Life-Saving Service would operate as an entering wedge in the creation of a pension list for the benefit of the civil employees of the Government generally, and their opposition to the admission of this principle, the hearings finally resulted in the reporting and passage of a bill increasing the compensation of the field force of the service.

In the case of the pension bill mentioned as having been favorably reported by the Committee on Interstate and Foreign Commerce in the Fifty-seventh Congress, a minority report was submitted in which the same objection was urged, together with another claiming that the pay of surfmen was so much greater than that of soldiers in the Army or seamen in the Navy that the benefits sought would be disproportionate and unfair to the soldiers and sailors. This latter objection was shown to be based upon erroneous grounds, owing to an apparent lack of information regarding the conditions affecting the pecuniary welfare of the employees in the services concerned. A comparison between the pay and allowances and prospects of advancement of enlisted men in the Navy and in the Life-Saving Service (the Navy being selected as more nearly akin to the Life-Saving Service), proved the lot of the former to be far superior to that of the latter regarding compensation as well as in other respects, and completely disposed of this point. The first-named objection, therefore, appears to be the only one requiring consideration here.

Retirement, as granted to the Army and Navy, has been defined as "the acknowledgment by the Government of a moral obligation on account of past meritorious service, and a compensation for the loss of earning capacity incurred through injury, disease, or the devotion of the productive years of life to the performance of duty," and is generally understood to have been originally limited to those two branches of the Government on account of what was deemed the specially hazardous nature of the service required of those employed therein; although its subsequent extension to the judiciary would seem to indicate that the idea of long-continued and nonpartisan service may have had weight in the consideration of the subject, the Army and Navy and the judiciary being in the earlier days of the Republic the only branches of the Government in which tenure of office was not more or less transient and dependent upon political exigencies. To grant pensions to employees whose tenure was liable to termination upon every change of administration, or whenever it was deemed politically advantageous to the party in power, was, of course, never contemplated. This undoubtedly accounts for the fact that the United States has refrained from taking action similar to that of other nations in extending pensions to the civil service, and prevented agitation of the subject until those employees of the Government whose duties were not connected with administrative policies were protected by law from removal for political reasons, and until such law had been in force a sufficient time to prove its merits and indicate its probable permanence.

In my opinion the Life-Saving Service is not only engaged in an especially hazardous undertaking, but it is the most strictly nonpartisan service under the Government, having been distinctly made such by the provision in the act of May 4, 1882, "that the appointment of district superintendents, inspectors, and keepers and crews of life-saving stations shall be made solely with reference to their fitness and without reference to their political or party affiliations." Being thus definitely removed from

the field of political patronage, and the duties of its employees being of an unusually arduous and dangerous nature, this service was naturally the first to suggest itself to the public mind as deserving of pensions for its disabled and superannuated members.

Relative to the dangerous nature of the service, it may be said that the risk of death, injury, and disease incurred by the life-saver is not less than that of the soldier or naval sailor. If his service is less dangerous in time of war, it is much more so in time of peace, which is the generally prevailing condition that has been interrupted but four times in our national history. Extra hazard, therefore, is incurred by the soldier and naval sailor only at intervals of many years, while the perils of the life-saver run through the entire period of peace as well as war. Every enlistment of the life-saver is entered with the certainty of exposure to extraordinary danger, while the vast majority of those who enlist in the Army or Navy do so with scarcely a prospect of incurring the dangers of war service.

The life-saver's habitudes and course of life are very similar to those of the soldier and naval sailor. He is enlisted for a specified term of service, after a rigid physical examination—to which is added a professional one not required of the soldier and sailor—is subject to rigid discipline, to constant guard duty, the performance of daily drills, and when occasion requires, to do battle. The nightly patrol of the life-saver, however, involving long, difficult, and wearisome marches in all conditions of weather, is one of especial hardship and exposure, which finds no parallel in the corresponding duty of the soldier and sailor.

In time of war the life-saving stations are admirably adapted for military outposts or pickets. This fact was so apparent at the outbreak of the Spanish-American War that, upon the request and recommendation of the Secretary of the Navy, Congress passed a special act (June 7, 1898) directing that the stations upon the Atlantic and Gulf coasts be kept open and manned for active service during the months of June and July, when otherwise they would have been closed, for the sole purpose of cooperating with the Navy. They formed the principal part of the naval coast signal service throughout the campaign, and according to the report of Capt. John R. Bartlett, United States Navy, superintendent of the coast signal service, rendered aid of great importance by advising the Navy Department of the movements of Government vessels by means of the service telephone lines, which are connected with the general telegraph systems of the country. It was at the life-saving station at Jupiter Inlet that the message of Capt. Clark, of the battleship *Oregon*, was received when he made land off Jupiter and signaled the safe arrival of his ship, with all on board well and ready for battle. In a few minutes the welcome news was in the hands of the Secretary of the Navy. Had the vessels of the enemy seriously threatened the coast, the services of these station crews would have been invaluable in making prompt discovery of their appearance and notifying the authorities at Washington, and also in transmitting orders and intelligence to and from our own fleets. The military discipline of the service, the familiarity of its men with the international and service signal codes, and their training in keeping an alert lookout, eminently fit them for such duty. Upon the occasion of any future war the stations would be again utilized in the same way, which, in case of an attempted invasion by the enemy, would subject the men to the actual dangers incurred by soldiers in time of war, since the stations, on account of their importance as outposts, being on the skirmish line as it were, would be the first to invite the attack of the enemy for the suppression of their activities. Indeed, so well is the availability and usefulness of these life-saving stations understood by the Navy that cooperation with them is already provided for.

The foregoing would seem to justify the grant by Congress of the same rates and conditions of retirement that are allowed to the Army, the Navy, and the Revenue-Cutter Service; and ought also to dispel in the minds of the opponents of the general extension of pensions to other branches of the civil service the apprehension that the passage of the bill could be cited as a precedent for such extension. As the Senate committee in its report on the former bill (S. 26, 59th Cong., 1st sess., Rept. No. 808) well said, in answer to the objection that its passage would open the door to a general pensioning of the civil service employees of the Government: "Its enactment would not form a dangerous precedent, nor could it be regarded as the beginning of a civil pension list. The adoption of a wise and desirable measure does not constitute a precedent for the adoption of an unwise and undesirable one, nor should a just claim for favorable action be denied for fear that its allowance would be cited in support of an unjust one. Every proposition for legislation of this nature should be decided upon its own merits."

The second proposition, which is contained in section 6 of the bill, is to increase the pay of surfmen, keepers, and district superintendents 10 per cent for each five years' service, not to exceed 40 per cent. This requires little explanation or argument, as the same provision has been in effect for a long time in the Army and Navy, and also in some branches of the civil establishment, such as the Revenue-Cutter Service and

the Public Health and Marine-Hospital Service in this department. It is intended as a recognition of the increased value of a man's services as he gains experience in and knowledge of his profession, a flat rate pay, the same for the experienced veteran as for the raw recruit, being clearly unjust and inequitable. It furnishes a definite increase in compensation at fixed intervals without regard to the chances of promotion through the occurrence of vacancies in higher grades. In services where the opportunity for promotion in the regular course is such that every worthy man has reasonable assurance of advancement by that means, as in the departmental service, the need of such a graduated scale of pay is not so apparent. But this is not the situation in the Life-Saving Service. Only a small proportion of the surfmen can ever reach a keepership with a salary of \$1,000 per annum, and the number of district superintendents is so small that a surfman's prospects of attaining to this grade are negligible. The only increase of pay provided by existing law in the grade of surfman, above which a vast majority of the men, however well qualified, can ever hope to rise, is the extra \$5 per month paid to the No. 1 man in each crew, and even this must be inevitably surrendered, as old age approaches, to younger and more active men. Obviously, the outlook for a man of mature years who considers the service from the standpoint of a life profession is not such as to encourage the enlistment of energetic and ambitious men. It appeals rather to such as will accept temporary employment until they can secure something better, and who will leave at the first opportunity.

A definite increase at the end of each period of five years, placing a premium upon experience and continuance in the service, and recognizing the inequality necessarily existing between the veteran and the inexperienced beginner, added to the eventual possibility of promotion, however slight and uncertain, to the position of keeper and, in exceptional cases, to that of district superintendent, would prove a great stimulus to the enlistment of the best men along the coast and enable the service to make the entrance qualifications such as to exclude the less desirable class of men. With the introduction of modern power propulsion in our lifeboats and other recent improvements in equipment and apparatus, which have added vastly to the scope and efficiency of the service, it is highly important also to secure and retain the best men that can be found to operate the stations and to take proper care of the more complicated appliances, such as gasoline engines and their appurtenances. To secure the highest efficiency, the personnel must keep pace with the matériel.

The passage of the bill is very desirable in another aspect. Previous to the act of March 26, 1903, heretofore referred to, the service had fallen into a condition of decadence and serious embarrassment on account of the difficulty of obtaining suitable men to fill the increasing number of vacancies and the leaving in great numbers of the best men to accept less hazardous and more remunerative employment. So serious had the situation become that the President made it the subject of a special message to the Congress, which was followed by the passage of the bill last referred to. This resulted in a material improvement, so that, except in one district, a sufficient number of applications were secured to fill vacancies as they occurred. The number of resignations to seek other employment was also temporarily checked. That it did not in any sense meet the actual needs of the service, however, has been proven by the fact that, since there has been a general raise in wages and the cost of living has continued to advance, the number of resignations has again shown a decided increase, and it is only a question of a short time when the service will again be in the same regrettable situation as before. The increased cost of living has already absorbed the benefits of the small increase in compensation granted, and no relief in this direction is in sight. Another flat increase in pay alone at this time would again probably have a similar good effect in checking the exodus of good men from the service; but, as in the past, the effect would be only temporary, while, on the other hand, if industrial conditions should change, a period of panic and depression occur, and Congress should see fit to reduce the wages of keepers and surfmen accordingly, discontent and demoralization would inevitably follow, and the result could not fail to be disastrous. This has already been demonstrated in the experience of the service when such a reduction has been made. The legislation recommended would render the service independent of the fluctuations in wages in the business world, since desirable men would require far greater inducement than a slight increase in compensation or somewhat less severe working conditions to tempt them to abandon permanent situations guaranteeing a regular and reasonable increase in compensation as they became older and more experienced and promising sufficient means of support in their declining days when their earning capacity shall have ceased to insure them against want and penury.

What has been said seems to me to furnish ample reason for the passage of the legislation contemplated by the bill. The considerations I have presented have had in view chiefly the interest of the public service, and little reference has been made

to the deserts of the men. When their merits are added, the case is made doubly strong, and it is difficult to see upon what grounds the benefits to them which the bill provides can be withheld. No one familiar with the subject will challenge the fact that the United States Life-Saving Establishment has attained and still holds preeminence over all kindred institutions in the world. I find that as long ago as February, 1880, when our present life-saving system was comparatively new, its superiority was practically admitted in the leading article of the organ of the Royal National Lifeboat Institution of Great Britain—the foremost life-saving organization in Europe—from the pen of Vice Admiral J. R. Ward, Royal Navy, chief lifeboat inspector of the institution. The report of the International Life-Saving Congress, held at Toulon, France, in 1890, after reviewing the methods and equipment of the several life-saving institutions in existence, pronounced that of the United States the best and most complete. A comparison of the statistics of the various leading life-saving organizations in the world shows for that of the United States a vast preponderance of work accomplished in the salvage of life and property. Still another evidence is the extent to which our methods and station equipments have been adopted by various foreign countries.

This universally conceded supremacy, and the saving of the multitude of lives and vast amount of property which stands to the credit of the service, are chiefly due to the heroism, devotion, and fidelity of the men in the field, whom the bill seeks to benefit, and have been achieved at an expense to the Government of only a fraction of the value of the property they have saved.

Living in isolation, exposed to the severest storms, meeting by annual tests the inflexible demands of the department as to physical fitness, accepting a compulsory leave of absence from two to four months in every year without pay, doing deeds of daring always at the expense of comfort and very frequently of health or life, submitting to an immensely narrower sphere than their fellows, in these regards—in renunciation, in courage, in constancy—these men render service that is unapproachable, and they are neglected to a degree unsuspected by our people.

What reasonable excuse can the Government offer for longer delay to take some action in behalf of the men who have accomplished so much in the interest of humanity and commerce, and to the credit and honor of the Nation, that will relieve them of the ever-present disheartening apprehension of ending their days in want?

The increased cost of maintaining the service by the enactment of the pending bill, according to a careful computation based on the present actual force of the service, would be, for the retirement feature alone, \$173,000, and for the longevity increase of pay, \$243,700 per annum. The total amount is inconsiderable in comparison with the saving of property and the thousands of lives.

I would recommend the following amendments to the bill: Page 1, line 13, strike out the words "or is sixty-four years of age," and insert, in line 15, after the word "list," "when any superintendent of a life-saving district, keeper of a life-saving station, or member of a life-saving crew is sixty-four years of age, he shall be placed on the retired list by the Secretary of the Treasury."

Page 4, lines 1 and 2, after the word "service," strike out "as such superintendents, keepers, and surfmen," and substitute therefor the words "in said Life-Saving Service."

Respectfully,

FRANKLIN MACVEAGH, *Secretary.*

The CHAIRMAN COMMITTEE ON COMMERCE,
United States Senate.

It is hoped that the measure, the merits of which are so convincingly presented above, may be concurred in by the House early in the approaching session, thereby according tardy justice to the proposed beneficiaries, and at the same time giving to the Life-Saving Establishment a fitting completeness which will hereafter preclude, under any circumstances that can now be imagined, the necessity of further appeals for legislation promotive of its welfare.

HURRICANE ON THE GULF COAST JULY 21, 1909.

The property of the Life-Saving Service on the Gulf coast has suffered considerably in years gone by from the ravages of storm and flood, notably on the occasion of the great hurricane of September 8, 1900, which wrought untold damage to the city of Galveston, and again

on September 27, 1906. Each of these exhibitions of the devastating power of the forces of nature swept away a life-saving station, situated in the first instance at Galveston, and in the second on Santa Rosa Island, Fla., near the entrance to the harbor of Pensacola.

The most recent calamity that has befallen the service, due to the agencies mentioned, occurred on the 21st of July, 1909, when the Galveston, San Luis, and Velasco stations, on the coast of Texas, with their equipment and appurtenances, suffered damage to the extent, combined, of several thousand dollars. During the night of July 20 an onshore wind from the northeast blew with steadily increasing force along the coast mentioned, and by 9 a. m. of the 21st it had attained the velocity of a hurricane, piling the waters of the Gulf high on the shore and driving them entirely over the lower stretches of Galveston Island, washing away houses and other property before it, and carrying the débris clear across the bay and casting it ashore on the mainland. As the storm occurred during the inactive season the life-saving stations that suffered more or less disastrously were not manned by the usual complement of surfmen, the keepers or acting keepers being the only persons on duty. The results could have been little, if any, different, however, if full crews had been employed at that time, as the fierceness of the gale prevented even the staunchest tugs from accomplishing anything in the way of rescue or relief work.

Galveston station.—At this station, situated on the eastern end of Galveston Island, on the bay side, and at the extreme east end of the city of Galveston, the superintendent of the ninth life-saving district, Capt. William A. Hutchings, directed such efforts as were made by a volunteer crew assembled by the keeper at that place to afford assistance to storm victims, a report having reached him on the morning of the 21st that a party of seven persons was marooned on Bettison's fishing pier on the north jetty running out from the mouth of the harbor. Capt. Hutchings endeavored to reach the life-saving station by telephone to arrange for a relief party. Failing to get the desired connection by wire, he made his way to the water front with the intention of engaging a tug to take one of the service boats out to a position whence it was hoped a volunteer crew under oars might be able to get to the imperiled persons. Having secured the services of a tug, and instructed the master to proceed to the foot of Tenth Street, where the station quarters are located, the superintendent made his way to the station along the harbor front, wading through water waist deep as he neared his destination. On his arrival he found that the keeper, Capt. James F. Phillips, had already secured a crew of six men, in readiness for any call that might come. Two additional oarsmen were shortly engaged, and the Lyle gun, shot lines, and other wreck gear were soon placed in the Beebe-McLellan surf-boat, to be used, should the opportunity offer, from the deck of the vessel that was to take them in tow. At 9.45 a. m. the tug arrived abreast of station. By this time the wind was blowing so furiously that all interested in the enterprise about to be undertaken were doubtful of their ability to get safely out into the channel and down between the jetties. It was nevertheless decided to make the attempt. The volunteers, with Keeper Phillips, accordingly launched their boat, and, wading alongside, they pushed and hauled her out against the rapidly increasing wind and anchored her preparatory to boarding the tug when it should appear in the offing. The tug duly

arrived, but the efforts of the life-saving crew to reach her were futile and short lived. Before they could get close enough to her to take a line a terrific squall blew the starboard stroke oar of the surf-boat from its oarlock and sent it flying toward the stern, the blade narrowly missing the keeper. In the momentary confusion caused by the accident the boat swung around broadside to the sea, and before the crew could again get it under control the gale, which was blowing with hurricane force, swept it back against a row of old piling, ordinarily on dry land, breaking two upper planks and some of its timbers. Two or three of the occupants were dumped out into about 4 feet of water, and the others jumped overboard to try and save the boat from further damage. Seeing the accident from the shore, the district superintendent waded out to take a hand in repairing their misfortune, and while directing their movements was knocked over by a piece of floating wreckage, sustaining painful injuries. Before the apparatus could be removed from the disabled boat a small float or pontoon that the storm had torn from its moorings drifted down upon it and jammed it so hard against the piling, where it had lodged, as practically to demolish one of its sides. While the boat's crew were recovering the gear and carrying it to an elevated position on land, the superintendent went in search of another tug for the purpose of renewing the effort to get out of the harbor. Meanwhile Keeper Phillips, acting under the superintendent's instructions, obtained a coal cart, and as soon as the apparatus could be placed in it the entire outfit hastened along the bay front to the wharf where it was expected that all would embark for a second attempt.

The services of the tug *Higgins*, lying at Pier 20, having been secured, the boat's crew and the district superintendent boarded it at 11.30 a. m. and stood out into the open roadstead for the jetties with gun, shot lines, hawser, etc. When the tug got well into the bay and away from the protection of the city water front, the violence of the wind, powerful craft though it was, keeled it over until the lee rail was awash. The driving rain squalls made it impossible for those aboard the tug to determine with any degree of exactness the position of the wharf they desired to reach, but when they were supposedly opposite the place, and probably a mile from it, the tug, which had a draft of 12 feet, struck bottom three times in rapid succession, and it became necessary for the master to change his course and stand out into deeper water. As it was out of the question to approach the pier from the weather side, it was decided to cross the bar, head straight into the Gulf, and try to come to it from the north side of the jetty, but this plan also was finally abandoned as impossible of execution after the laboring vessel had vainly tried to make headway in the teeth of the hurricane. Had the tug been able to get out into the open water and around to leeward of the jetty her draft would still have kept her a mile and a half away from her goal, so that to reach the pier the life-saving crew would have had to take to a boat. Commenting upon the outcome of the undertaking, the district superintendent says in his report of the day's occurrences that "no boat manned by the best crew on earth could have succeeded in such a storm."

Thus defeated, the little band gave up for the time, and the tug returned to its pier in the harbor. Once ashore, they began to plan

for still a third effort with a smaller tug as soon as the storm should moderate. They made no further attempt, however, for some time during the afternoon, the weather having improved, the tug *Charles H. Clark* went out to reconnoiter in the vicinity of the jetties and brought back the intelligence that the fishing pier had disappeared, leaving only the bare ends of the piles that had supported it sticking above the water. This news was later confirmed by the pilot boat *Texas* and by Keeper Phillips, who manned the service 16-foot dinghy toward evening and patrolled the bay for several hours on the lookout for persons in need of assistance.

It appears that all seven of those who were on the fishing pier when the hurricane broke were ultimately rescued after harrowing experiences. The building in which they had sought shelter collapsed and was swept away about 11.30 a. m. Two of the party (one a man with cork legs) were carried on wreckage 20 miles up the bay, and finally washed ashore nearly dead from exhaustion. The five others who were also lucky enough to get upon some wreckage were picked up in the bay by the schooner *Maud* 13 miles from Galveston. They, too, were in a pitiable state of exhaustion, having, as was the case with the two men who made land, been on the water upward of 24 hours.

The only damage done to the property of the service at Galveston consisted of the injury to the surfboat, as set forth earlier in this narrative. At the San Luis and Velasco stations, however, situated, respectively, some 25 and 40 miles westward of Galveston, the effects of the hurricane were more disastrous.

San Luis station.—This station suffered the most seriously of those in the track of the storm. Salt cedar trees near the station reservation measuring more than 10 inches in diameter were snapped off like reeds. The sand under and around the station buildings was cut out by the sea to a depth of several feet and the building itself moved out of position and left standing out of plumb at an angle of about 5°. All outhouses, consisting of a stable, boathouse, and workshop combined, an oil and paint locker, a pump house, and a cistern of 3,000 gallons capacity, were demolished and swept away, as was also all fencing inclosing the station quarters. The station horse went with the stable. The Race Point surfboat and its carriage, the supply boat, and an 11-foot dinghy were also carried away. The first-mentioned boat was subsequently found at Hitchcock, Tex., 18 miles from the station, and a portion of the supply boat (a sloop) was picked up 16 miles from the station on the water front of the mainland. The 1,100-foot wharf on the bay side of the station was practically wrecked, except the extreme outer end, which supported a small house containing a 23-foot Monomoy surfboat. This boat was damaged considerably. In addition to the foregoing losses a quantity of property consisting of miscellaneous small articles belonging to the station equipment was also destroyed. The keeper of the station, as well, suffered great personal loss, his cottage—a new building—and everything in it having been carried away by the elements.

On the day of the hurricane Surfman Oscar Stromberg was in charge of the station, the keeper being absent from his post on account of disability. During the morning of the storm and before

it was at its height six fishermen sought refuge at the station when the rising water of the Gulf began to sweep across the island. Stromberg ran the surfboat out of its quarters, anchored it clear of possible obstruction in case it should go adrift, and got in it, together with the fishermen, fearing to remain in the station building. While they were aboard the boat, the storm tore it from its moorings and swept it clear over the island and across the bay to the mainland, providentially without mishap to the occupants. When the wind and sea moderated, they pulled back to the station, where they found another man who had got ashore from a capsized sloop. All seven men remained at the station overnight, and on the morning of the 22d Stromberg carried them to Galveston in the surfboat. On their way they found two men in a sloop who had cut away their mast during the prevalence of the hurricane to keep from being turned over. These men were taken into the surfboat and landed at Galveston, where Stromberg reported to the district superintendent the state of affairs at the San Luis station.

Velasco station.—About 7 a. m. of the 21st Keeper John P. Steinhart, on watch in the lookout of the Velasco station for any craft that might be likely to get caught in the approaching storm, discovered a sloop in the Brazos River dragging out toward the Gulf. The keeper at once engaged the services of three volunteers. Leaving two of them at the station to care for a number of women and children occupying the cottages near by, he took one man with him and set out for the boathouse at the mouth of the river, expecting to gather en route a sufficient number of hands to man the station boat kept there. By the time they reached the river, however, the storm was upon them, and as it was impossible under the circumstances to pick up the necessary volunteers the boat could not be launched. Moreover, the keeper was unable to get back to the station until the following day, being compelled to seek shelter overnight at a private residence situated on high ground. The sloop, it appears, was swept out to sea and the occupants lost. The two men aboard the vessel proved to be Columbus A. Maddox and Edward Juelsen, surfmen belonging to the Galveston life-saving crew. They had purchased the sloop with the view of earning a little money during the inactive season. When overtaken by the hurricane, they were on their way back to Galveston to reenlist in the service for the ensuing year beginning August 1. The vessel evidently foundered out in the Gulf, for neither of the unfortunate men nor the sloop was ever afterwards seen.

On his return to the station the keeper found that the two men left behind (Thomas H. Ayres and Roy E. Douglass) had discharged their trust in a highly praiseworthy manner. When the hurricane began to threaten the safety of the station and neighboring cottages, they ran the 27-foot Monomoy surfboat out on its wagon, unloaded it, launched it, put all the cottagers in it—consisting of 1 old man, 9 women, and 22 children—then took it out where it would be clear of all obstructions and anchored it. For nearly five hours they remained in this open craft, exposed to the fury of wind, rain, and sea. They rode safely through it all, however, and when the blow let up they took refuge in the station, where they received the best attention possible under the circumstances, the keeper's wife—who was one of

the party—personally administering to the needs of the others. On the 22d the keeper and three volunteers carried the refugees to Velasco, which town, it may incidentally be mentioned, had suffered severely, a considerable portion of it having been razed by the storm. The keeper reports the damage of property at his station as follows:

The station building was very slightly listed and the stable badly wrecked, and all outhouses and fencing and the locker containing tools, paints, oil, powder, nails, etc., were washed away, as was also the boathouse on the river and the surfboat kept in it. The old Race Point surfboat was slightly damaged, and the 26-foot Monomoy surfboat had two small holes stove in her. The keeper and his family lost the larger part of their home, household goods, and clothing; in fact everything. The other people occupying the cottages near the station lost only their clothing, as they were on the beach only for the summer.

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RESTORATION OF THE APPARENTLY
DROWNED: 1910.

RESTORATION OF THE APPARENTLY DROWNED.

MISS ETHEL L. CODY, LOUISVILLE, KY.

July 14, 1909.—Miss Cody jumped into the Ohio River at Louisville, Ky., with suicidal intent. A man who had witnessed her efforts to end her life plunged into the water to the rescue, but before he could accomplish his purpose both he and the woman were picked up by two men in a skiff. As soon as the party landed the Louisville life-saving crew took charge of Miss Cody, who was not breathing and apparently dead, her body being rigid and her jaws set. After 20 minutes' resuscitative work by the service crew she revived sufficiently to be carried to the life-saving station. On the way there, however, she suffered a relapse, and her body became rigid and her jaws set, as before. She was revived a second time, and the journey to the station concluded. She nevertheless suffered similar collapses no less than four times in the station quarters, but by the unremitting efforts of the station crew she was restored each time. After receiving two hours' attention her condition so much improved that she was conveyed to a hospital.

HARRY C. MYERS, FREEPORT, N. Y.

August 30, 1909.—Mr. Myers and a companion named Roberts got beyond their depth while in bathing at Freeport, N. Y. When they realized their danger they grasped each other and sank, declaring they would die together. On rising to the surface, however, they separated, Myers continuing to struggle, alternately sinking and rising, but his companion remained quietly afloat with face submerged. Responding to the alarm, two surfmen of the Point Lookout (N. Y.) life-saving station, and a private citizen, put off in a skiff and recovered the bodies of both men. No signs of life were apparently in either body. On getting them ashore the rescuing party and other members of the life-saving crew at once began the work of resuscitation. After 15 minutes' treatment, Myers's eyelids began to twitch, he gave utterance to groans, drew his legs up toward his body, moved his arms, and began to gasp for breath. Artificial respiration was continued for 15 minutes longer and with such steady improvement in the patient's condition that he was turned over to the care of a physician, who had him conveyed to a hotel. Myers was seriously ill for three days as a result of his adventure. All efforts to revive Roberts were unsuccessful, although the station crew worked over his body for two hours. No signs of life were apparent at any time after he was taken from the water, and it was the general opinion of those present on the beach that his death was due to heart failure rather than to drowning.

MISS EDITH SOUTHWICK, HAVERHILL, MASS.

September 3, 1909.—Miss Southwick, a 15-year-old girl, who was in bathing with others, went to the assistance of two girl friends who had got beyond their depth in a deep hole about half a mile north of the Newburyport life-saving station. None of the three could swim

and Miss Southwick also got into water over her head and sank. She was rescued by a cottager about two minutes after she went down the last time, and the life-saving crew were at once notified of the accident. She was taken from the water at about 3.35 p. m., and the life-savers began the work of resuscitation at about 3.50 p. m. At that time she showed no signs of life, had no pulse, was not breathing, her eyes were set, and her jaws relaxed. After five minutes' resuscitative work, her jaws clenched and she began to gasp faintly for breath. The bellows movement was kept up continuously, hot-water bags were applied to her stomach, and her arms and legs were massaged. Small doses of warm whisky and water were given her at short intervals as soon as it could be administered. At 4.30 p. m. she was breathing fairly well; at 5 o'clock she was removed to the life-saving station and put to bed with hot-water bottles placed around her body. A mustard plaster was also applied to her chest, and rubbing and the administration of stimulants continued. At 5.30 p. m. a physician arrived, who gave her a hypodermic injection of strychnine and two injections of brandy, which strengthened her pulse. At 7.30 p. m. she was removed to a hospital. She did not fully regain consciousness until noon of the following day. The two girls she attempted to save drowned.

ARTHUR SHERWOOD, HIGHFIELD, ENGLAND.

September 13, 1909.—At 7.30 p. m., Arthur Sherwood, a sailor from the British steamer *Belgian*, got beyond his depth while in bathing at Galveston, Tex., and being unable to swim went under. His cries for help were heard by the surfman on watch at the Galveston life-saving station, who, without waiting to remove his clothing, jumped into the water, swam to the scene of the accident, and by diving succeeded in getting hold of the drowning man. Upon reaching the beach the surfman immediately resorted to the service method of resuscitation, in which work he was soon joined by other members of the life-saving crew. It is estimated that the sailor had been under water about four minutes. When brought ashore he had ceased breathing. After about 3 pints of water had been expelled from his stomach and artificial respiration performed, with brisk rubbing of the limbs, he began to breathe. He was thereupon taken aboard his ship, where stimulants were administered. After the station crew had returned to their quarters in the belief that the man was out of danger, he suffered a partial relapse. Responding to a call from the vessel, a surfman quickly went aboard, administered artificial respiration for a few minutes, and succeeded in expelling some more water from the man's stomach. He then improved rapidly, and was soon after sleeping peacefully.

NATALE BUTTO, AVALON, N. J.

November 6, 1909.—While fishing from the Townsend Inlet (N. J.) Bridge, Butto lost his footing and fell into the water. He could not swim, and was rescued by a man in a small boat as he was going down for the last time. The rescuer pulled him unconscious into the boat, then rowed ashore and found two surfmen of the Avalon life-saving station, who took charge of the apparently dead body. Butto's lips had by this time turned purple, as had also the flesh under his nose and eyes, and his jaws were set. The surfmen pried his jaws

apart, put a piece of wood between his teeth to keep his mouth open, turned him on his stomach with a bundle of clothes under him, and expelled about 2 quarts of water from his stomach. They kept up the bellows movement for about 15 minutes, when Butto began to show signs of life. After working a little longer and getting more water out of his stomach, they carried him to a near-by house, removed his clothing, wrapped him in blankets, put a mustard plaster on his chest, and gave him whisky and warm water. A little later friends removed him to his home. There the keeper of the life-saving station visited him, and finding that he was still suffering, furnished him a hot-water bag and a mustard plaster, which gave him immediate relief.

HERMAN METZGER, LOUISVILLE, KY.

April 30, 1910.—At 11.53 a. m. the watch of the Louisville (Ky.) life-saving station saw several people running toward the end of a wharf, 400 feet west of the station. He at once sounded the alarm, and in less than two minutes the life-saving crew had pulled to the place where it was supposed an accident had occurred, and taken from the water a man who had attempted to commit suicide by drowning. No signs of life were apparent when the body was recovered. After nearly 20 minutes' resuscitative endeavor he showed signs of returning life, and within an hour was in a condition to be conveyed to the life-saving station, where he received further treatment. After a restful sleep he left the station apparently none the worse for his experience. The time he was under water is estimated at five or six minutes.

ELWYN HAUMERSEN, RACINE, WIS.

June 28, 1910.—Elwyn Haumersen, a boy 16 years of age, whose address is given as 1601 North Main Street, Racine, Wis., fell off a gangplank while delivering a box aboard the U. S. S. *Wolverine*, at Racine. The box struck the boy's head as he fell and stunned him so that he went to the bottom at once. Attracted by the commotion on board the vessel, the crew of the Racine life-saving station crossed the river in their surfboat, and the keeper dove and brought the boy to the surface. He had been under the water about six minutes, and was apparently dead. After the body had been taken on the pier and placed in a position to receive the benefit of a light wind, resuscitative work was commenced. About a half pint of water was expelled through the mouth the first time he was placed upon his stomach. After about 15 or 20 minutes' work he first showed signs of returning life by closing his jaws on the piece of wood that had been inserted between his teeth to keep his mouth open. A few minutes afterwards he began to moan. This he kept up incessantly for about an hour, or until he became fully conscious. The artificial respiration was continued about 40 minutes, at the end of which time natural breathing seemed fully restored and heart action nearly normal. Full consciousness did not return, however, until half an hour or more after natural breathing had been established. A small dose of whisky was given the patient shortly after reaction had set in. At this stage the boy was taken aboard the *Wolverine* and wrapped in blankets. After a rest of about four hours, he was conveyed to his home and put to bed. Within a day after the accident he had fully recovered. (See letter of acknowledgment.)

AWARDS OF LIFE-SAVING MEDALS: 1910.

AWARDS OF LIFE-SAVING 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 35 persons during the fiscal year 1910 in recognition of heroism displayed in performing rescues from drowning. Seven of the medals were of gold and 28 of silver. The services thus recognized are briefly set forth as follows:

William S. Doyle, Asbury Park, N. J.—Awarded a gold medal July 27, 1909, for heroically saving William C. Truesdale from drowning at Spring Lake, N. J., August 8, 1887. While in bathing Truesdale found himself involved in the undertow several hundred feet from the shore and unable to make headway against it. Learning of the man's peril, Doyle ran nearly a quarter of a mile to the place whence he had entered the surf and without waiting to recover his breath plunged in to the rescue. Fighting his way against currents and through broken water, he reached Truesdale just as he was about to sink. Doyle was unable to stand from exhaustion when he got back to the beach with the helpless bather.

Capt. Frank M. Rumbold and Capt. Lanier Cravens (quartermaster), both of the Thirty-second Infantry, United States Volunteers.—Awarded a silver medal each, September 16, 1909, for saving, on December 19, 1899, a number of persons involved in a typhoon. When the services in question were performed the officers named were aboard a casco with Company G of the regiment mentioned, in tow of a tug, bound from Manila to the Province of Bataan, P. I. On the approach of the storm the tug altered its course, and the towing hawser fouled its propeller. Capts. Rumbold and Cravens went over the stern of the tug by means of lines and freed the propeller after an hour's work in the darkness, exposed to the full fury of the typhoon and in constant danger of being crushed between the plunging vessels.

M. N. Usina, second lieutenant of engineers, United States Revenue-Cutter Service.—Awarded a silver medal September 21, 1909, for bravely rescuing a bather, Miss Emily Gray, at Fort Morgan, Ala., July 1, 1909. Lieut. Usina, who was also in bathing at the time mentioned, noticed Miss Gray struggling in deep water at the end of the pier. Although he was not a good swimmer, he went to her assistance without hesitation, reaching her as she was sinking for the third time. He succeeded in getting her to a pile, to which he clung, holding her head above water, until both were hauled out by a line thrown from the pier.

Hugh F. Doherty, Brooklyn, N. Y.—Awarded a gold medal September 21, 1909, for heroically rescuing a 15-year-old boy named James McGovern, who had fallen from a floating log into the East River at Fifty-fourth Street, New York City, June 3, 1907. When the accident occurred Doherty, a foreman in the sewer department,

Borough of Brooklyn, was at work near the foot of the street named. He immediately ran to the river, jumped in fully dressed, and swam a distance of 150 feet to the imperiled lad. After a hard struggle with the boy he made his way with him to a launch. The occupant of the boat threw him a line and towed him ashore holding onto McGovern. When Doherty dived into the river he struck against a piece of driftwood, and found on reaching land that the blow had knocked out three of his teeth.

Michael Mallia, chief boatswain's mate, United States Navy.—Awarded a silver medal September 21, 1909, for bravely rescuing on May 25, 1909, Boatswain Alexander Hamilton, of the U. S. S. *Pennsylvania*. Hamilton was struck by the end of the port anchor chain, which parted when the vessel named was about to anchor in the harbor at Seattle, Wash., the blow crushing both his legs below the knees and knocking him overboard. Mallia, who had witnessed the accident from the forecabin, immediately jumped into the water and supported Hamilton until both were picked up by a boat from the ship.

Capt. E. J. Dodge, Put in Bay, Ohio.—Awarded a gold medal September 21, 1909, for rescuing, on October 7, 1906, three men from the waters of Lake Erie. Capt. C. H. Sinclair and two sailors named Johnson and Moore were capsized from a yawl while on their way from the steamer *State of Ohio* (stranded near Rattlesnake Island) to Put in Bay. Capt. Dodge, Peter Peterson, Herald Dodge, and Wilbur L. Dodge put out from South Bass Island in the steamer *Wayward* and picked up the imperiled men. On the way to the scene of the capsizing the seas continually broke over the *Wayward*, threatening momentarily to swamp her. The rescue was accomplished only by the most skillful maneuvering, the vessel being part of the time in the trough of the sea.

Peter Peterson, Herald Dodge, and Wilbur L. Dodge.—Awarded a silver medal each, September 21, 1909, for participating in the rescue set forth in the paragraph immediately preceding.

Robert Mellon and Fitz Wiltshire, Isthmian Canal Commission.—Awarded a gold medal each, September 21, 1909, for heroically rescuing, on January 20, 1909, from the shark-infested waters of Panama Bay, near Perico Island, a fellow employee named Robert Deans. The man who was rescued had been accidentally precipitated from a gasoline launch while going ashore from the tug *La Boca*. Wiltshire, who was on the launch, dived after Deans and brought him up from the bottom. Mellon, who had witnessed the accident from the tug, swam to the assistance of Wiltshire, and together the two men got Deans to a rowboat after an exhausting struggle against swift-running currents and heavy seas. Deans was unconscious when taken from the water, but was resuscitated under the direction of Mellon.

Frederick W. McNeely, yeoman, second class, United States Navy.—Awarded a silver medal September 21, 1909, for bravely rescuing, on May 19, 1909, a shipmate, W. A. Codling, baker, first class. Codling was capsized in a skiff while being rowed by a civilian to the U. S. S. *Mississippi*, at anchor off Bayou Sara, La., and was washed under a float secured alongside the *Mississippi*. Fortunately, the current swept him clear of the float, and as soon as he came into view McNeely jumped overboard with all his clothes on and towed the half-drowned

man to a life buoy thrown from aboard ship. Holding to the buoy, he supported Codling until both were picked up by a boat from the vessel, having in the meantime drifted away from her a third of a mile. The civilian managed to save himself by getting on the float.

Philip Mullen, chief boatswain, United States Navy.—Awarded a silver medal November 26, 1909, for bravely rescuing, on September 30, 1909, W. B. Lawson, who, with another man, was capsized from a canoe in the Hudson River, N. Y., about 300 yards from the U. S. S. *Vermont*. Mullen at once put out to the rescue in charge of a steam launch lying alongside the *Vermont*. One of the imperiled men missed a life buoy thrown him from the launch and sank. Mullen plunged overboard, brought him to the surface, and supported him with the aid of a ring buoy until both were taken into the launch. Lawson's companion got hold of one of the buoys thrown from Mullen's boat and was picked up by a launch from the U. S. S. *Rhode Island*.

Andrew C. Wood, Detroit, Mich.—Awarded a silver medal November 26, 1909, for gallant conduct in saving the three occupants of a burning gasoline launch in Detroit River August 6, 1909. Mr. Robert W. Gray's launch, the *Ethelyn*, caught fire from leaking gasoline while he, his wife, and son were on the vessel watching a water carnival. Of the 300 or more power boats in that vicinity the *H. B.*, in command of Mr. Wood, was the only one that had the hardihood to attempt a rescue. He ran his launch at low speed across the stern of the burning craft, grasped the woman and boy as he passed, and hauled them aboard. Mr. Gray jumped to the *H. B.* unassisted.

Thomas McDonald, gunner's mate, third class, United States Navy.—Awarded a silver medal November 26, 1909, for bravely rescuing, on July 13, 1909, a shipmate named Alexander G. Hubert. While working with a mining party from the U. S. S. *Virginia*, lying in Provincetown Harbor, Massachusetts, Hubert fell overboard from a launch. McDonald, who was also in the party, dived from another launch fully dressed, caught Hubert by the collar, and supported him until both were picked up several minutes later. The sea was unusually high at the time.

Michael J. Conlon, boatswain's mate, first class, United States Navy.—Awarded a silver medal November 26, 1909, for bravely rescuing J. R. Nagle, a shipmate, on the night of August 16, 1909. Nagle walked overboard in his sleep from the U. S. S. *Kansas*, at anchor at the Southern Drill Grounds, Virginia. At the first alarm Conlon jumped into the water, grasped Nagle, who was somewhat stunned by a blow received on his head in the course of his fall, and fastened a bowline around him, by means of which he was hauled back on board.

Roy W. Akers, coxswain, United States Navy.—Awarded a silver medal November 26, 1909, for bravely rescuing a fellow sailor named H. Brinckman. A sudden squall about 2.45 on the morning of May 8, 1909, caused Brinckman and a shipmate, sleeping in a steam launch moored alongside the U. S. S. *Albany*, at anchor in the Estero Real, Nicaragua, to seek shelter aboard ship. In jumping from the launch to the jacob's ladder they both fell into the water. Davis managed to pull himself up the ladder, but Brinckman lost his hold and drifted away. Akers, who had witnessed the accident, immediately jumped overboard from the top round of the ladder, and, unassisted, got the exhausted man back into the launch

Joseph Ryan, patrolman, eighty-first precinct, police department, New York City.—Awarded a silver medal January 21, 1910, for bravely rescuing, on October 19, 1909, John Schmidt, who had fallen off a pier at the foot of South Street, St. George, Staten Island, N. Y. Responding to cries for help, Patrolman Ryan jumped into the water and swam with Schmidt to a float. Schmidt, who was unable to swim, was unconscious when taken from the water.

Stephen French, boatswain's mate, first class, United States Navy.—Awarded a silver medal February 9, 1910, for bravely rescuing a shipmate, September 9, 1909. In attempting to jump from the U. S. S. *North Carolina*, at anchor in Hampton Roads, Va., to a coal lighter lying alongside, a coal passer named W. E. Clark missed his footing and fell between the two vessels, striking his shoulder against the lighter. Although he could swim, the bumping of the lighter against him in that narrow space continually pushed him under water. French jumped overboard from the lighter and passed a line around his body, by means of which he was hauled aboard.

P. H. Harrison, third lieutenant, United States Revenue-Cutter Service.—Awarded a silver medal February 9, 1910, for bravely rescuing, on November 1, 1909, a seaman named Beer, attached to the revenue cutter *Gresham*. Beer had fallen overboard from the stern of a launch in making a landing at a float at the foot of State Street, Boston, Mass. Lieut. Harrison plunged from the float and brought the drowning sailor to the landing.

Henry Reister, One hundred and fifty-fourth Company, Coast Artillery Corps, United States Army.—Awarded a silver medal February 16, 1910, for bravely rescuing, on December 8, 1909, a soldier named Johnson. While debarking from the steamer *General A. M. Randol* at Fort McKinley, Portland, Me., Johnson fell between the vessel and the pier. A fellow soldier jumped in to his assistance, but was obliged to abandon the venture and accept aid in getting out. Reister jumped overboard, got hold of Johnson, and swam from underneath the dock with him. He then fastened a line, lowered from the dock, around the helpless man's body. In effecting the rescue, Reister worked in the freezing water and extreme darkness upward of 10 minutes.

James M. Cotter, New York, N. Y.—Awarded a silver medal February 28, 1910, for gallant conduct in saving life on several occasions, namely: In August, 1901, swam to the assistance of Edward P. Breen, who became exhausted while swimming off Berrian's Island, N. Y.; in July, 1907, plunged from a float and brought ashore a contestant in a swimming race at College Point, Long Island, who sank, following an injury; July 5, 1909, rescued an exhausted swimmer from the Hudson River, near Yonkers, who was being carried out by the tide; and in September, 1909, rescued a man at Albany, N. Y., who had fallen through a railroad bridge on the approach of a train.

Herman O. Stickney, lieutenant commander, United States Navy.—Awarded a silver medal March 23, 1910, for rescuing, on November 7, 1909, W. H. Gerton, coxswain, United States Navy, who had accidentally fallen overboard from the U. S. S. *South Dakota*, off Cavite, P. I. Gerton fell from the bridge of the vessel mentioned to the deck of a lighter alongside, thence into the water between the two vessels, the fall rendering him unconscious. Commander Stickney leaped

overboard from the *South Dakota*, and supported Gerton until both were hauled out by lines. There was a heavy sea at the time, and both men were in great danger of being crushed between the vessels.

John F. Dwyer, lieutenant, harbor precinct B, New York City.—Awarded a silver medal March 25, 1910, for bravely assisting in the rescue of two men on the following occasions: May 21, 1903, while employed on the police department steamer *Patrol*, lying on the north side of Pier A, North River, New York City, Dwyer and Patrolman (now Lieut.) James W. Hallock, jumped overboard and, guided by a floating hat, dived several times until finally they brought to the surface a man named William Postel, who had fallen from the pier mentioned. They swam with him to a line thrown from the police boat, where he was taken aboard and resuscitated. August 27, 1909, Dwyer jumped into the water between Pier A and Pier 1, North River, New York City, and brought to the surface a man who had fallen off a bulkhead. At this juncture a patrolman named James W. Hughes came to his assistance, and together the two rescuers swam with the helpless man to a float, where he was resuscitated.

James W. Hallock, lieutenant, harbor precinct A, New York City.—Awarded a silver medal March 25, 1910, for services rendered May 21, 1903, as set forth in the preceding paragraph.

James Hughes, patrolman, harbor precinct A, New York City.—Awarded a silver medal March 31, 1910, for services rendered August 27, 1909, as set forth in the case of Police Officer John F. Dwyer, above.

Thorvald Berven, ordinary seaman, United States Revenue-Cutter Service.—Awarded a silver medal April 28, 1910, for bravely rescuing a man from drowning in the waters of Hampton Roads, Va., March 11, 1910. A collision between the revenue cutter *Onondaga* and a gasoline launch caused a passenger to be precipitated overboard from the smaller vessel. Seeing that the man was at the mercy of the strong tide, Berven plunged in from the rail of the revenue cutter and swam with him to a small boat moored to a ship near by.

John J. Cahill, Salem, Mass.—Awarded a silver medal May 18, 1910, for gallant conduct in rescuing three persons at Salem, Mass., namely: On August 14, 1891, Timothy Donahue, who had fallen from a raft near Smith's Wharf; on November 6, 1896, a 3-year-old child who had fallen into the water at the foot of Grant Street; and on November 2, 1900, a boy who had fallen into the water at the foot of Daniels Street.

George Freeth, Redondo, Cal.—Awarded a gold medal June 24, 1910, for heroically rescuing seven fishermen on December 16, 1908, who, in three small boats, were in danger of being driven by storm against a breakwater at Venice, Cal. Freeth's services consisted of three separate rescues. In the first instance he dived from the end of a pier and carried a line to one of the boats, containing two men. Fastening the line to the boat, he took the stern oar and guided the craft into quieter waters. He had scarcely reached land when another boat with the same number of occupants was seen driving ashore. He immediately swam to the boat and skillfully piloted it through the breakers to the beach. Shortly thereafter a third boat was reported swamped near the breakwater with three men clinging to it. Again Freeth dived into the tumultuous seas and fought his way to the rescue, carrying with him three life preservers. These he fastened to the imperiled men, and by swimming around

them and encouraging them to hold on to their craft he managed to keep them afloat until all were picked up by a boat from the shore.

William E. Lester, private, United States Marine Corps.—Awarded a silver medal June 24, 1910, for gallant conduct in saving life, April 17, 1910. Lester and three comrades were capsized by a squall from a rowboat in the middle of the Potomac River near Stump Neck, Md. One of the marines, who was unable to swim, sank. Lester secured him by diving, and helped him to hold to the upturned boat. The others got hold of it unassisted. After they had clung to the craft half an hour in the hope of being picked up by some passing vessel, Lester, though greatly exhausted, struck out for the nearest shore, a mile away, with the intention of sending help to his comrades. When he neared land he was discovered by a marine, who put out in a skiff and picked up the men he had left behind.

Guy W. Beck, quartermaster, third class, United States Navy.—Awarded a gold medal June 24, 1910, for heroically rescuing a man from drowning on August 2, 1909. Beck and four companions were capsized from a rowboat off San Quentin Point, Cal. Two of the men frantically tried to climb on top of the upturned craft, thus continually rolling it and repeatedly causing them all to lose their holds. Several times Beck dived and brought each of the men back to the boat, but in spite of his efforts he was able to keep only one man afloat until the arrival of a boat from shore.

B. E. Kirwan, hospital apprentice, United States Navy, and Peter Foy, private, United States Marine Corps.—Awarded a silver medal each, June 24, 1910, for bravely rescuing, on March 20, 1910, Francisco Zayas, who was about to drown in the waters of Dorsey Creek, Annapolis, Md. Zayas and a companion were upset in a canoe. Following the capsize, Zayas attempted to swim ashore, a distance of 125 yards, but became exhausted when he had covered half the distance. Kirwan and Foy, attracted by his cries, swam out to him, and by great exertion and at much danger to themselves, owing to the fact that he was of large physique and struggling violently, managed to keep him afloat until a boat reached them. Zayas was unconscious when taken ashore, and his rescuers were nearly overcome from exhaustion and cold.

Thomas L. Evans, Washington, D. C.—Awarded a silver medal June 24, 1910, for rescuing, on August 4, 1907, a boy named Philip Osthaus from drowning at Colonial Beach, Va. Osthaus, who was unable to swim, fell overboard from a boat in which he and several companions were having a lark in the vicinity of the freight pier at the place named. Evans, who was not an expert swimmer, dived from the pier in among submerged broken piles and swam to Osthaus, who was violently struggling. Striking him a blow to render him powerless, Evans threw an arm around his neck and made his way against a strong current and stiff offshore wind to a sailboat lying at the pier, aboard which both were taken.

DISASTERS TO VESSELS WITHIN THE FIELD OF
OPERATIONS OF THE LIFE-SAVING SERV-
ICE INVOLVING LOSS OF LIFE: 1910.

DISASTERS TO VESSELS INVOLVING LOSS OF LIFE.

As shown on preceding pages of this report, 53 lives were lost within the field of operations of the service during the fiscal year 1909-10. These fatalities took place upon 12 occasions of disaster, involving 13 vessels, namely, 3 steamers, 2 schooners, 1 barge, 3 motor boats, and 4 sailboats. Four of the disasters, involving the loss of 15 lives, occurred on the Atlantic coast; 1, involving the loss of 1 life, happened on the Great Lakes; and 7, involving the loss of 37 lives, took place on the Pacific coast. As required by law, the circumstances of these casualties were duly investigated by officers authorized to administer oaths. The results of their inquiries, as developed from the testimony obtained, are embodied in the following narratives:

Wreck of the steamer "Louis Pahlow," November 16, 1909.

STURGEON BAY CANAL STATION.

On November 15, 1909, the *Louis Pahlow*, a wooden screw steamer of 366 tons, left Wells, Mich., for Chicago with a barge in tow. Both vessels were heavily loaded with hemlock lumber. During the night of the 15th they ran into a blizzard. In the middle forenoon of the 16th, when they were about 3 miles off the lake entrance of the Sturgeon Bay Canal, still bravely fighting their way southward with a 50-mile easterly gale trying to drive them on-shore, the wheel chains of the steamer parted. Before her crew could repair the break she swung around in the trough of the sea and the boarding waves put out her fires, leaving her helpless. Her master, realizing the seriousness of the situation, let go her anchors to keep her from driving before the wind, and signaled to the men on the barge to cast off the towing hawser. He and his crew of 12 then turned their attention to the problem of saving their lives. Left to their own resources, the men on the barge hoisted sail and steered for a harbor in Sturgeon Bay Canal, and, contrary to the usual fortune of barges that become separated from the towing vessel in stress of weather, succeeded in getting safely into port.

It appears from the report of the investigating officer that when the crew of the *Pahlow* found that nothing could be done toward regaining control of the vessel 10 of them tried to get out of reach of the seas by climbing on top of the deck house, where the ship's lifeboat was lashed. They had scarcely attained this refuge, however, when a boarding wave tore away the house and swept it over the side, taking them and the boat with it. All of the 10 managed to stay on the house as it was being carried off, and 9 of them even contrived to free the boat from its fastenings and get away in it. One of the sailors, named Steve Danzer, declined to accompany his shipmates in the boat, probably preferring to remain on the wreckage and take the

chance of being rescued by the life-saving crew. His failure to go with the rest cost him his life, for the boarding seas soon broke his hold and swept him from his insecure position. Those in the ship's boat saw him swept from the pitching house, but were powerless to afford him help, as they could not pull back in the teeth of the gale. These men, after a harrowing experience, got safely through the breakers and were assisted ashore by men from the light station and by other persons whom the news of the casualty had attracted to the beach.

Following the cessation of efforts to handle the steamer after the accident to the steering machinery, the captain and mate and a wheelsman sought refuge from the seas on her forward part, where they remained until rescued by the light-house tender *Sumach*, which vessel had put out of harbor some time after the service crew left shore.

Somewhere near the time the *Pahlow* became disabled she and her tow were sighted by Surfman Olaf Egeland from the lookout of the Sturgeon Bay Canal Life-Saving Station. When the surfman first saw the vessels they were moving along apparently all right. The state of the weather prevented an uninterrupted view of them, but he kept his glasses upon them as best he could, and during an interval when they were visible through a rift in the driving snow he saw a column of steam go up from the steamer, followed by the sound of her whistle. He recognized the blasts as a signal for the tow to cast off. A few minutes later the barge was seen to hoist sail and head shoreward. Then the weather shut in, hiding both steamer and barge from view. Egeland, nevertheless, kept a vigilant watch lakeward, and after a while the barge loomed into sight again half a mile off the canal entrance. Shortly, also, the steamer could be seen again. She was flying a distress signal.

Keeper Carl Anderson, who in the meantime had been apprised of Surfman Egeland's discovery, at once prepared to go to the steamer in the 34-foot power lifeboat. By the time he was ready to start, however, the barge was near the harbor entrance. He therefore deferred his departure for a time, owing to the likelihood of having to deal with a wreck immediately at hand when the vessel with no motive power but her sails should attempt to get inside through the narrow channel between the piers. Thanks to good seamanship she made harbor without accident.

First interviewing the men of the barge to learn as much as they could tell concerning the disaster and the situation aboard the steamer, the keeper set out with his crew for the open lake. He had taken the precaution to test the engine of the power boat before leaving the station, so that when the craft passed beyond the piers and encountered the mountainous seas, as it held a course almost dead to windward, everything worked smoothly, and there was no reason to doubt that the mission would be successful and the occasion such as to afford another instance of the well-established efficiency of the power boat for life-saving purposes. But the engine suddenly stopped when they were not more than half a mile from the shore. Before the cause of the trouble could be determined the boat swung around in the trough of the sea. To regain control of the craft, the keeper ordered the sails hoisted, calling Egeland, who had charge of the engine, to assist in getting the sails up. Egeland did not again

assume the duty of engineer during the remainder of the trip, nor did any one else attempt to get the boat under power again until some time afterwards. Evidently nothing serious was the matter with the engine, as is shown by the fact that later on in the course of the day's adventure it was started without difficulty and continued to run smoothly to the time the crew landed.

The necessity of resorting to sails, while seriously handicapping the enterprise in the matter of speed also operated to increase the distance to be covered to the wreck, as the course had to be altered to a southerly direction on port tack. Shortly after they changed their course they sighted the loaded lifeboat of the *Pahlow* a half mile ahead of them. Knowing that sailors as a class are inexperienced in surf-boating, the keeper was apprehensive that they might capsize in the breakers when they should attempt to land, and therefore endeavored to overhaul them. He failed to come up with them, but had the satisfaction of seeing them get through the breakers and safely ashore.

In their pursuit of the steamer's boat the station crew had run close inshore, and in their efforts to get off into the lake again to a position from which they could bear down upon the vessel they were compelled to go fully 3 miles to leeward. After they headed around and started on the course that was to bring them to her they again tried the engine and set it going without difficulty. The remainder of the trip to the steamer was then soon accomplished. They were too late, however, to perform any rescue work, as the lighthouse tender previously mentioned had already taken off the captain, mate, and wheelsman.

All their efforts defeated, the life-saving crew put back to their station, where the keeper learned more fully of the circumstances of the diasaster, the manner in which the 9 sailors had escaped in their lifeboat, and the rescue of those who had remained by the vessel. He was also informed of the drowning of Danzer, of which occurrence he had been entirely ignorant.

For two days following the date of the disaster the life-saving crew kept up a vigilant but unsuccessful watch on the beach for the body of the unfortunate sailor. Five months later it was found at Algoma, Wis., 15 miles south of the scene of the casualty.

By noon of the 17th the *Pahlow* had dragged to within a mile of the beach. The weather had in the meantime moderated, and on the 18th a wrecking company towed her into Sturgeon Bay and beached her so that she could be pumped out. The station crew assisted in this work.

With regard to the behavior of the power lifeboat on this occasion it is proper to say that this case affords the first instance in which it has been necessary to record a failure at a critical moment, while, as shown elsewhere in this report and in former reports of the service, a great number of rescues has been effected under the most trying circumstances without trouble. However, there is always present the possibility that delicately organized machinery will become disarranged from causes often trivial, but baffling to the operator. Mindful of this, the service has not placed exclusive reliance upon this method of propulsion for those of its boats so equipped, but has retained the older method of oars and sails for use in emergencies.

Foundering of the steamer "Argo," November 26, 1909.

TILLAMOOK BAY STATION.

On the afternoon of November 26, 1909, the 210-ton coasting steamer *Argo*, bound from Portland, Oreg., to Tillamook, Oreg., with a general cargo, struck the bar off the entrance to Tillamook Bay and afterwards foundered. She carried a crew of 16 men and 10 passengers. Two of the crew, Martin Olsen and Tony Regoletti, and the same number of passengers, Mrs. L. A. Holdrege and a little girl named Nellie Hunter, were drowned. The sailors, so far as is known to the contrary, were drowned when the vessel struck the bar, and the woman and child while being conveyed ashore in a rescuing boat from the Tillamook Bay life-saving station, the boat having upset in the breakers. The accident to the boat also resulted in the drowning of one member of the life-saving crew, Surfman Henry W. Wickman.

It appears from the testimony of Capt. Robert Farley, keeper of the station named, who with his crew was on the beach watching the *Argo* as she approached the bay entrance on her way in, that conditions off the bar at that time were very dangerous, there being a strong ebb tide and an unusually high surf. When the steamer struck she broached to, presenting her side squarely to the seas, which broke clear over her, sweeping her from bow to stern. The force of the outgoing tide soon worked her free of the bottom, and carried her outward beyond the breakers, but the boarding combers, had already done their work, so that when she found herself again in deep water she was mortally hurt and in a sinking condition.

As soon as Keeper Farley saw that the steamer was in trouble he launched the Beebe-McLellan surfboat and went alongside. His account of the efforts of himself and crew to accomplish the rescue of those on board is as follows:

We were obliged to cross the bar to get to the steamer. As the bar was very rough at the time it was a miracle that we made it. We arrived alongside about 3.30 p. m., and took into the boat Mrs. W. C. King, Mrs. L. A. Holdrege, two girls, Nellie and Leona Hunter, and about half a dozen men passengers. We had gone only a short distance shoreward when I noticed that our boat was filling. I concluded that it must have been damaged in crossing the bar. We returned the men passengers to the *Argo*, and after pumping out the surfboat again started to make the landing with the ladies and little girls, intending to repair the boat on shore and come back for another load.

It was impossible to cross in on the bar on account of the strong ebb tide and high sea, so we concluded to try to land a little north of Double Headed Rock, about 2 miles north of the station. Before entering the breakers we put life preservers on each passenger, freed the boat as much as possible of water, and threw out the drogue with 25 fathoms of line. The first heavy breaker that struck the boat tore open the canvas of the drogue and capsized us. We all got back to the boat and attempted to right it, but could not do so, as the seas washed us off. When we upset my right arm was broken, so I could not use it. We tried to keep the passengers together and help them ashore, but the seas were so heavy that we could not hold onto them.

Surfman Henry W. Wickman was caught under the boat when it first capsized, but managed to get out. The last I saw of him he was on top of the boat trying to help right it, and a heavy sea came and washed us all off. I was the only one who succeeded in getting back to the boat after the sea struck us. It was the only chance I had, with my broken arm, to save myself. I hung to the boat until it drifted into shallow water. I then tried to walk ashore, but my legs were so numb that I was unable to stand, and I would have been washed out in the undertow if the people on shore had not formed a chain by taking hold of hands. Mr. Charles Dean, one of the crew of the gasoline schooner *Oshkosh*, was at the outer end of the chain, and got hold of my hand and hauled me in. We got Mrs. King and also Leona Hunter, but the other passengers were drowned. The boat did not come in until about an hour after

I got ashore, and it was damaged so much it could not have been used even had the crew been in condition to go out again. Mr. Dean said he would go out to the *Argo* as soon as possible.

The surfmen composing the surfboat crew on this occasion were Charles A. Eastland, George Meshle, George Nelson, A. Johnson, Henry W. Wickman, and Harry P. Marks. Surfman Eastland, who is a powerfully built man and an expert swimmer, was hauled from the surf in a semiconscious condition. Two hours' resuscitative treatment was required to restore him. He relates his experience in the water as follows:

As soon as I came up I saw a woman 25 or 30 yards away, and near her Surfman Nelson. I called to him to help her. He answered that he was trying to reach one of the little girls, so I went to the aid of the woman. I secured two oars that were floating near and put them under her arms to assist the jacket. She was screaming for help and I quieted her as soon as possible. We rode two or three seas together, I keeping the oars under her arms, when we were separated by a heavy comber. When I came up I could not see her any more. This was Mrs. Holdrege, who was drowned. I afterwards went and assisted the little girl, who had been torn away from Nelson, but was myself torn away from her by the seas. It was impossible to stay by any of the survivors for any length of time, but we did all we could.

The evidence does not show in detail the movements of any of the other persons composing the unfortunate party after they were precipitated into the water, nor describe the manner in which they reached shore. It appears, however, that the service crew did all that was humanly possible to save the helpless women and children, for the time absolutely forgetting their own peril. Two of the surfmen—Nelson and Johnson—assisted little Leona Hunter out of the water, and Surfman Meshle helped Mrs. King ashore. Some of the boat's crew recalled having seen Surfman Wickman on the bottom of the boat, but none was able to state what happened to him afterwards.

The surviving and uninjured members of the life-saving crew were in such a physical state after their experience in the surf that further efforts on their part to rescue those left aboard the *Argo* was for the present out of the question, if indeed any of them was at any time during the ensuing night in condition to again handle an oar. At any rate no further attempt was made. Having in mind the fact that darkness had fallen when the surviving members of the surfboat party reached shore, and that for aught any of them knew a score of persons were still aboard the steamer, the investigating officer searchingly interrogated the life-saving crew with the view of ascertaining why no further effort was made to get out to the steamer. The keeper was, of course, unable to lead a second venture, the No. 1 surfman—Eastland—was badly used up, and one surfman—Wickman—was missing. The four other surfmen had no doubt suffered no less severely than Eastland, who was probably the sturdiest man in the crew. An idea of their condition as a whole may be had from the following answer made by Eastland to the inquiry as to why a second boat was not manned:

The crew were in such a state after being in the heavy surf so long that it was impossible for them to go out again. I myself was so exhausted that I could not think clearly. I had a sense of responsibility, but could not concentrate my ideas so as to accomplish anything.

It would seem that after the surfboat pulled away from the *Argo* the likelihood that the vessel would sink became so imminent that those left behind took to her boats. Their fears were well founded,

for the steamer settled soon after they left her. One of the boats, containing 10 persons, was picked up by the *Oshkosh*. This vessel remained outside all night looking for the other boat, but failed to find it. It was subsequently learned that it reached the Columbia River Lightship without the loss of a man.

The boat that figured in the capsize drifted ashore about an hour after the keeper landed. It was found totally unfit for service, having two splits on its bow, one on each side and a hole stove in the bottom, as evidence of the buffeting it had received in the breakers.

The body of Mrs. Holdrege was recovered about midnight of the 26th. The remains of the other victims never came ashore, so far as known.

Wreck of the British schooner "Mizpah," December 2, 1909.

PEAKED HILL BARS STATION.

The efficiency of the service patrol was pointedly demonstrated on the night of December 2, 1909, when Surfman Benjamin R. Kelley, of the Peaked Hill Bars Life-Saving Station, far out on the hook of Cape Cod, discovered the steamer *Mizpah* driving on shore. The darkness was intense at the time, it was very cold, with the temperature rapidly falling, and the wind was blowing fresh from the northeast, with squalls of rain and snow. Moreover, there was a high sea running and a strong surf breaking on the beach. The weather conditions were, in short, such as to load with anxiety the mariner whose ship happened to be in the treacherous waters off the cape, and to inspire to more than ordinary alertness the men of the Life-Saving Service keeping the customary watch along the coast.

About 8.20 p. m. Surfman Kelley, covering his beat westward toward the point of the cape, saw a light a mile or more ahead, evidently displayed by a vessel close inshore. He could not determine positively at first whether or not the light was intended as a sign of distress. He knew, however, from its position that if the vessel showing it was not in actual need of assistance it was at least in dangerous waters. He therefore burned a red Coston signal to warn the ship of her proximity to land, meantime continuing on his way down the beach to make a closer inspection. When he had gone three-fourths of a mile, he made out the loom of a vessel lying in the breakers some 60 or 70 yards out. Watching his chance, when the sea receded, he ran down as close as possible under her bow and called to know her name and the number of persons in her crew. Some one answered him from the jib boom, giving the information asked for, and adding that three of the ship's company had been swept overboard when the vessel struck the outer bar coming on the beach. Kelley assured the sailors that they would be safe for the present if they followed his instructions, admonished them to make no attempt to leave ship under any circumstances, and promised them the speedy assistance of his fellow surfmen. Upon receiving assurances that the crew would remain on the vessel, Kelley ran to the service "halfway" house, 300 or 400 yards from the scene of the stranding, and telephoned the news to his station. Fifty minutes thereafter his comrades were abreast of the wreck with their beach apparatus.

The work of rescue was accomplished in considerably less than half an hour. Acting Keeper William L. Silvey, in temporary command of the life-saving crew, went as near as he could to the wreck on the heels of an outgoing sea and called to the sailors to heave him a line. This they did—from the jib boom. The hawser over which the breeches buoy is operated was then bent on to this line and hauled aboardship. The whip line was sent out in the same manner, both hawser and whip being made fast on the vessel, according to the acting keeper's directions. The captain of the *Mizpah*, who, it appears, was suffering from injuries sustained before the vessel struck, was hauled ashore first. The other members of the crew followed him rapidly landward, and by 10.25 o'clock the rescuers had collected their gear and coiled up their lines.

It was learned from the master that the wrecked vessel was the British schooner *Mizpah*, hailing from Lunenburg, Nova Scotia. She had sailed from Prince Edward Island, November 17, with a cargo of potatoes for Boston. She carried a crew of seven men all told. She experienced bad weather constantly from the beginning of her disastrous voyage, having been stormbound several days somewhere on her way down the coast. The most of her run was made by dead reckoning. On December 2, however, the master got his bearings, and in the afternoon of that day made Highland Light, at which time he estimated his position to be 4 or 5 miles offshore. He then shaped his course for a harbor at Provincetown, but was not familiar with the coast and currents, and in the darkness of the night and the prevailing thick weather the strong ebb tide set him down on the outer bar nearly a mile off the ocean beach of Cape Cod. The first intimation he had that his vessel was running into danger was when she touched on the bar mentioned. It was at this time that three of the crew—William Smith, William Eisenor, and Robert Westhaver—were swept away by a boarding sea. None of their shipmates saw them go. All they could say in regard to the lamentable occurrence was that they could not find the lost men on the after part of the vessel, where it seems they had been before she struck. Soon the schooner was driven over the inner bar also, and by the greatest of good fortune within a stone's throw of land, where in a few minutes those left of her crew heard the comforting voice of Surfman Kelley promising an early rescue.

It appears that the light seen offshore by Kelley was a torch, burned as a distress signal after the *Mizpah* had worked over the outer bar. Capt. Westhaver testified that the running lights of his vessel were displayed as usual, and his statement in this regard was not controverted by the testimony of any other witness. Acting Keeper Silvey expresses the opinion, however, that on the night of the disaster the lights of a vessel offshore from his station could have been seen at a distance of 3 or 4 miles. Nevertheless, it seems certain that no one on the beach attached to the Life-Saving Service saw any illumination aboard the *Mizpah* until the flare of the torch, burned as a signal of distress, was discovered by Surfman Kelley.

Capsize of barge "No. 21," December 13, 1909.

TWO MILE BEACH STATION.

Barge *No. 21* was a 600 ton, unrigged, flat-bottomed, square-ended, scow-built, decked-over vessel with a small two-story house or cabin. She belonged to the Philadelphia Transportation & Lighterage Co. On the morning of December 13, 1909, she lay at her moorings near the head of the jetties at Cold Spring Inlet, N. J., awaiting an opportunity to discharge her deck load of 300 tons of stone, to be used on the breakwater then in course of construction at the place named. The master of the barge, Matthew Cooper, was the only person on board. During the night a strong east wind had sprung up, which after sunrise of the 13th rapidly increased to a gale from the ESE., bringing a heavy downpour of rain. The testimony of Frank Bradway, foreman of the jetty construction gang, shows that the vessel was strongly secured. Nevertheless, the gale and the outrunning tide broke her fastenings shortly after 10 a. m., and sent her pounding along the west jetty and out toward the mouth of the inlet.

The tug *Resolute*, which lay moored at a wharf in the inlet for the purpose of attending the barges employed on the jetty work, went to the assistance of the barge, but she was buffeted to such an extent by boarding seas that she had to turn back without getting alongside the helpless vessel. While the tug was maneuvering to get to the barge, Foreman Bradway, who was directing its movements, shouted to Cooper to jump to the stonework along which the barge was bumping, but Cooper either did not hear the instructions given, or else was too much confused to obey them. At any rate, he disappeared into the cabin instead, and was not afterwards seen until his vessel had been swept beyond all possibility of aid.

When the barge reached the outer ends of the jetties she lost some of the force of the outrushing current and drifted to leeward into the roughest water off the mouth of the inlet. There the heavy seas set her rolling sufficiently to destroy the equilibrium of the deck load, and the top-heavy vessel capsized. Cooper was seen on her bottom by the men on the tug after she turned over, but, as before stated, the condition of the sea prevented them from approaching close enough to effect a rescue.

When Foreman Bradway saw the barge capsize he returned his vessel to her berth, a half mile inside the jetties, and with two workmen launched a Seabright surfboat on the leeward side of the west jetty. He reached the locality of the disaster in time to see Cooper washed from his precarious refuge, but, as in the case of his earlier effort to reach the man, he dared not venture out far enough to afford a likelihood of picking him up.

Surfman Philip Long, on watch at the Two Mile Beach Life-Saving Station, a mile and a quarter above the inlet entrance, saw the barge as she drifted along the jetty, and also observed the tug going after her. As a man could be seen aboard the barge, the station keeper promptly manned the Beebe-McLellan surfboat and started to her assistance without waiting to see whether the tug would be able to accomplish its mission. In order to make the best possible time he launched from the inside beach, where he would have the advantage of smooth water and of the tide setting out of the inlet. He reached Sewalls Point, on the south side of the inlet, about 10.50 a. m.

Surfman B. R. Hand, on watch in the tower of the Cold Spring Life-Saving Station, 2½ miles west of the inlet, also discovered the barge about the time she broke adrift, and saw the *Resolute* endeavor to overtake her. When the tug gave up the pursuit, the station keeper, whom the surfman had called into the tower, tried to ascertain over the telephone whether the man on the barge had been taken off. Soon a message was received stating that he had not, and calling for the assistance of the life-saving crew. As soon as the life-savers could get ready they started up the beach with their surfboat on its wagon, and joined the crew from the first-mentioned station at 11.30 a. m., after a hard pull of nearly an hour with the gale in their faces. The barge had capsized, however, before either crew reached the scene of the casualty. They found her deck house, her wheel, and a boat on the beach, but discovered no trace of her unfortunate occupant, although they kept a vigilant watch for an hour or more. Cooper's body was recovered at Cape May Point December 15.

Wreck of the steamer "Czarina," January 12, 1910.

COOS BAY STATION.

Not in a quarter of a century has there occurred within the scope of the service such an appalling marine casualty as the wreck of the steamer *Czarina* at the mouth of Coos Bay, Oreg., January 12, 1910.

The *Czarina* was a 1,045-ton vessel owned by the Southern Pacific Co., of San Francisco. She was valued at \$100,000. When the disaster chronicled here took place she was on her way from Marshfield, Oreg., to San Francisco with a cargo of coal, lumber, and cement. About 40,000 feet of the lumber was stowed on her decks. She carried a crew of 23 men all told, and 1 passenger, whose names are given by the agent of the company as follows: Charles J. Duggan (captain), James Hughes, Benjamin F. Hedges, S. A. Ellefsen, Harry H. Kintzel, Charles Bostrom, Adam Rokka, Mindor Olsen, Charles Curran, Andrew Ahlstedt, Rhinehold Hagener, John McNicholas, Henry Young, John H. Robinson, Charles A. Thompson, Thomas Bilboa, Angelo Puntas, Columbus Otera, August Valaderis, Jose Martinez, Nicholas A. Quiroga, Joe de Sota, Joe Piles, and Harold B. Millis (passenger). But 1 of the entire 24—Harry H. Kintzel, first assistant engineer—survived the disaster.

It may be stated for the information of the reader that Coos Bay is a sinuous body of water approximately half a mile wide and something like a dozen miles long. Beginning at the ocean entrance, it runs easterly for three-fourths of a mile, turns in a northerly direction and keeps nearly parallel with the coast for several miles, then swerves to the eastward again for half that distance and doubles back toward the south for 3 or 4 miles. At its head lies the town of Marshfield. In outline the bay is not unlike a dipper, with the bottom of the bowl lying toward the north. The peninsula of sand that separates it from the ocean is called the North spit. On the inner or bay shore of the spit is situated the Coos Bay Life-Saving Station, 2 miles above the entrance. Near the point of the spit, and overlooking the entrance, is the service observation tower and a house that shelters a boat and other equipment designed for the use of the life-saving crew in affording assistance to vessels that get into difficulty on the bar and in contiguous waters.

The *Czarina* left port at 11.15 a. m. The trip down the long, narrow bay was uneventful until she made the last turn in the channel and headed straight for the ocean. Then she began to ship water. It was very rough outside. In fact, the condition of the sea was such as to deter the prudent mariner from risking a passage over the bar—which the *Czarina* was about to attempt. Capt. W. A. Magee, master of the harbor tug *Astoria*, was watching the *Czarina* as she steamed down the bay, his vantage point being a tower in Empire City, 4 miles above the entrance. He testifies that when she had worked her length beyond the black buoy, where the channel turns oceanward, she seemed suddenly to lose headway, stop, and move backward; then there came a momentary lull in the sea, and she went ahead again. To use an expression of the witness, she “seesawed” back and forth for several minutes in the manner described, then swung her head well to the northward, as if she intended to try for a less difficult passage to starboard. Shortly, however, she swung around to the southwest and went unsteadily forward until she brought up on the South spit. Then she blew a distress signal.

Up to the time of striking the South spit she had shipped 61 breakers by actual count. When she sounded a signal Capt. Magee left the tower, got up steam on his tug, and started down to the bar with the intention of going to her assistance, but by the time he reached the bar she had drifted across it and was working up along the beach northward. He did not therefore attempt to go out. He explains his failure to do so in the following words:

The bar was too rough for us to attempt to cross. After seeing the position of the *Czarina* I knew that nothing could be done from the outside. A steam schooner was off about three-fourths of a mile from the wreck, standing by.

It would seem that the master of the *Astoria* expected that the steam schooner referred to by him would endeavor to assist the *Czarina*. This vessel, as shown by the evidence, did actually start in to the imperiled steamer, but put off again before getting near her. The schooner, it developed, was herself heavily loaded with lumber, and doubtless became apprehensive that the venture could not be undertaken without great danger to herself. It is also shown that on the following morning, while several of the *Czarina's* crew were still in her rigging, another vessel, the steamer *Nann Smith*, also attempted to approach her from the outside, but abandoned the enterprise on account of the danger involved. Had the *Astoria* risked the bar and gotten safely offshore, she might, at any time before the *Czarina* foundered, have been able to drift a line down to that vessel. At least such was the opinion expressed by the survivor, First Asst. Engineer Kintzel.

It is gathered from statements made by Kintzel that while the *Czarina* was being buffeted across the bar the boarding seas flooded her engine room and put out her fires, so that when she found herself in the quieter waters beyond she was entirely helpless. On the trip through the breakers the crew had been driven into the rigging, from which position they watched the seas play havoc with the deckload, carrying two of their lifeboats away and smashing another to pieces, thereby cutting off all chance of leaving ship even had an opportunity for launching a small craft presented itself.

Once outside, where the water was less turbulent, the vessel rode easier, and the turmoil on deck abated to such an extent that the crew

left the rigging and threw over the anchor, the captain hoping by such action to keep offshore until help could reach them. But the fulfillment of this hope was denied, and the act mentioned without doubt operated ultimately to bring about the destruction of the vessel and the great loss of life that accompanied it. The *Czarina* drifted northward, and was soon in the breakers. Realizing what was in store for the crew should the progress of the vessel be interfered with before she came near enough to the beach for the life-saving crew to put a line over her, the captain ordered the anchor chain cut. Some of the sailors attempted to carry out this command, using a hacksaw, but before they could accomplish the task the seas drove them back into the rigging.

The anchor caught and brought the vessel up when she was still several hundred yards from the beach. Held thus, she had to take the full force of the ponderous breakers, and soon foundered, settling until her entire hull was submerged. The seas now completed the demolition of the deck load, sending it overboard to fill the breaker-swept space between ship and shore and menace the lives of both the sailors and those who would save them, and tossing it up against masts and rigging as if impatient to drive the hapless sailors from their refuge and complete the tragedy. As the rigging was sundered by the thrashing débris the chilled and exhausted men dropped off singly and in groups to their death in the wreckage alongside. Kintzel was swept overboard about dark with the port rigging of the mainmast. Two or three of his shipmates went with him. He says he exchanged some words with them after finding himself in the water, but soon became separated from them in the gathering darkness. Kintzel was unable to tell much concerning the movements of any of the rest of the crew. His lack of information in this respect, however, is not surprising, as the situation on board was not conducive to accurate observation. He himself had on a life preserver. He was of the opinion that some of the others had them on also. For upward of two hours he was washed about in the furious surf, beaten by wreckage and smothered in the spume of the breakers. Once he was swept almost to the beach, but his strength was too far spent to fight the outward pull of the undertow, and he was carried back to the vessel again. There he managed to get hold of a heavy plank, to which he clung even after consciousness left him. His tenacity eventually saved him, for the plank was swept toward the beach, and a surfman wading out in the dangerous waters with a line tied to his waist discovered him and dragged him ashore.

The *Czarina* passed the life-saving station, outward bound, about 1 p. m. Knowing the condition of the bar, Keeper Clarence W. Boice, in charge of the station, was surprised to see her going out, and ascended the station lookout to watch her. His account of her movements after she reached the black buoy where the channel swings toward the ocean is substantially the same as that given by Capt. Magee, of the tug *Astoria*, who had been watching her from a tower in Empire city. When the keeper saw her swing out of the channel and veer toward the south spit he felt sure she would meet with disaster. He accordingly manned the lifeboat and pulled down the channel to the entrance. By that time the *Czarina* had worked across the bar and was drifting northward off the ocean beach. The station crew

landed on the inside near the end of the north spit. Their movements from this time on are set forth by Keeper Boice as follows:

I could see that the *Czarina* was just above the north spit. Realizing that I could not reach her with the lifeboat on account of the rough bar, I called all my crew out of the boat, enlisted the services of two fishermen who were on their scow boat where we landed, and we all ran to the bar boathouse, where I gave the No. 1 surfman orders to get out the beach apparatus cart, and myself went into the bar lookout to observe the action of the vessel. No. 1 got the beach cart out and started along the beach.

I noticed that the vessel had anchored just outside the break on the beach. I judged from the trend of her chain that she had let out lots of cable, and I thought there was a possibility of her holding on, so I phoned from the lookout tower to Mr. Shine at Empire requesting him to wire Supt. Varney at San Francisco that the *Czarina* was anchored just outside the breakers, apparently in trouble, and for him to communicate with the revenue cutter *Manning* to come to her assistance. I then asked Mr. Shine to notify the manager of the company to which the *Czarina* belonged.

At this time, however, I could see that the ship was drifting to the northward about parallel with the breakers. I remained in the lookout about 20 minutes. I then went down and joined my crew with the beach cart, overtaking them about a quarter of a mile up the beach. We followed along watching the ship slowly dragging, but she shortly brought up, the waves began to break over her bow, then over the body of the vessel, and she swung stern to the beach and came in some. At this time there were probably three lines of breakers outside the ship and a succession of breakers from the ship to the beach. We stopped with the beach cart abreast of her. I remained by the cart and sent No. 1 with some of the crew, and 30 or 40 people whom I had asked to assist us, to the bar boathouse to bring up the surfboat.

They got back in a few minutes with the surfboat. By this time the vessel had foundered and the seas were breaking all over her. I now had the beach cart taken down close to the surf, and just as we were ready to remove the gear the sea came in around the cart and I had to move it back up the beach a little. The Lyle gun was put in as close to the surf as possible, and a No. 4 line 700 yards long was sent out with a 6-ounce charge of powder. There was no wind, and the line went straight out, but fell 200 yards short. While the crew were hauling in the No. 4 line a No. 7 line 600 yards long was sent out with a 6-ounce charge. This shot fell considerably shorter than the first. By this time the vessel had settled so much that if a line had fallen across her the crew could not have left the rigging to secure it, as the seas were breaking over her continually and there was no stay between the masts on which a line might catch. Some of the men had been already swept from the rigging. I judged the distance to the vessel to be about 900 yards, and seeing that it was impossible to reach her with the beach apparatus, we manned the surfboat and attempted to launch it. The surf was so heavy, however, that we could not get off. I was knocked down by a sea while we were trying to get the boat off the wagon, which had been run down into the water. The lumber that had formed the vessel's deck load was coming in by this time so thick that we could not have gone through it even had we succeeded in getting away from the beach in the boat.

By this time the smokestack had fallen, and the tops of both masts had broken off, and several of the crew had been knocked off the rigging. When we saw that nothing could be done to save the men we scattered along the beach to watch for any who might be washed ashore on lumber or wreckage. About dark the lower part of the port main rigging carried away and several of the crew went with it. As darkness came on we could see five or six men still clinging to the rigging. Fires were now lighted and the beach was patrolled throughout the night by the station crew, some of whom waded into the surf as far as they dared go with heaving lines fastened to their waists. About 9 p. m. a man was seen in the surf holding to a piece of wreckage. He was hauled out and found to be breathing. We carried him to a fire, and after two hours' work restored him so that he could be conveyed to a marine hospital, where he fully recovered.

At daylight of the 13th the mainmast was still standing, and there were still several men in the rigging. The surf still continued as high as on the previous day, and it was impossible to launch a boat. The vessel had settled so that the water was half way up the mainmast, and the seas continued to break heavily where she was. The men in the rigging gradually went, and by 10 a. m. they had all disappeared.

At 1.30 p. m. of the 13th Keeper Johnson of the Coquille River Life-Saving Station, some 15 or 20 miles south of the scene of the wreck, reported to Keeper Boice with five surfmen. This crew remained on

the beach until the morning of the 14th and assisted in the work of the patrol. At 9 a. m. of the 14th a body was picked up 2 miles north of the wreck, and on the 17th another body was recovered 3 miles to the northward.

The officer who conducted the inquiry into the circumstances of this disaster expresses the opinion in his report that "no blame should attach to the service, nor to the keeper, nor to any member of the Coos Bay Life-Saving Station, for the deplorable loss of life" that occurred. In support of this conclusion he recites the obstacles that stood in the way of successful wreck operations as follows:

The vessel was no doubt anchored for the purpose of holding her outside the break, and it is evident that the anchor would not hold her, but allowed her to drift until she brought up in a place where she was exposed to the heaviest break, and where no assistance could be rendered from the outside, and at too great a distance from the shore to permit a line to be put on board by means of the beach apparatus. The heavy seas breaking over the vessel prevented those remaining on board, and who had taken to the rigging, from getting to the deck and slipping the anchor so that she would go in where a line could be sent on board. She was heavily laden with coal and cement and with a deckload of lumber. She foundered in a few minutes after she brought up, and the lumber from the deckload filled the water. The surf on the beach was so heavy that it was impossible to launch a boat. The vessel was too far from the beach and too low in the water to afford any lee for launching a boat. The floating lumber coming ashore made it extremely hazardous for those venturing into the water in the hope of finding those who might come ashore from the wreck. The heavy seas did not abate in time to permit a boat to be launched the next day for the purpose of trying to save those remaining on board.

The situation, as set forth above, is fully borne out by the sworn testimony of persons who were present on the beach and participated in such efforts as were made to establish communication with the wreck. The citizens of the locality, however, many of whom witnessed the work of the life-saving crew, did not regard Keeper Boice's generalship as equal to the exigencies of the occasion. Their criticism of his management of the affair found expression in letters to the department from individuals, and in petitions from local commercial bodies—the Marshfield Chamber of Commerce and the commissioners of the port of Coos Bay—charging him with failure to exert every effort to effect the rescue of those aboard the *Czarina*, alleging incapacity as a commanding officer, and asking for a thorough investigation of his conduct. Specific charges against the keeper were finally presented by the secretary of the port of Coos Bay by letter of March 18, 1910, who promised to furnish a list of witnesses and extend to any investigating officer "every assistance in bringing out the truth."

The complaint embodied 10 formal charges, 7 of which contained specific allegations of dereliction at the wreck under discussion; one (the sixth) charged him with failure to drill his crew regularly in the handling of the surfboat, as required by the regulations of the service; and two alleged neglect of duty and incompetency upon two former occasions of disaster to vessels. These two are omitted here, however, as they have no direct bearing upon the case under notice. It may be stated, nevertheless, that they were fully gone into by the investigating officer, and were duly considered by the department as affecting the fitness of the accused to continue in command of a life-saving crew.

The specifications relating to the *Czarina*, and that charging the keeper with failure to practice regularly with the surfboat, are as follows:

1. That the said keeper failed in accordance with regulations (sec. 241) to telephone adjacent stations for assistance.
2. That said keeper, under regulations (sec. 245), failed to use an extraordinary charge of powder in shooting the Lyle gun, and desisted from said shooting entirely after two attempts.
3. That said attempts with the Lyle gun were made at a time when the tide was about three-quarters high, while at low water the gun could have been placed 100 yards nearer the wreck; but no attempt was made at low water.
4. That said keeper, in accordance with regulations (sec. 252), failed to make an attempt to launch the surfboat.
5. That said keeper made no attempt to bring the lifeboat to the scene of the wreck, although men were present who would have volunteered in so doing.
6. That the keeper had failed for a long time before said wreck to cause his crew to drill in the surf; that is, to launch the surfboat from the beach into the surf.
7. That at the time of said wreck the keeper permitted the wives of the crew to be on the beach in the presence of their husbands.
8. That said keeper at the time of said wreck displayed no executive ability, and gave evidence to all present of being either incompetent to hold his position or too cowardly to perform his duties.

The request for an investigation was duly complied with, Lieut. W. W. Joynes, United States Revenue-Cutter Service, assistant inspector of the seventh life-saving district, with headquarters at Elizabeth City, N. C., being assigned to the work of conducting the inquiry. That officer arrived in Marshfield, Oreg., April 28, 1910, and began the examination of witnesses May 3, the intervening time having been spent in conference with citizens interested in the prosecution of the charges against the keeper, in visiting the scene of the wreck, and in examining the service boats and equipment. The sessions extended over a period of several days, being concluded May 7. Both the prosecution and the defense were represented by counsel, the former presenting 13 witnesses and the latter 9. Every opportunity was afforded both parties to introduce any witness desired, so that all might feel fully satisfied with the proceedings. For the same reason counsel were indulged in the matter of examination.

Charges 1, 2, 4, 5, 6, and 7 were admitted by the keeper. The third charge was not proven, there being considerable divergence of opinion in the testimony of witnesses as to the distance the Lyle gun might have been placed nearer the wreck. The investigating officer did not think it could have been set out more than 50 yards beyond the spot from which it was actually fired.

Charge 7 is considered unimportant, as it was not shown that the presence of women on the beach in any way interfered with the work of the life-saving crew.

The eighth charge is a general allegation of professional unfitness on the part of the keeper, as evidenced by his alleged failure to do certain things indicated in charges 1 to 7. The views of the investigating officer in relation to this charge, and which really constitute his findings in the case, are as follows:

In my opinion the keeper rested too positively upon his own estimate of conditions and eventualities, as shown in not summoning assistance from other stations because he thought the vessel would not last; in concluding, simply on his own judgment, that the wreck could not be reached with the gun; and in making no actual attempt to launch a boat. Yet in regard to these matters he probably had had as much experience and possessed as good judgment as anyone else present. Failing in his efforts with the

gun and boat, he appears to have assumed a passive attitude, simply awaiting the termination of the tragedy. There was nothing else to do, as he looked at it.

It is difficult to express an opinion in this matter. I can conceive, from an extensive experience on this coast (for some time in this immediate vicinity), what a difficult problem confronted the keeper. I venture the opinion that this, his second important wreck and his first serious one as a keeper, confused him by its awfulness, so that, having done all that in his judgment was possible, he stopped at a loss what else to do. I believe that no human power could have succeeded in rescuing the men in the rigging of the *Czarina*. Nevertheless, I think the keeper should have made further attempts with both gun and boat. His failure to do so indicates a certain degree of incompetency; but neither has it been shown, nor do I believe, that there is anything of the coward in the make-up of Capt. Boice.

Lieut. Joynes comments as follows upon the bearing of Capt. Boice during the progress of the investigation and upon the difficulties of his position as keeper:

I wish to direct attention to the testimony of Keeper Boice—his assumption of all the responsibility. His bearing throughout the investigation was such as to command the admiration of all who heard his declarations—frank, sincere, and straightforward, and beyond doubt strictly truthful. He is a young man 31 years of age, having been only two years a keeper and in charge of a hard station, with a large, dangerous area under his supervision.

Capt. Boice had previously served in the crew of the Coquille River (Oreg.) Life-Saving Station as the No. 1 man, in which position his ability as a surfman, his intelligence, and his fidelity to duty had attracted the attention of his superiors. Therefore, when a vacancy occurred in the keepership of the Coos Bay station, he was recommended by the officers of the thirteenth life-saving district as the best-qualified man available for the place. His case appears to have been one of those sometimes met with, in which an admirable soldier fails as a commander. Notwithstanding his superior professional qualifications, it was of course out of the question to retain him in command of a life-saving station after his failure to measure up to the demands of the distressing occurrence here described. His resignation as keeper was accordingly accepted. He was granted permission, however, to reenter the service as a surfman at the station where his services previous to his promotion to a keepership had been exceptionally creditable.

Wreck of the schooner "Frances," February 1, 1910.

BIG KINNAKEET STATION.

In the latter part of January, 1910, the schooner *Frances*, a wooden vessel of 677 tons, left New York for Jacksonville, Fla., with a cargo of cement. She carried a crew of eight men, all told. She went to pieces near the Big Kinnakeet Life-Saving Station, a few miles north of Cape Hatteras, on the morning of February 1, and, but for the discovery of a piece of wreckage bearing her name, her fate might never have been definitely known, as all hands on board perished.

The night preceding the day of the disaster was so stormy as to make the coast guard of the service stationed on the outlying sands of the coast mentioned more than ordinarily vigilant. A strong gale had sprung up from the northwest in the early evening, accompanied by snow flurries. As the wind swept over the beach it kicked up the dry sand from among the hummocks and drove it out over

the surf, snow, sand, and flying spray forming a curtain that shut out the view seaward as effectually as a fog. Moreover, the temperature had fallen to the freezing point and the sea was exceptionally high. Notwithstanding the weather conditions, the night was an uneventful one for the life-saving crews near Cape Hatteras, yet somewhere at sea the gale was driving a ship to destruction on their beach.

When day broke on February 1 it was still snowing, but the temperature had risen several degrees, and the wind, while still fresh, had moderated to 35 miles an hour. The snow and sand flurries, however, still obscured the view along the beach, and the surf was still very high. Ordinarily the patrol is maintained only in the nighttime, but on this morning the weather was so bad off the cape that the performance of that duty at the Big Kinnakeet station was not discontinued with the return of day. At 8 a. m. Surfman C. R. Hooper, temporarily in charge of the Big Kinnakeet crew, sent Surfman E. F. Miller on patrol southward toward Cape Hatteras. Half an hour later Miller presented himself at the station in a state of great exhaustion from running, and announced that he had discovered a vessel coming on the beach. What he had seen is set forth here in his own words:

She bore to the southward and eastward of my position, which was about a mile from the station, and appeared to have a piece of her mainsail set and the fore staysail on. I had a glimpse of her only for a moment. After a little I saw her a second time, and it appeared to me that she had hauled more to the southward. I had three views of her, all very brief and obscured by the squalls of snow driving from the beach. I did not proceed farther toward her or tarry to try to make out her hull and appearance, knowing that if she held on her course she must surely become a wreck.

Another member of the Big Kinnakeet crew also got a view of the vessel. He testifies that on hearing Miller make his report to the acting keeper he caught up a marine glass and looked down the beach from an open window. Owing to the driving snow and the spray from the breakers, he could not distinguish her hull plainly, but made out two masts, one of them upright, the other hanging over as if broken. The vessel seemed to him to be stationary. It does not appear from the evidence that any other member of this crew saw the vessel again before she broke up.

The acting keeper sent a telephone message to the Little Kinnakeet and Cape Hatteras Life-Saving Stations, several miles to the northward and southward, respectively, requesting the assistance of the crews at those places, he being of the opinion that the vessel would strike within the limits of his patrol. The crew under his temporary command had in the meanwhile made the beach-apparatus cart ready, and in a short time all hands were on their way down the beach.

The crew of the Cape Hatteras station reached the vicinity of the disaster first, having set out unencumbered by any apparatus. One of their number went on ahead of the rest with instructions to meet the Big Kinnakeet crew and help them along with their life-saving equipment. This surfman passed the vessel shortly after 9 o'clock. Relating what he saw offshore, he says:

When the breakers ran back I could see the shape of the hull of a vessel her entire length. As far as I could tell, she was heading nearly northeast. No masts were standing, but they were washing about on top of the wreck. I saw no signs of life, although I remained watching a couple of minutes. I judged the vessel to be between 550 and 600 yards from the beach.

The three life-saving crews met about 9.30 a. m. There was no wreck work to be performed, however, for the ship had already been destroyed. There were no masts to be seen, nor any parts of a broken hull; "only confused wreckage in the boiling surf." The wreck stuff, which consisted of some spars and other débris, did not drift away in the tremendous southerly current then running, from which it would seem that it was held fast by rigging to submerged parts of the vessel.

The surfmen were disposed up and down the beach in readiness to take from the surf any survivors or bodies that might be cast up. Nothing more could be done in the circumstances. Those in command on the beach having satisfied themselves after a period of watching that there was no hope of saving any of the ship's company, the service crews separated and returned to their stations.

The officer who investigated this disaster was on the beach the day following its occurrence. His report contains the following with respect to the state of the sea and what he observed in the locality of the wreck:

The surf was still so high and powerful as far out as the outer bar as to preclude any attempt to launch a boat, even under the guidance of the most able crew. The tremendous combers crashed on the beach with irresistible force, presenting, as they broke, not the curling, concave front so familiar, but simply dropping down in vertical walls.

All that remained of the vessel were two spars on the outer bar, about 600 yards offshore, one, apparently a mast, lying horizontally with some top hamper at one end, and the other, a smaller timber like a broken lower boom, standing vertically. Both timbers were moving, but were evidently attached to some object under water, since they remained practically in one position.

Continuing our progress southward we found one of the quarter-boards of the vessel with her name upon it. A little farther along a large portion of her half-breadth hull had been washed up, and at a distance of probably a mile from the wreck the entire breadth of her stern, with some 20 feet of the forward frame attached to it, had come ashore. On this was painted "*Frances* of New York." An examination of these several groups of timbers showed that they were rotten at the ends and near the fastenings.

As there were no survivors, what took place aboard the vessel before she came ashore, or what circumstance, or combination of circumstances, brought misfortune upon her can only be conjectured. The investigating officer ventures the following hypotheses as within the range of possibility: First, that the vessel may have become water-logged and in danger of sinking from previous stress of weather, and as a last desperate hazard her master tried to beach her to save the crew; second, that he might have thought he had passed the Diamond Shoals, and consequently hauled more to the wind to come under the lee of the land and lay his course to his destination, thus unknowingly getting too close inshore; or, third, he may have been in entire ignorance of his whereabouts during the prevalence of the gale that drove him ashore and unable to control the movements of his ship. The opinion was also advanced that the vessel was a derelict when she struck, and that her crew may have been taken off by some passing vessel. As no survivors were ever reported, this theory seems no more susceptible of proof than the others.

*Capsize of two power fish boats, March 15, 1910.**Humboldt Bay Station.*

On March 15, 1910, three fishermen, George Pentez, Thomas Christalal, and John Christalal, lost their lives by the overturning of two gasoline fish boats in the surf off the entrance to Humboldt Bay, Cal.

At the time the disaster occurred the tide was approaching flood, and the water was very rough off the entrance with an unusually heavy break on the bar. Keeper Elleson of the Humboldt Bay Life-Saving Station, knowing the danger the fishing fleet would incur trying to get back into the bay, had, during the forenoon, taken the precaution to haul the power lifeboat to the dock and moor it in readiness for service, with the intention of running down to the bar just before high water, when the fishermen would be most likely to start in. About 1 p. m., while he was watching the fleet from the station lookout, he saw two boats come down toward the bar from the north. After getting within 300 yards of the entrance they turned seaward, apparently having run in to get a look at the channel and decided that the water was too rough for them to attempt to cross over the bar. They had little more than changed their course, however, when several seas were seen to break outside, bear down upon them and overwhelm them, pitching the boats end over end.

The station crew covered the mile and a half to the scene of the casualty in a little more than 20 minutes, but were unable to find a trace of either the luckless men or their craft. After giving up the search, the keeper ran the power boat out to the place where the fleet were engaged at their nets, informed them of the accident, and warned them not to try to get back into the bay until conditions on the bar were safer. Pursuant to the keeper's advice, the fishermen sought shelter at Trinidad, 10 miles or more up the ocean coast, where they remained for several days waiting for the surf to moderate.

None of the bodies of the drowned men was ever found. Three or four hours after the capsize took place one of the boats—that operated by the Christalases—was sighted, floating bottom up, near the beach, but was carried out by the tide before it could be secured. The other boat was picked up in the entrance and towed to the life-saving station. Its engine was no longer in it, and the boat itself was a "mass of wreckage," according to the keeper's report.

Capsize of a power fish boat, April 20, 1910.

HEREFORD INLET STATION.

Three fishermen lost their lives and four others narrowly escaped a like fate April 20, 1910, when a 33-foot open power fish boat belonging to the Ocean Fish Co., of Anglesea, N. J., capsized on Hereford Inlet Bar. The victims of the disaster were Frank Thompson, Willis Murphy, and Joseph Reed, and the survivors, William High, Ezra T. Battleson, Charles A. Soper, and Edgar Creamer. That the tragic occurrence did not claim the lives of the entire boat's crew is undoubtedly due to the alertness of the Hereford Inlet life-savers, who promptly discovered the capsized craft and went quickly to the assistance of the survivors.

The party of fishermen had gone outside the bar about noon of the date mentioned to adjust their nets on pound poles. The launch was in charge of Thompson, who had the reputation of being an experienced and careful man in the business of surf fishing. When they left shore the weather was fair and the surf moderate; but by the time they had finished their work and were ready to start back the wind had freshened considerably and the sea had become quite choppy. The homeward journey was without incident until they reached the most dangerous part of the bar, when a heavy sea struck their boat on her port quarter, causing her to broach to. The impact of the blow, as it swung her around, up-ended her, so that a deluge of water poured in over her starboard bow, drenching her occupants and throwing them into confusion. They were not given time to make any effort to regain control of the boat, for in another instant she was tossed bottom up by the overlap of the comber as it broke, and the fishermen were buried underneath in the smothering turmoil of water and foam. Fighting for their lives, all seven men succeeded in getting from under the boat, and four of their number—those who were eventually saved—managed to climb up on it, where they contrived to remain by holding to a line which they made fast to the propeller shaft. Thompson, Murphy, and Reed—less fortunate—were swept beyond reach of the boat and were not again able to get to it. All of the fishermen were encumbered by heavy oilskins and boots, which put them to a great disadvantage. Thompson, according to the testimony of one of the survivors, went down first, sinking about 50 feet from the launch. Murphy, 25 feet farther away, went under next, and Reed, the last to succumb, disappeared within 30 feet of the boat.

The disaster was discovered from the Hereford Inlet Life-Saving Station by Surfman Robert H. McCarty while standing at a window of the station with a marine glass, watching a sloop to the eastward trying to make harbor. When McCarty first observed the fish boat she had not yet reached the bar. He diverted his gaze at intervals from one boat to the other for the space of several minutes, and it was during this time that the capsizing occurred. He did not actually witness the upset, as he was looking at the sloop when it happened, but he saw the boat a few moments afterwards and, as he says, "noticed that she was in trouble."

While McCarty was watching the sloop from the station, another surfman, Norman W. Sutton, was keeping the usual watch on the beach near the service watch house, several minutes' walk east of the station and so situated as to command a view of the southern end of the bar. Sutton testifies that he saw something like a boat on the bar up at the north channel a mile distant, but that he could not make out what it was, as he did not have a marine glass. He had been keeping watch on the south bar, and about the time of the disaster his attention was fixed on two sloops trying to get in by the south channel. These sloops, it appears, finally made harbor by the north channel, in which the launch met with disaster. While watching the movements of the sloops, the object above mentioned caught his eye, but owing to the condition of the surf and to an intervening sand bar he could not make out what it was. While trying to distinguish it he happened to look toward the life-saving station and saw the service crew leave the shore in the power surfboat. He at once

concluded that what he saw on the bar must be a boat in trouble and that the surfboat had started to its assistance.

Surfman McCarty, who had seen the fish boat from the station window, immediately ran to the keeper's room and reported his discovery. The keeper at once ordered all hands to man the power boat. There were five surfmen about the station at the time. Without waiting to summon Sutton from the beach the boat put off, four men bending to the oars to get more quickly under way, while one man, McCarty, busied himself with the engine.

An extensive sand flat lay between the station and the scene of the capsizement, which compelled the rescuing boat to make a detour. A shorter route than the one taken would have led them around the flat to the eastward, where for the larger part of the way they would have had to contend with the incoming tide and a strong head wind. They therefore chose the somewhat longer course to the northwestward, which, for nearly three-fourths of the 1½ miles they had to traverse gave them the benefit of the current and the protection of the sand flat. They reached the imperiled men 20 minutes from the time they received the alarm. After taking the fishermen off the bottom of the launch they cruised about in the locality until they had satisfied themselves that there was no chance of saving the other members of the luckless party.

It appears that two other boats also put out to the rescue of the fishermen, one from the Tathams Life-Saving Station, a mile and three-quarters to the northward from the scene of the accident, and the other from Anglesea. The fish boat was discovered from the Tathams station by the tower watch as soon as it occurred. The crew of this station lost no time in manning their surfboat, but as they had to row dead to windward and against a high sea, they were not able to cover the distance in time to take a hand in the rescue. The other boat, a power fishing skiff, was manned by Mr. Jason Buck, president of the company that owned the hapless launch. He had seen the Hereford Inlet station crew go out, and, suspecting the nature of their mission, had followed in their wake, not knowing that one of the company's boats was in trouble until after he had passed the elbow buoy at the inner end of the flat.

The rescued men, all of whom were suffering from exposure, were transferred from the service boat to the skiff, which brought them ashore. Following the transfer, the life-saving crew recovered the fish boat and towed it in to a wharf.

The bodies of two of the drowned men were found on a sand bar the following morning near the scene of the accident. The third body was not recovered, so far as reported.

Capsizement of a sailboat, May 1, 1910.

FORT POINT STATION.

On May 1, 1910, a sailboat containing Mr. Russell M. Schaadt, his wife, Louisa Schaadt, and John Gabb, capsized off Fort Point, in the waters of the Golden Gate, Cal., and the two persons last named were drowned. Schaadt escaped the fate of his companions only by

the narrowest margin, the Fort Point life-saving crew having extricated him from the boat's washing sail after a record run in a power boat from their station, a mile distant from the scene of the casualty.

The party had gone out from Harbor View about 9.30 o'clock in the morning to enjoy a couple of hours' fishing beyond the point. While they were engaged in their sport the wind, which was blowing onshore, freshened up, and when they started back into the bay about noon against a strong ebb tide there was quite a sea running. Schaadt, who it appears was an experienced sailor and who had been out a number of times previously in the same boat, was in charge of the party. He stated at the inquiry that when they were abreast of the fort on their way in, and about 250 yards offshore, the boat suddenly lost steerage way, broached to, and capsized so quickly that he did not have time to grasp an oar or slack the sheet. He was unable to assign any reason for the catastrophe, but the investigating officer in his report expresses the opinion that the man underestimated the force of the tide, which was running against him at the rate of 4 or 5 miles an hour, and that immediately preceding the capsize the boat's stern was lifted so high as to throw its rudder out of the water. At the same time the bow, being low, caught the full force of the out-rushing current, so that in one critical moment when the steering mechanism could not be effectively worked the boat swung around in the trough of the sea, and the wind pressure on the sail turned it over.

The boat immediately righted itself following the capsize, and all of the late occupants succeeded in getting a hold alongside, Schaadt assisting his wife. They scarcely had time to recover, however, from the shock of their sudden, chilly plunge into the sea when the waves rolled their craft over again, causing Gabb to lose his hold. He doubtless sunk soon afterwards, as Schaadt did not see him again. When the boat rolled over the second time, both Schaadt and his wife were swept away from it, but they contrived to get alongside once more, and the woman even managed to climb upon the bottom, with her husband's assistance. But she was not destined to remain long in her unstable refuge, for the boat was soon again overborne by a sea, which carried her away. This time Schaadt could not go to her aid, for the submerged sail had fouled his legs, holding him fast. As she was too nearly exhausted to help herself further, he was therefore compelled to look impotently on while she drowned.

The capsize was witnessed by a temporary surfman, Cornelius C. Sullivan, on duty in the service observatory standing a quarter of a mile south of the point and overlooking the harbor entrance. He telephoned the news to the life-saving station, situated inside the bay a mile from the point, and eight minutes thereafter Keeper Clark was on the scene of the disaster in the power lifeboat and had rescued Schaadt.

The life-saving crew righted the sailboat and took it in tow, then cruised about in the locality searching for the lost persons. Having satisfied themselves that there was no hope of finding the bodies, they returned to the station, where the survivor was given much needed restorative treatment.

Capsize of three fish boats, June 1, 7, and 9, 1910.

CAPE DISAPPOINTMENT STATION.

June, 1910, was an unlucky month for the Columbia River fishermen, five members of the fleet having lost their lives in three casualties during that period while prosecuting their vocation off the entrance of the river mentioned.

The first of the accidents under notice occurred on the afternoon of June 1, 1½ miles south of the Cape Disappointment Life-Saving Station, the boat involved having capsized on Peacock spit, drowning the two occupants, John Musteren and John Hillfus.

When the fishing fleet is out in force at the mouth of the river during rough weather the life-saving crew is usually on hand in their power boat, ready to warn the incautious away from dangerous waters or to attempt the rescue of those who are so unfortunate as to suffer disaster. On the day in question, however, there were few boats on the grounds and the surf was moderate. Therefore the waters were not patrolled. Nevertheless, the men at the life-saving station maintained a strict watch from the lookout, so situated as to command an extensive view of the area frequented by the fishermen. Shortly after 3 o'clock in the afternoon the keeper sighted a boat working near the spit a mile offshore toward the south. With the aid of his marine glass he was able to see that the boat had but little net out, perhaps 20 fathoms. It was close up to the surf. The keeper states that the fishermen were plainly in a dangerous position, and that he expected to see them haul their net in before it could drift into the breakers, as they had plenty of time to do so. But they were evidently new at the business, and did not realize the danger they were in. Suddenly a run of seas came in. The boat rode three of them, but broached to and capsized when the fourth struck it.

The keeper at once telephoned to the station, situated on the inside of the cape a quarter of a mile from the lookout, and ordered his crew to the rescue. He ran to join the surfmen in the boat, but they got away from the shore before he reached the station. He therefore returned to the lookout.

The surfboat reached the scene of the capsize in about 20 minutes, and recovered the boat and net. One of the fishermen, Hillfus, when found, was entangled in the latter. Efforts were at once made to restore him, the work being continued for an hour and a half after the station crew reached shore, but without success. The body of the other man was never recovered.

Asked to account for the evident foolhardiness of these fishermen in allowing their boat to drift so close into the breakers, the station keeper replied as follows:

Every year a lot of new fishermen come here who do not realize the danger of getting into the breakers on Peacock spit. They will listen to nobody's advice. Only a few days before this accident I saw these same men in a dangerous position on the south side of the spit, and cautioned them, but they paid no attention to me. Had the boat been properly handled, I do not think it would have capsized. If they had turned it to the sea the small piece of net would have acted as a drag, and in my opinion they would have ridden it out.

The second fatal accident to befall the fishing fleet during the month occurred on the 7th, on the outer edge of the bar a mile north of the channel and 4½ miles WSW. of the Cape Disappointment

station. The craft contained the usual complement of two men, one of whom, Haika Pakkala, the boat puller, was drowned. The other man, named Santeri Aho, was rescued by the life-saving crew.

The water on the bar was rough when the fishermen went out to the grounds in the morning, and the keeper therefore put out with his crew some time before 8 a. m. to patrol the bar. The life-savers left the station with the keeper and three surfmen in the power life-boat, and five surfmen in the Monomoy surfboat, which the power boat had in tow, it being the purpose of the keeper to drop the surfboat inside the spit to look out for the fishermen at work there, while he went with the more powerful boat out into the rougher and more dangerous water.

It appears that when the condition of the sea is such as to make the patrol of the fishing grounds necessary the view from the boat performing that service is limited, so that the movements of the life-saving crew are directed more or less by a man on duty in the station lookout, who is able to command an extensive outlook over the territory patrolled, and from his elevated position communicate with his comrades by wigwag signal. On this occasion, as the service boats rounded the cape on their way out of the river and got far enough from under the point of the land to see the watchtower, the surfman stationed there signaled that a boat had capsized outside, giving the locality of the accident. The keeper immediately cast off the surfboat and went at full speed straight across the spit. After a 3-mile run through the breakers he found the boat bottom up on the outer edge of the bar, with one man clinging to it. The power boat arrived just in time to save the fisherman, for he had scarcely been taken on board when a big run of seas came along, compelling the rescuers to seek quieter waters for awhile. As soon as the opportunity offered they went alongside the fish boat and righted it, but found no trace of the other man. The rescued fisherman informed the keeper that when the boat upset his companion was washed away from it, and that he did not see him afterwards. The life-savers finally recovered the net, which they took with the boat to the station, where the survivor was cared for.

The investigating officer commends Watchman Walter F. Fry, the surfman on lookout, for his alertness in discovering in a rough surf $4\frac{1}{2}$ miles offshore such a small object as a capsized boat.

Shortly after 6 o'clock on the morning of June 9 Surfman N. J. Larson, keeping the lookout watch at the Cape Disappointment station, saw a fish boat at the head of Clatsop spit bound seaward under sail. As he watched, it swung around with the evident intention of beating back up the river, but was unable to make headway, there not being sufficient wind to offset the force of the tide, which was at ebb and running strong. Through his marine glass Larson could see the boat steadily being pushed out through the entrance by the out-rushing flood. When it reached buoy No. 6, 2 miles directly south of the lookout, an anchor was thrown overboard. It failed to hold, however, and the boat drifted to within 500 yards of the end of the jetty extending seaward in a westerly direction from the point of Clatsop spit, when the occupants were seen to haul up the anchor and steer for that structure. Reaching it, they apparently tried to make fast to the piling, but before they could secure the boat it capsized.

One of the fishermen—the only one seen after the accident—succeeded in getting to a pile, up which he climbed about half way to the top of the jetty. He immediately slid down, however, and swam and overtook the boat, which in the meantime had drifted some distance toward the bar. He succeeded in getting on the bottom of the boat, where he remained motionless for several minutes, and then began to wave what appeared to be an oar. Larson kept watch of him until the haze hid him from view. In the meantime the keeper and eight oarsmen were on the way to the rescue in the surfboat, the tide being too low for the deeper draft of the power boat.

Going out, the service crew found themselves almost as helpless in the swiftly running tide as the fish boat had been, the current sweeping them down the main channel and across the bar in spite of their utmost efforts to get over toward Clatsop spit on the opposite side of the river, and in the neighborhood of the jetty. When they came out from behind the cape the lookout signaled to them the direction taken by the fish boat.

It would seem that when the boat drifted away from the jetty after the capsize its anchor was out and dragging, which checked its progress and kept it from drifting as rapidly as the keeper expected. He therefore miscalculated its speed, so that on reaching the locality in which he hoped to intercept it he found himself much farther seaward than it had actually traveled. He was therefore unable to find it. The crew had looked for guidance, as usual, to the man in the lookout, but this time they failed to perceive any signals from him. It was afterwards shown that Larson could see both boats, and that he thought for a time that his comrades had discovered the imperiled fishermen. However, as the station boat kept moving toward the north while the fish boat continued to drift southward, he finally became convinced that the life-saving crew had not sighted the object of their search. He thereupon tried to direct them upon the right course, but they were unable to see his signals on account of the haze.

The surfboat crew, during the progress of their search, pulled alongside the Columbia River Lightship, which the keeper boarded. He went aloft to get a better view of the sea, but failed to discover the boat. While he was on the light vessel the tug *Wallula* was seen coming out over the bar. At the keeper's request the master of the vessel signaled the tug, the keeper having decided to ask for a tow with the view of continuing his quest. Shortly after the tug was signaled, the fish boat was sighted three-fourths of a mile inshore from the lightship. The life-saving crew pulled to it without waiting for the tug, but the man the lookout had seen signaling for help had disappeared.

The *Wallula* towed the surfboat and fish boat in over the bar, and turned them over to a boat under sail. As they passed the jetty sands they met the crew of the Point Adams Life-Saving Station, who took charge of the fish boat. The Cape Disappointment life-savers then proceeded to their station under oars.

The names of the lost fishermen were Teodor Stromback, net tender, and W. Tuia, boat puller.

ILLUSTRATIVE INSTANCES OF RESCUE AND
SALVAGE WORK PERFORMED BY UNITED
STATES LIFE-SAVING CREWS: 1910.

SOME ILLUSTRATIVE INSTANCES OF RESCUE AND SALVAGE WORK.

As stated on an earlier page of this report, the crews of the Life-Saving Establishment performed service upon 1,407 occasions of accident or disaster to documented and undocumented vessels during the fiscal year ended June 30, 1910. The service has heretofore published in its annual reports, under the caption "Services of life-saving crews," brief accounts of all such casualties unattended by loss of life; also, an abridged statement of services rendered by the station crews outside the scope of their duties as life-savers and salvors of property from shipwreck, and which has appeared under the heading "Miscellaneous services of life-saving crews." The instances of such service, however, both regular and miscellaneous, have so increased with the growth of the Life-Saving Establishment, the equipment of many of the stations with powerful motor boats, and the rapidly increasing popularity of gasoline-propelled pleasure craft on our bays, harbors, etc., that individual record of all of such cases has become impracticable. It is therefore necessary to abridge this chapter. With this in view the detailed statement of miscellaneous services is omitted, and the space devoted to a recital of the rescue and salvage endeavor of the crews reduced to something like one-fourth its former extent. The cases of service here set forth are selected for publication as being fairly illustrative of the work and methods of the life-saving corps upon the several coasts of the country. The hundreds of other instances of service occurring during the year—many of them of great merit—while not thus given publicity, are nevertheless of record in the headquarters of the service in the form of reports submitted by station keepers. These reports are readily available to anyone interested in particular cases.

[Abbreviations used in this statement: aux. (auxiliary), bg. (brig), bge. (barge), bk. (bark), bkn. (barkentine), elec. (electric), gas. (gasoline), lch. (launch), nph. (naphtha), sc. (schooner), shp. (ship), slp. (sloop), st. (steam), str. (steamer), yt. (yacht), A.m. (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.
1909. July 1,3	Brenton Point, R. I.	U. S. naval collier Nero.	Stranded on Brenton Reef, 1½ miles west-southwest of station, at 6.35 a. m., in a thick fog. Keeper notified the commanding officer of the naval station at Newport, then assembled a crew (inactive season), went out in surfboat, and stood by all day to render any assistance needed. The naval authorities made an unsuccessful effort on this date to float her. On the 3d, during a strong wind and high surf, the life-saving crew remained on the beach abreast of the vessel to land her crew in the breeches buoy if found necessary. On Aug. 1, station crew took off in surfboat 7 boiler-makers who had been working on board. On the 2d they stood by all day, rendering whatever assistance was needed, and she was floated at 7 p. m. of that date.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. July 3	Cleveland, Ohio—Lake Erie.	Barges Port Elaberdine and Kathleen Bawn.	The towline from the tug Zenied to 3 stone-laden barges parted in a heavy gale and high sea when about 2 miles outside of the harbor entrance, at 4 a. m. In answer to distress signals the tug Harvey D. Goulder and the life-saving crew in power lifeboat proceeded to the scene. The one man on board the barge Port Elaberdine had taken to her yawl, and was drifting against the breakwater when rescued by the power lifeboat. He was landed at the station and furnished with clothing and hot stimulants. The barge Port Elaberdine drifted into the harbor entrance and sank. In the meantime the tug Harvey D. Goulder was trying to tow the Kathleen Bawn into the harbor. Life-saving crew returned to the scene, and arrived just in time to save the two men on board that barge before she went down.
5	Short Beach, N. Y.....	Gas. lch. Tillie.....	Stranded on a sand bar $\frac{1}{2}$ miles west of station, 11 persons on board. Acting keeper went to their assistance in power boat, pulled them afloat, and towed them to Freeport, their craft being half full of water and engine submerged.
5	Old Chicago, Ill.—Lake Michigan.	Gas. lch. Eleanor....	Engine became disabled when launch was to windward of the breakwater, and she was about to strike it when rescued by 2 surfmen in small boat. A heavy sea was running, and the 5 occupants would have been drowned but for the prompt action of the surfmen, who were fortunately left in charge of the station while the remainder of the crew were attending the disabled launch Clara Ann.
5	Cap e Disappointment, Wash.	Fish boat, no name..	Capsized $2\frac{1}{2}$ miles west-southwest of station. The 2 occupants were rescued in an exhausted condition by the life-saving crew in surfboat and taken to the station. The capsized boat, with net, was later recovered by the surfmen.
7	White River, Mich.—Lake Michigan.	Slp. Klickitat II....	Capsized 1 mile east of station, on White Lake. Life-saving crew hastened to her assistance in surfboat, rescued the 3 men, who were clinging to the bottom of the sloop, righted and bailed her out, and towed her ashore.
8	Gloucester, Mass	Aux. sc. yt. Nautilus.	Lying helpless about 8 miles south of station with rudder head twisted off and a line in her wheel. Keeper, with power lifeboat, towed her into Marblehead Harbor.
8	City Point, Mass.....	Slp. Nora C., and rowboat, no name.	Those on board the sloop, which was anchored two-thirds of a mile southwest of station, signaled for assistance, as the wind was blowing strong from the north and they were afraid to make sail. The occupants of a rowboat in that vicinity also signaled for help, as they were making little headway against the wind and sea in trying to pull ashore. The station power boat put off to their assistance and towed them both to the public landing.
8	Gurnet, Mass.....	Gas. lch., no name..	Disabled, and was drifting into the breakers one-half of a mile south of station with 3 women and 2 men on board. Keeper, in power boat, towed the disabled craft to a safe mooring. The 5 occupants were sheltered at the station overnight, and keeper helped repair the launch's engine.
9	Gloucester, Mass.....	Slp. Mar.....	Stranded July 8 near Ipswich Lighthouse, 10 miles north of station. The keeper, who was notified by telephone on the 9th, assembled a crew (inactive season) and went to the scene in power lifeboat. The surfmen laid out anchors, and at high water hauled her afloat. Her anchors, which had been lost in the surf, were recovered, and the lifeboat stood by until she got under way.
10	Louisville, Ky.....	Gas. lch. Jimmie....	Disabled, and in close proximity to the falls, with 3 occupants. Life-saving crew towed launch to the station.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. July 11	Marblehead, Ohio—Lake Erie.	Gas. lch. Allena.....	Engine disabled when 1½ miles east of station. Life-saving crew, in power surfboat, towed her to station dock, where her 23 passengers were transferred to another launch. An attempt was made to repair the engine, but without success, so the craft was towed to a place of shelter for the night.
12	Great Egg, N. J.....	Gas. lch. Marie.....	Engine became disabled, and launch capsized 3 miles south of station; 4 of the 6 men on board clung to the capsized craft and 2 held onto the cabin, which went adrift. Keeper assembled a crew (inactive season) and went to their assistance in surfboat. The steamer Comanche towed the surfboat to windward of the wreck, and the 4 men were taken aboard, one by one, by pulling them through the water with a line tied around their waists. After 20 minutes' search the drifting cabin carrying the other 2 men was found 1 mile distant. The surfboat was then towed to windward of that and the men were rescued in the same way.
15	Racine, Wis.—Lake Michigan.	Raft, no name.....	A 14-year-old boy drifted out into the lake on a raft and was unable to make shore again. He was seen from the lookout, and surfmen went out in small boat and brought him ashore.
17	City Point, Mass.....	Sailboat Annie G...	Capsized in a squall when two-thirds of a mile southwest of station. Life-saving crew, in power boat, rescued the 2 occupants, who were clinging to the bottom of the craft, righted and bailed her out, and towed her to the yacht club.
17	Cedar Creek, N. J.....	Gas. lch. Nix.....	Broke down, and was adrift 2 miles southwest of station with 12 passengers (men, women, and children) on board. At 9 p. m. one of the men came to the station and notified the keeper, who towed them to the station with power boat. They were all given shelter overnight and breakfast the next morning, when they were taken to Island Heights. (See letter of acknowledgment.)
18	Blue Point, N. Y.....	Catboat Bonita.....	Capsized 3 miles northeast of station, throwing the occupants (2 men, 1 woman, and 2 children) into the water. Keeper went immediately to their assistance and succeeded in rescuing all of them, landing them at a hotel on Patchogue River. He then returned to the capsized craft with 2 power boats and towed her into a safe harbor.
18	Rockaway Point, N. Y...	Gas. lch. Snapshot..	Anchored one-half of a mile south of station; machinery out of order. While the master was ashore in an effort to secure a launch to tow him to his destination, leaving his wife and a friend on board, a heavy squall came up and the sea got very rough. The 2 persons on board signaled for help, and the keeper, with a volunteer crew (inactive season) brought them ashore in surfboat.
18	Holland, Mich.—Lake Michigan.	Slp. Cork.....	Capsized in Black Lake 1½ miles east of station. Life-saving crew rescued the 4 occupants, who were hanging to the capsized boat, towed the sloop to the dock, and bailed her out.
18	Milwaukee, Wis.—Lake Michigan.	Slp., no name.....	Capsized 100 yards northwest of station. Life-saving crew, in surfboat, rescued the occupant, towed the sloop alongside the dock, and bailed her out.
18	Point Bonita, Cal.....	St. yt. Lucero.....	Dragged from an anchorage up the bay to a dangerous place near the rocks at Point Diablo, her crew being asleep on board. The station crew discovering her at 4.30 a. m., went out and awakened crew of vessel, which thereupon put to sea.
20	Blue Point, N. Y.....	Slp. Cuckoo.....	Capsized 2 miles north of station, a man, his son, and wife on board. A fisherman near by saved the 3 persons from drowning. Keeper went to their assistance in small boat, and took the woman and boy ashore. A fisherman, with a large boat, was sent to right and bail out the sloop. The woman and boy were given dry clothing by persons on the beach, and sheltered at the station overnight.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. July 21	Point Adams, Oreg.....	Fish boat, no name..	Swamped in the breakers on Clatsop Spit, 7 miles west of station. Life-saving crew, patrolling in power lifeboat, were close at hand and quickly passed them a line and towed them out of the breakers into smooth water.
22	City Point, Mass.....	Rowboat, no name..	Overloaded, and was sinking, with its 5 occupants, one-half of a mile northwest of station. Service crew, in station launch, took the men aboard and towed the boat to the public landing.
22	Cape Disappointment, Wash.	Fish boat, no name..	Swamped and capsized in the breakers, 1½ miles south of station. Life-saving crew, in power lifeboat, rescued the boat puller, who was clinging to the mast, which had gone adrift, then rescued the net tender from the bottom of the boat. They were taken to the station and given a complete outfit of dry clothing. Their boat and net were recovered by the surfboat.
23	South Manitou Island, Mich.—Lake Michigan.	Sc. Little Georgy....	Set signals of distress when 4 miles southeast of station. Surfmenn responded in surfboat and found her leaking badly, foreboom broken, and canvas torn. They manned the pumps and helped sail her into the harbor. The pump broke down and surfmenn took it to station, made repairs, and reinstalled it. They then pumped her free of water, stopped the leak, and made repairs to sails and boom. On the 24th she resumed her voyage.
25	Hunniwells Beach, Me....	Sailboat, no name...	Two inexperienced seamen in this boat were trying to beat into the harbor, but were being blown to leeward toward the breakers. Keeper went out in power surfboat and towed them out of danger.
25	Newburyport, Mass.....	Gas. lch., no name...	Adrift ½ miles east of station; engine disabled. Keeper and volunteer crew (inactive season) responded to her distress signals in surfboat, took aboard the 3 occupants, and towed their launch to a place of safety.
25	Brant Rock, Mass.....	Gas. lch., no name...	Engine disabled when 9 miles off shore, and launch was drifting helplessly out to sea. Her distress signals were discovered by a surfman, who went out in power small boat and towed her to Green Harbor.
25	Duluth, Minn.—Lake Superior.	Gas. lch. Halcyon...	Caught fire from a gasoline explosion while lying in her stall at the launch house. Life-saving crew, in surfboat and power launch, hurried to the scene, towed her clear of the house and other boats and into shoal water, where she sank. Surfmenn put the fire out with pails of water.
25	Sheboygan, Wis.—Lake Michigan.	Gas. lch. Star.....	Broke her crank and stranded ¾ miles north of station. Life-saving crew, in power lifeboat, went to her assistance, took the 7 passengers (women and children) off, pulled the launch afloat, and towed her back to her dock.
26	Smith Island, Va.....	Sc. Helen Windser..	Stranded ¾ miles southwest of station. Keeper, with volunteers (inactive season), removed her cargo, ran out anchors, and at high water hove her afloat and towed her into the inlet.
29	Hunniwells Beach, Me....	Slp., no name.....	Stranded 5 miles northeast of station. Keeper with a volunteer crew (inactive season), went to the wreck in power surfboat. All articles of any value were saved, and the passengers and crew (2 men and 2 children) were taken to the station. The keeper's wife cared for the children overnight, and the men were sheltered at the station. The next morning the keeper procured a pass for them to Bath and gave the man with the children enough money to reach Portland.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. July 29	Two Rivers, Wis.—Lake Michigan.	Gas. lch. Elsie.....	Caught fire and burned when 4 miles north of station, several of the 10 occupants being badly scalded. The keeper was notified by telephone, and the life-saving crew went at once to their assistance, taking a physician with them. When about 3 miles up the river they met the 10 people making their way to town on foot. The 6 women were taken into the boat and carried back to the city, where they were taken to their homes and left in the care of the physician. A surfrman accompanied the 4 men to town on foot.
30	Gurnet, Mass.....	Sailboat Hattie W..	Boom broke and boat became unmanageable, stranding on Browns Island Shoal, 1 mile southwest of station. Keeper, with a volunteer crew (inactive season), went to her assistance in power small boat. A hawser was run to the sailboat and she was pulled afloat and towed to Duxbury Pier.
31	Avalon, N. J.....	Sailboat, no name...	Ran into the bridge 1 mile north-northwest of station at 8.50 p. m., capsized, and drifted out to sea, the occupants (2 men and 2 women) clinging to the overturned boat. Upon learning of the disaster, the keeper, with a volunteer crew (inactive season), went in search of the unfortunate party. They were found at 11.25 p. m., about 2 miles out to sea and in an exhausted condition. The capsized boat was anchored and the rescued persons taken ashore. On August 1 the power boat towed the wrecked sailboat into the harbor. (See letter of acknowledgment.)
31	Arena Cove, Cal.....	Str. Winnebago.....	Struck submerged rock at 3.10 a. m., 4 miles northwest of station. The keeper was notified by telephone and the station crew went to her assistance in lifeboat. Upon arrival they found that the ship's crew, numbering 28, had taken to the ship's 2 boats, greatly overloading them; 11 of them were transferred to the lifeboat, and the 3 boats put into Arena Cove. The master's wife and 3 children were cared for by the keeper's family until evening. The ship's crew, in their 2 boats, and the life-saving crew, in lifeboat, went back to the vessel 1½ hours later, but she had sunk and nothing could be done.
Aug. 1	Jackson Park, Ill.—Lake Michigan.	Slp. yt. Valkyria....	Close to shore in a heavy squall and dragging anchor. Power lifeboat went to her assistance, picked her up 1 mile southeast of station and towed her into the harbor. There were 4 women and 6 men on board.
4	Monomoy Point, Mass....	Sc. Helvetia.....	Stranded on Pollock Rip Shoals 4½ miles southeast of station, and set signals of distress. Life-saving crew went to her assistance in surfboat. Keeper took charge of schooner, set all sail, and forced her off the shoal. She was worked around into the channel.
5	Cape May, N. J.....	Gas. lch. Pauline....	Machinery being disabled and anchors too small to hold, she was drifting into the breakers 2 miles east of station. The man on board signaled for help, and the power surfboat towed her into Delaware Bay.
7	Middle Island, Mich.—Lake Huron.	Gas. lch. Armand....	When 5 miles south of station an explosion of gasoline vapor badly burned 2 of the men on board, and the launch was headed for the station for help. The keeper went out in small boat and piloted her to lifeboat dock. The burns of the 2 men were dressed and a doctor summoned. One of the men was taken to Alpena by the doctor, and the remaining 5 were sheltered at the station overnight.
7	Duluth, Minn.—Lake Superior.	Slp., no name.....	Capsized one-fourth mile northwest of station. Life-saving crew went to her assistance in launch and surfboat, rescued the man, and towed the sloop to the boat club dock.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. Aug. 8	Louisville, Ky.....	Skiff, no name.....	Station watch discovered this skiff, with 5 boys, near the head of the Indiana chute of the falls. Surfmen went to their rescue and towed them clear of danger.
9-10	Vermilion, Mich.—Lake Superior.	Str. William A. Hawgood.	Stranded 8½ miles east of station at 12.30 a. m. The east patrol discovered her ashore and the life-saving crew went to her assistance in surfboat. As the telephone lines were out of order, the keeper sent a message by a passing steamer for a tug. The station crew stood by until tugs arrived, and then assisted them in handling lines, etc. The Hawgood was released at 7.30 a. m. on the 10th.
9-11	Portage, Mich.—Lake Superior.	Str. Pathfinder and bgs. Dagamore.	This steamer and her tow stranded on Eagle River Reef, 21 miles northeast of station, and both were badly damaged. Life-saving crew went to the scene in power lifeboat, but could render no assistance, as a wrecking outfit had taken charge. On the 11th the 2 vessels were floated and towed into the harbor. Service crew assisted by running lines, transporting of master of barge to shore and back, and by going 5 miles out into the lake with a message to the steamer D. O. Mills.
10	Burnt Island, Me.....	Br. sc. Valetta.....	Stranded on Harts Island bar, 3 miles northeast of station. Life-saving crew, in surfboat and 2 power boats, went to her assistance, ran out a kedge, took the line to the capstan, and hove her aloft. They then pumped her out, towed her clear of the bar, helped to make sail, and piloted her to a safe anchorage in Port Clyde Harbor.
11	Gloucester, Mass.....	U. S. Navy tug Ne-zinscot.	Capsized and sunk 7 miles from Cape Ann and 14 miles northeast of station; 2 of her crew who were in their berths at the time were drowned when she went down, 7 landed in her boat at Lanesville, and the remaining 4 clung to the wreckage; 2 of the latter were unable to hold on long enough and were drowned. Those who landed telephoned to the life-saving stations along the coast, and the crew of the Gloucester Station went with full speed in power lifeboat to the scene of the wreck, arriving in time to save the 2 remaining men. "First aid" was applied to them and they were landed at Lanesville, where they were put in the care of a physician. The Straitsmouth life-saving crew went out in surfboat, but arrived after the Gloucester lifeboat had rescued the men. The Ne-zinscot was a Navy tug and was bound from Portsmouth to Boston. (See letters of acknowledgment.)
11	Lewes, Del.....	Sc. De Mory Gray...	Responding to signals of distress, life-saving crew went to her assistance in surfboat and found her leaking badly. They manned the pumps and stayed by her for 5 hours, until more seamen could be obtained.
12	Shinnecock, N. Y.....	Catboat Jealousy....	Fouled another boat in a race and capsized three-fourths mile north of station. Life-saving crew rescued the 4 men, towed the boat into shallow water, and righted her.
13-14	Portsmouth, N. C.....	Sc. Shearwater.....	Stranded 1½ miles north of station. Life-saving crew went to her assistance in surfboat, but were unable to float her. The master then lightered part of her cargo, and on the high water of the 14th the station crew kedged her aloft. She was anchored in a safe harbor.
13	Muskegon, Mich.—Lake Michigan.	Gas. lch., no name..	At 11 p. m. lookout reported a launch to be drifting out into the lake 1 mile west of station. Surfmen went to her assistance and found her engine disabled. The occupants (3 men and 3 women) were helpless. The life-saving crew towed her into Muskegon Harbor.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. Aug. 14-15	Quoddy Head, Me.....	Sc. B. B. B.....	Stranded 2 miles east-southeast of station at 8.30 p. m. on the 14th during a thick fog. Discovered by the east patrol, and life-saving crew went to her assistance. Because of the flood tide and smooth sea she came off the rocks without damage. After the service crew had left her she ran ashore again, pounded off her rudder, and began leaking. She then drifted down the bay. Signals of distress were seen by the patrol, and the life-saving crew again went to her assistance, pumped her out, and towed her into the harbor with power boat. Keeper engaged a tug to tow her to her destination.
14	Duluth, Minn.—Lake Superior.	Slp. yt., no name..	Capsized 2½ miles south of station during a heavy thunder squall. Life-saving crew, in power lifeboat, rescued the 3 men who were clinging to the upturned craft. The sloop was towed ashore by a private launch.
14	Evanston, Ill.—Lake Michigan. (Service by Rogers Park Boat Club.)	Slp. Waumpa II..	Capsized in a sudden squall 4 miles east of the Rogers Park Boat Club, the crew of which club, in surfboat, rescued the boatmen, righted the sloop, and started to tow her ashore. About this time the crew of the Evanston life-saving station, which had been notified of the accident by telephone, came up in their surfboat and helped tow the craft ashore and haul her out.
15	Milwaukee, Wis.—Lake Michigan.	Slp., no name.....	Capsized in the Kinnickinnic River 500 yards southwest of station. Life-saving crew hurried to her assistance in surfboat, rescued the 2 men, and towed the sloop ashore.
16	City Point, Mass.....	Catboat Growler..	The occupant fell overboard one-fourth mile northeast of station and the boat went adrift. Station power boat rescued the man and put him back aboard his boat.
16	.....do.....	Aux. slp., Ada....	Caught fire when 4½ miles northeast of station. Surfmen went to the scene in the steamer Relief, put out the fire, and towed the wreck up to the Columbia Yacht Club float.
17	.....do.....	Str. City Point....	Caught fire. Discovered by deck watch at 3.20 a. m., and life-saving crew went to her in power boat and towed her to the beach, where the city fire department was able to extinguish the blaze.
17	Point Lookout and Long Beach, N. Y.	Sc. Arlington.....	Stranded three-fourths mile east of Long Beach station at 4.30 a. m. Surfman on watch discovered her, and the life-saving crew made several unsuccessful attempts to land her crew with the beach apparatus. Assisted by the Point Lookout crew they then manned the surfboat and succeeded in getting out to her through the high surf. The 8 men on board were brought ashore in safety. One other man, who had drifted to sea on some wreckage early in the morning, was picked up off Seabright, N. J., the following day by a fishing schooner; 2 of the men rescued were helpless from exposure, but were revived by the use of stimulants, hot-water bags, etc. The men were all furnished dry clothing. The vessel became a total loss.
17	Nome, Alaska.....	Skiff, no name....	Capsized one-fourth mile south of station, the occupant being intoxicated. A surfman rescued the man with a small boat, and took him back to the vessel to which he was attached.
20-21	Holland, Mich. — Lake Michigan.	Sc. Little Georgy..	Sailed into the harbor in a leaky condition with her crew of 2 exhausted. Surfmen went on board and manned her pumps from 3 to 5.15 p. m. On the 21st they worked the pumps from 8 to 11 a. m. and from 1 to 3.50 p. m., when the schooner was repaired.
20	Jackson Park, Ill.—Lake Michigan.	Gas. lch. New Star	Discovered in distress by the north patrol at 2.45 a. m. Station crew went to her in power lifeboat and found that she was dragging toward the beach 3 miles north of station, a heavy sea running, and a line foul of her wheel. They towed her to moorings in Jackson Park Harbor.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. Aug. 21	Duluth, Minn.—Lake Superior.	Slp. yt. Merry Widow.	Capsized by a wind squall when 1 mile south of station. The 3 boatmen were rescued by life-saving crew in power lifeboat, and the sloop was towed to the boat-club float by station launch.
22	Cleveland, Ohio.—Lake Erie.	Gas. lch. Sea Gull...	Broke her rudder, became unmanageable, sprung a leak, and was drifting toward the breakwater, 1½ miles northeast of station at 10 p. m., 4 men and 2 women being on board. Discovered by lookout. Life-saving crew went to her assistance in surfboat and towed the launch to a dock inside the breakwater.
24	Point Betsie, Mich.—Lake Michigan.	Str. Robert C. Wente.	Stranded 9 miles north-northeast of the Point Betsie station at 3.30 a. m. Station crew went to her assistance in surfboat and made unsuccessful attempt to heave her off with the aid of a kedge anchor, then helped to throw overboard 100,000 feet of lumber and 60,000 shingles, and she was pulled afloat by 2 tugs, which had arrived shortly after the surfboat.
24	Milwaukee, Wis.—Lake Michigan.	Skiff, no name.....	A 12-year-old boy was adrift in this boat, having lost an oar, and a strong breeze was blowing him offshore. Life-saving crew, in power lifeboat, picked him up 2 miles south of station, his boat being half full of water.
25-26	Two Mile Beach and Cold Spring, N. J.	Str. Aurelia and bge. Charles W. Davis.	The tug Aurelia, with the barge in tow, fouled a channel buoy, breaking her propeller, and both vessels stranded on the north bar of Cold Spring Inlet, 1 mile southwest of Two Mile Beach station. Life-saving crews from both stations went to the scene and landed 6 men from the barge in surfboats. The tug became a total loss, and her crew came ashore in her boats. An unsuccessful effort was made to float the barge on the high tide of the 26th. However, at 2.30 p. m., she was pulled afloat by the steam derrick Hercules, the service crews standing by.
29	Holland, Mich.—Lake Michigan.	Slp. Invader.....	Capsized in Black Lake one-fourth mile east of station. Life-saving crew went to the scene in small boat, rescued the 3 boatmen, towed the sloop to a dock, and bailed her out.
31	Cleveland, Ohio—Lake Erie.	Br. sc. Emily E. Maxwell.	Stranded about midnight on the outside of the breakwater one-half mile north of station. Life-saving crew went to her assistance in surfboat, but was unable to go aboard on account of the heavy seas. They then landed on the inside of the breakwater, threw a heaving stick on board the schooner, and rigged up a boatswain's chair by which her crew of 6 was safely landed on the breakwater. They were then taken to the station in the surfboat, where they were furnished dry clothing, food, and shelter for the night. The schooner became a total loss. (See letter of acknowledgment.)
31	.....do.....	Gas. lch. Sports Favorite.	Engine became disabled, and the launch stranded at 8.30 p. m. on the outside of the breakwater one-half mile northwest by west of station. The 7 men climbed up on the breakwater, where the seas were washing over them. Life-saving crew, in surfboat, brought the 7 men to the station. The launch pounded to pieces before she could be saved.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. Aug. 31	Coquille River, Oreg.....	Str. Bandon.....	In tow of a tug, this steamer was driven by strong wind and tide on the submerged part of south jetty, three-fourths mile southwest of station, the tug casting her off to save herself. Life-saving crew, in surfboat, ran hawsers from the steamer to the tug at 2 different times, but they both parted. They then landed her 9 passengers and 6 of her crew, and ran another hawser, which also parted. The fourth and last hawser held, and the steamer was hauled afloat and inside the bar, where she sank, decks awash. Station crew then took off the 10 other members of her crew. At low water they returned to the wreck with steamer's crew and a barge, and saved much valuable cargo, towing the barge back to Bandon. At 9.30 p. m. the steamer's crew was forced to leave the wreck, and the surfmen took them ashore. However, at midnight they were put back on board, a hawser was run to the tug, and the steamer was hauled to a wharf at Bandon. On Sept. 1 the service crew recovered a hawser that had been lost.
Sept. 3	Gloucester, Mass.....	Small boat, no name.	Got too near the shore and was capsized by the surf when one-third mile south of station. All three of the occupants were rescued by station crew and taken to station, where they were furnished with dry clothing.
3	Hereford Inlet, N. J.....	Str. Queen City.....	Stranded on Hereford Bar, 1½ miles south of station, with 16 passengers on board. Life-saving crew went to her assistance in surfboat, ran out an anchor, landed 10 of the passengers, and upon returning to steamer found that her crew had hove her afloat. Surfmen helped to recover the steamer's anchor.
4	Sea Isle City, N. J.....	Slp. Fly Rod.....	Centerboard struck bottom and sloop capsized ¼ miles northwest of station. Keeper and surfmen, in small boat, rescued the 3 occupants, righted their boat, tied up her sails, and anchored her. They then transferred her crew to a power boat that had come to the scene of the accident.
4-6	Michigan City, Ind.—Lake Michigan.	Yt. Delight.....	About 9.20 p. m. the lookout reported a yacht drifting onshore ½ miles west of station. The surfmen put off for the vessel in the power boat. On their way they found 3 men on the breakwater, who informed them that when the yacht struck they had jumped out. Taking the men aboard, the surfmen went on their way and picked up the yacht, but being unable to make headway with it in the high seas, they transferred to the power boat the 2 men who had remained on board and set the yacht adrift. The yachtsmen were all taken to the station and supplied with dry clothing. On the 6th their boat was hauled off the beach with the assistance of the tug Elphicke.
4-6	.....do.....	Yt. Anna D. C.....	Discovered by patrol in the breakers one-half mile west of station at 11 p. m. Responding to patrolman's light signal, the station crew went off to the yacht in the surfboat. They were unable to save the craft, but rescued the 3 occupants, whom they took to the station and put to bed. On the 6th the power surfboat pulled the yacht afloat.
4	Old Chicago, Ill.—Lake Michigan.	Gas. lch. Renetta....	At 8.30 p. m. the lookout reported a boat with 2 occupants making distress signals 1 mile south of station during a northeast gale. The life-saving crew, in power lifeboat, arrived just in time to save the launch, which was to windward of the breakwater with her engine disabled and her anchor dragging. They towed her into the harbor.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. Sept. 4	Newburyport, Mass.....	Gas. lch., no name...	Engine disabled, and launch drifted onto south jetty, one-fourth mile north of station. Surfboat pulled her off, and as she was leaking badly, hauled her out on the beach. Her crew of 3, who had climbed out on the jetty, and who were wet and chilled, were then rescued and cared for at the station.
5	Sandy Hook, N. J.....	Gas. lch. Sport.....	Adrift 1 mile northeast of station; engine disabled. In response to distress signals the crew went out in power lifeboat, got a line on board launch, towed her out of danger, and took off her 6 passengers. Her crew then beached her. The passengers and her crew, 8 persons all told, were sheltered at the station overnight. The craft was launched on the 6th undamaged.
5	.....do.....	Gas. lch. Arion.....	Adrift 2 miles north of station; gasoline exhausted. Responding to distress signals, power lifeboat went to her assistance and took her in tow for Sandy Hook Light, but the power in the service boat failing, the life-saving crew took part of the Arion's passengers on board and returned with them to the station under sail. They then went out in surfboat, taking gasoline to the disabled craft. She then came into the harbor under her own power. The 32 persons aboard the launch were sheltered at the station overnight.
5-6	Monmouth Beach and Long Branch, N. J.	Aux. slp. Avoca.....	Monmouth Beach station watch reported this vessel $1\frac{1}{2}$ miles east of station flying her ensign union down. Keeper notified adjacent stations, north and south, and then launched the surfboat. He reached the sloop when she was about $3\frac{1}{2}$ miles south of station. It was found that her steering gear was broken and her engine disabled. There were 8 passengers on board. Long Branch station crew arrived a few minutes later in their surfboat, and the surfmen of the two crews repaired the broken rudder and set sail. They worked the vessel opposite Monmouth Beach, when the steering gear again gave way. They then brought the sloop to anchor, and landed the 8 passengers. On the 6th surfmen again went aboard and helped repair the steering gear and got her under way.
5	Atlantic City and Absecon, N. J.	Slp. Chalfonte.....	Sloop, with 37 persons on board, missed stays and stranded on the south bar of Absecon Inlet, one-fourth mile east of station first named. The crew of the Atlantic City Station landed 34 of the occupants in 3 trips, a number of whom were women and children, and with the assistance of the Absecon crew they ran out an anchor and hove the sloop off the bar. The stranding placed the party aboard the sloop in considerable danger, as the sea was quite rough.
5	Grand Haven, Mich.— Lake Michigan.	Gas. lch. Premier....	Reported by lookout in the surf $1\frac{1}{2}$ miles south of station. Station crew landed 1 man and a woman with surfboat, then pulled launch off and towed her into the harbor; 2 of the occupants remained in the launch.
6	Rye Beach, N. H.....	Canoe, no name.....	Capsized three-fourths mile southwest of station; 1 of the 3 men who were in the canoe swam ashore, but the other 2 clung to the boat and called for help. Surfmen hurried to the scene in a small boat, rescued the 2 men, and righted the canoe.
6	Smiths Point, N. Y.....	Str. F. H. Beckwith.	Stranded 100 yards east of station. Life-saving crew, in surfboat, ran a hawser from the stranded vessel to the steamer Leander Wilcox, but the hawser parted. Surfboat then went offshore to 2 steamers and borrowed their hawsers, and with these the Beckwith was hauled afloat at high water.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. Sept. 6	Dam Neck Mills, Va.....	Gas. lch., no name...	Engine became disabled and launch stranded 3 miles south of station at 4 a. m. The south patrol sighted her in the breakers, and when she struck the beach he waded in and helped the 4 occupants ashore; 2 of them were taken to the station and furnished dry clothing. Surfmen hauled the launch up on the beach. The 4 men were given breakfast at the station.
8	Seabright, N. J.....	Canoe, no name.....	Capsized opposite the station at 3 p. m. Life-saving crew, in 2 small boats, rescued the 2 men, righted the canoe, and took them to station.
10	Coskata, Mass.....	Aux. sc. Benjamin A. Smith.	Stranded 6 miles southwest of station at 11 p. m. Discovered by watch at daylight, and life-saving crew went to her assistance in surfboat. Keeper sent a telegram to the revenue cutter Acushnet, and later ran out a kedge and tried to heave her off. The Acushnet arrived at noon, and with the assistance of the service crew floated her on the rising tide.
10	Sandy Point, R. I.....	Br. sc. Earl Grey....	Stranded three-fourths mile east-southeast of station at 4.15 a. m. Life-saving crew put off to her in surfboat, helped run out anchors, get sails up, etc., and succeeded in floating her at 7.30 a. m.
12	Durants and Hatteras Inlet, N. C.	Sc. Cecil.....	Stranded 4 miles north-northeast of Hatteras Inlet Station and set signals for assistance. The crews of the stations named responded, and the Hatteras Inlet power lifeboat succeeded in hauling the schooner afloat. She carried a crew of 4.
12	Fort Macon, N. C.....	Slp., no name.....	Day watch reported a sloop capsized 1 mile north of station. Keeper and crew, in small boat, rescued the 2 occupants and righted their boat. They then sailed back to Beaufort. (See letter of acknowledgment.)
13	Oak Island, N. Y.....	Sc. Helen A. Brown.	Stranded on Fire Island bar 1 mile southeast of station. Life-saving crew went to the scene in surfboat and got her afloat undamaged after an hour's hard work. There were 3 persons on board.
13	Lewes and Cape Henlopen, Del.	Sc. John Proctor....	Stranded 1½ miles north of Cape Henlopen Station at 2.15 a. m. The Cape Henlopen north patrol reported the vessel to both stations and the life-saving crews hastened to her assistance. The beach apparatus was taken abreast the schooner and 2 shots fired over her, but the men on board failed to cooperate with the surfmen. The latter therefore manned the surfboat and boarded her, but found that the ship's crew had abandoned her in their own boat. It was afterwards learned that they had landed safely inside the breakwater. The 6 men were taken to the Lewes station for breakfast.
17	Point Adams, Oreg.....	Gas. lch. Teddy Roosevelt.	At 2.30 a. m. keeper was informed that this launch, with 18 passengers on board, had run foul of a fish net 4 miles east of station, completely disabling her rudder and propeller. The surfboat towed her to Hammond, where the passengers were landed and the launch beached for repairs.
19-22	Beaver Island—Lake Michigan.	Sc. Mary A. Gregory.	Stranded 300 yards south of station at 12.30 a. m. on the 19th. At 7 a. m. a tug made an unsuccessful effort to float the vessel. In the afternoon 2 tugs tried to get her off, but failed. On the morning of the 20th a steam barge also made an unsuccessful attempt. In the afternoon of that day her anchor was run out with about 60 fathoms of chain and a purchase put on the chain, and on the 21st another futile effort was made to heave her off. On the 22d the water raised some, and the wind being favorable, sail was set, and by heaving on the anchor she was slowly dragged out into deep water, undamaged. The station keeper advised and assisted in all the above operations and employed volunteers whenever necessary.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. Sept. 21	Cleveland, Ohio—Lake Erie.	Str. John Pridgeon, Jr.	Sprung a leak and foundered 14 miles northwest of station on the 19th, her crew being rescued by a passing steamer. On the 21st the keeper and crew went out in power lifeboat and ran a hawser from the steamer to a tug, but the tug was unable to move her. As she was a menace to navigation, the life-saving crew put up a pole with a flag on it for day warning and a lighted lantern for warning at night. They reported the wreck to the United States engineers' office.
22	Whitehead, Me.	Sc. Odell	Missed stays and stranded 1½ miles north-northwest of station. Surfboat put off to vessel, but found she had no kedge anchor. The crew then pulled back to Whitehead for an anchor, and on the next flood tide floated the vessel and towed her to a safe anchorage in Seal Harbor. She carried a crew of 5.
29	Fourth Cliff, Mass.	Small boat, no name.	Capsized in North River, three-fourths mile north of station. The life-saving crew went out in a sailboat and rescued the 2 boatmen, whom they found clinging to the bottom of the upturned boat in an exhausted condition. They could have held on only a short time longer as the sea was breaking over them. The men were given dry clothing and stimulants, and in about 2 hours they were able to go to their homes. On the 30th the station crew recovered the boat and turned it over to owner.
Oct. 1-3	Gloucester, Mass.	Aux. sc. Rellance ...	Struck on southeast breakers, 6 miles southwest of station, about 6.30 p. m. of the 1st. Her crew of 8 abandoned her and proceeded to Gloucester; 2 of them came to the station and reported the disaster. They were taken in the power lifeboat to the place where the vessel struck, but she had drifted off and could not be found. At 8 a. m. the following day the power lifeboat again put out with 3 of the schooner's crew and located the vessel sunk on Salt Rocks, off Manchester, but the tide was too high to do anything. At 4 p. m. went again and took off all her sails. At 4.30 a. m. of the 3d station crew, in power lifeboat, went for the fourth time and rendered valuable assistance to a wrecking outfit, which raised her and brought her to Gloucester, where she could be hauled out. The wrecking pump broke down, and life-saving crew kept her bailed out with buckets while she was being towed in.
5	Salsbury Beach, Mass....	Gas. lch. Knoxie....	Reported by station watch on fire 3 miles east-northeast of station. Life-saving crew put out fire, towed her in with surfboat, and beached her near station. She was burned almost to the water's edge. The owner, who escaped from the launch to an unseaworthy tender, which was towing astern, was rescued and landed in surfboat.
11	Coquille River, Oreg.	Str. Coquille.....	Ran aground 1 mile north of station during a thick fog. The service crew, in surfboat, ran out an anchor and hauled the steamer around in a position where she could work her propeller, after which she soon freed herself.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. Oct. 13-15	Whitehead, Me	Sc. John Douglass.	Missed stays and stranded on Browns Ledges, 500 yards west-southwest of station. Service crew, in surfboat, put off to her assistance, ran out an anchor, and tried unsuccessfully to heave her off. As the tide was falling, the master was taken to the station to telephone for a tug. Upon returning to the vessel the sails were furled and the pumps manned until she filled. The crew of 4, with their effects, were taken to the station. A tug tried to float the vessel the next morning, the life-saving crew running hawsers for her, but all efforts were unsuccessful. On the 15th the vessel washed off the ledges and stranded on the island. The station crew saved her sails and rigging, worth about \$300. The shipwrecked crew was sheltered at the station 4 days. The wreck was afterwards towed to Rockland and her cargo of lumber saved. The vessel herself was a total loss.
13	Block Island, R. I.	Fishing dory, no name.	This boat, containing 4 fishermen, was swamped by heavy seas one-third mile southwest of station. The life-saving crew went to their assistance in surfboat. One of the fishermen swam ashore, but when the rescuing boat arrived on the scene 1 man was struggling in the water and the 2 others were clinging to the overturned dory. The surfboat was backed into the surf and the man in the water picked up. While this rescue was being effected, a sea washed 1 of the other men off the boat. He was sinking when a surfman thrust a boat hook within his grasp and pulled him within reach of the rescuers. With the third man also in the surfboat, the life-savers put back to the station, where the first and second man rescued were given restorative treatment. The surfmen later recovered the dory.
13	Sturgeon Bay Canal, Wis.—Lake Michigan.	Sc. Elva	Keeper was notified by telephone that this vessel had sunk 4½ miles northwest of station. The power lifeboat put off to her assistance. The surfmen assisted in removing the deck load, then pumped her out with station force pump, and put her alongside the dock.
14-15	Two Mile Beach and Cold Spring, N. J.	Str. Major W. Allen and bge. No. 19.	Stranded on Cold Spring Bar. Crews from both stations, under the direction of Capt. Shepherd, U. S. Army, worked all day running hawsers, taking working crews off barge, tug, etc. At 5 p. m. the barge sank. At 8 p. m. the tug was full of water, and the seas were breaking over her. At 1 p. m. of the 15th the station crews helped strip the tug of all movable articles and furnished transportation to Capt. Shepherd and assistants. These 2 vessels were employed in Government work on the jetties. Both were totally lost.
15-16	Sturgeon Bay Canal and Kewaunee, Wis.—Lake Michigan.	Sc. Una.....	Word was received by telephone that this vessel had stranded 11 miles south of Sturgeon Bay Canal Station, and keeper and crew of that station went to her assistance in power lifeboat. The schooner was found full of water. They took the master back to Algoma, procured 2 good pumps, and at daylight of the 16th returned and pumped until 11 a. m. As they were not succeeding in their efforts, the crew of the Kewaunee Station was telephoned for and asked to bring a force pump. At 2.30 p. m., with a fresh crew on hand, the pumping was resumed, and after about 2 hours' work the vessel was floated. The service crews towed her to Algoma, and landed her up the river in shoal water.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. Oct. 16	Hunniwells Beach, Me....	Sc. Theresa Wolf....	The masts of this schooner were sighted by patrol 20 miles southwest of station, the vessel being apparently in distress. Keeper engaged a tug to carry his crew to the schooner with the surfboat in tow. On reaching the vessel her crew of 6 were found in the rigging. Her hull was submerged, and her boat was under the stern, so that it was impossible for the seamen to leave her. They were all rescued and taken to station, where they were sheltered overnight. The schooner became a total loss. (See letter of acknowledgment).
17	Point Allerton, Mass.....	Slp., no name.....	Capsized 1 mile southwest of station. The 3 occupants were saved by a near-by sloop. The crew put off to the scene in power surfboat and found the 3 rescued men in a serious condition. By rubbing them vigorously, using hot water bottles, and giving warm drinks, they were brought around in a short time. They were given dry clothing, and carried to Quincy in power boat. The sloop was picked up by station crew and towed in on the 18th.
18-19	Harbor Beach and Port Austin, Mich.—Lake Huron.	Gas. lch. Pilot.....	Ran on the rocks one-half mile northwest of Port Austin Station on the 18th, losing her propeller. The surfmen ran a line to the end of a dock and, by using launch's windlass, hove her afloat. On the 30th the surfmen found her propeller, which they forwarded to owners. On the 19th the power lifeboat of the Port Austin Station towed the Pilot 14 miles toward her destination, and was relieved by the Harbor Beach power lifeboat, which took her the remainder of the way, about 12 miles.
21	Baileys Harbor, Wis.—Lake Michigan.	Gas. lch. Nellie.....	At 8.30 p. m. lookout reported a launch ashore one-fourth mile south of station. The crew went to her assistance in surfboat and found her on the rocks. An intoxicated man was in the water, hanging to her. He was taken into the surfboat, and the launch pulled afloat and anchored. It was later learned that the boat had been taken without the consent of the owner.
29	Fletchers Neck, Me.....	Br. sc. Valetta.....	The north patrol reported schooner stranded on Dansbury Ledge, 1 mile east-northeast of station, at 7 p. m. The service crew went to her assistance in small boat, and found that her crew of 4 had abandoned her. She had meantime come off the rocks, and some fishermen had gone aboard and let go the anchor. She was leaking badly, and surfmen manned the pumps and kept her afloat until midnight, when a tug arrived. They assisted the tug to get her in to a wharf. The schooner's crew was taken to the station, given dry clothing, and provided food and shelter for 13 days. The vessel grounded and filled at the wharf. Later the service crew put her on the flats, and at low tide tried to stop the leak, but she was so old and rotten that their efforts were unsuccessful.
30-31	South Chicago, Ill.—Lake Michigan.	Slp. yt. Neva.....	At 10.30 p. m. the master of the yacht Neva reported her ashore on Clarks Reef, 3 miles north of station. The crew went to the scene in power lifeboat and worked for 2 hours trying to float her, then took the master ashore to get a tug. On the morning of the 31st returned to yacht and ran lines for the tug. After parting the hawser twice the yacht was finally floated by the tug and towed to within 1 mile of Calumet River, where the lifeboat took charge and carried her inside to her winter quarters. (See letter of acknowledgment.)

Date.	Stations and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. Nov. 1	Grays Harbor, Wash.....	Gas. lch. Ferro, with scow in tow.	Stranded on Whitcomb spit, 3 miles east-northeast of station. Keeper and crew got vessels afloat and towed them for 3 hours against a gale, being compelled finally to anchor them. On the 2d a private launch towed in the Ferro, and the scow drifted up North Bay, where she was recovered.
4	Nome, Alaska.....	Gas. lch. Now Then.	Gasket blew out of exhaust pipe, filling cabin with gas and almost asphyxiating the 2 occupants. The keeper, seeing that something was wrong, boarded her in dory, anchored her, and brought the 2 men ashore to station, where they were rubbed down and given hot stimulants.
6	Marblehead, Ohio—Lake Erie.	Str. F. A. Meyer....	Stranded on Mouse Island Reef, 8 miles northwest of station at 12.10 a. m. News of the accident was received by telephone, and the crew went to the scene in power surfboat. It was found that her master had fallen through a hatchway and was too badly injured to be moved. A physician was brought from Marblehead, and after he had attended the injured man the surfboat took him ashore. In the meanwhile keeper had telephoned for a tug. Surfmen assisted to throw overboard part of cargo, and at 3.30 p. m. the tug pulled her afloat, undamaged.
8	.....do.....	Str. Arrow.....	Stranded in a dense fog near station. The service crew went out in power surfboat and landed 8 passengers and an officer. The latter made arrangements for tugs, etc. When the tug arrived she had no hawser, so keeper furnished one from station and ran it from the tug to stranded steamer, but the tug could not float her. Three passengers were transferred in power boat to a launch bound to Sandusky, and an officer was taken ashore to engage more tugs. Upon the arrival of another tug the station crew ran hawsers, and the steamer was finally floated, apparently undamaged.
9	Manomet Point, Mass....	Lighters Benjamin Franklin and Potomac.	The keeper was notified by telephone that these 2 lighters, with 23 men on board, were in a dangerous position 16 miles south of station. Teams were employed to haul surfboat and beach apparatus, and the crew hurried to the scene. The lighters drifted ashore before the arrival of the beach apparatus. Surfmen who had gone on ahead of the teams threw ropes to the lighters, and the men on board made them fast and slid down to safety. The lighters were totally lost.
11	Sheboygan, Wis.—Lake Michigan.	Str. City of Rome...	Stranded 5½ miles north of station. Life-saving crew went to her assistance in surfboat in tow of a tug. Lines were run to the steamer, and after about 1½ hours' work the tug hauled her afloat, apparently undamaged.
12-14	Pointe Aux Barques, Mich.—Lake Huron.	Br. str. Prince Rupert.	Responding to distress signals at 9.45 p. m., the crew put out in lifeboat and found this steamer stranded 3½ miles east-southeast of station. The surfmen remained by the steamer until after midnight, when, finding they could do little or nothing toward getting her off, they returned to the station. The keeper sent a surfman with a team to Harbor Beach, 18 miles distant, for tugs and men to lighter cargo (there being no night telephone service available). No tug could be obtained, but the keeper of the Harbor Beach Station engaged a party of men with shovels and started with them in his power boat for the scene of the stranding. Before he got out of the harbor, however, he was signaled to the effect that the steamer had been released. Following the dispatch of the message for a tug the Pointe Aux Barques crew had returned to the vessel and helped throw overboard 1,000 bushels of wheat. She was then able to get off under her own steam. She suffered no apparent damage.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. Nov. 16	Cuttyhunk, Mass.....	Sc. E. Arcularius....	Stranded on Sow and Pigs Reef, 3 miles west-southwest of station at 11 p. m. on the 15th and discovered at daybreak. Keeper and crew put out in power surfboat, picked up the schooner's crew of 3, who had abandoned ship in their own boat, took them to station, and gave them lodging, breakfast, and dry clothing. The master was then taken back to the wreck in the power boat, where he made arrangements with wreckers for stripping her. Two of the crew were succored at station on the 16th and 17th, and the master from the 16th to 19th, inclusive.
16-17	Two Rivers, Wis.—Lake Michigan.	Str. Francis Hinton.	Reported by lookout stranded 4½ miles south of station. The crew, with boat and beach apparatus on wagons, went to the scene at once and found the steamer under water from stern to amidships and her engine house washed away. There were no signs of life on board, but the life-saving crew went out in surfboat to make sure. It was afterwards learned that her crew had abandoned her in their own boat and landed safely. On the morning of the 17th, at the master's request, the life-saving crew helped transfer everything movable on board to a schooner anchored near-by. The vessel became a total loss.
17	Racine, Wis.—Lake Michigan.	Skiff, no name.....	Two hunters in this skiff lost their oars and were drifting out into the lake at the mercy of a brisk wind and high sea. The station crew, in the surfboat, overtook them and found the skiff about to swamp. The men were taken to the station and given dry clothing.
22-27	Evanston, Ill.—Lake Michigan.	Str. Boston.....	Left Chicago for Milwaukee, but found wind and sea high, so turned to put back into port. When off Waukegan a steam pipe burst, and by the time this was repaired the steamer's rudder had carried away. Both anchors were let go with full length of cable, but they did not hold and she fetched up on the beach 4 miles north of station. Life-saving crew went to the wreck, taking the surfboat and beach apparatus on wagons. Three trips were made to the vessel, 7 men being brought ashore each time. A north-east gale was blowing and the sea was very high, making the rescue most difficult. On the 23d, the wind and sea having moderated, steamer's crew was put back on board in surfboat, an extra crew put on board a tug, and hawser run from tug to wreck. On the 24th 70 laborers were put aboard the steamer, and the surfmen ran lines and helped variously all day. On the 25th station crew landed the 70 laborers. The keeper and crew went to the wreck on the 26th and 27th, and the steamer was floated by a wrecking company on the latter date in damaged condition.
23-25	Hammond, Mich.—Lake Huron.	Gas. freighter Carrie E.	Stranded 5 miles west of station on the 22d. The service crew went to her assistance in surfboat on the 23d, but there was too much surf to work on her. On the 24th the crew went back, ran out a kedge, jettisoned cargo, and worked until 2 p. m., when a tug came. A hawser was run from the tug to the stranded boat, but it parted several times, and work had to be suspended until morning. On the 25th returned to the wreck and found her full of water. Buckets and pumps were secured from the tug, and the surfmen worked several hours freeing her of water. Finally the tug succeeded in releasing her.
24	Hog Island, Va.....	Gas. lch. Wayward Girl.	Parted her cable and drifted outside and into the breakers. The service crew, in power lifeboat, picked her up 6 miles southeast of station, and towed her to the Cobb Island Station. A severe gale was blowing from the north and the sea was very high, subjecting the crew to severe exposure.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. Nov. 24	Gurnet, Mass.....	Sc. Alice P. Turner.	At 3.30 a. m. patrol reported a northeast gale and heavy sea. Keeper telephoned the Gilbert Transportation Co. that their fleet of 10 schooners and barges at anchor 1 mile southwest of station was in danger and suggested that a tug be sent to them. At 6.30 a. m. life-saving crew went out to the fleet in power surfboat and found that the Alice P. Turner had collided with another vessel and had been abandoned by her crew. They ran a hawser from her to the tug. The tug then started for Plymouth with her, a surfman accompanying the schooner to render any needed assistance.
25	Thunder Bay Island, Mich.—Lake Huron.	Str. Oscar T. Flint..	Word was received by telephone that vessel was on fire 6 miles west of station. The service crew, upon reaching her in power lifeboat, found her burning fast. The master and 6 of the crew, who were on the steamer's consort, were taken to Alpena in power boat, with their yawl, loaded with personal effects, in tow. The master was taken back to the steamer just before she sank. The master of the consort was then carried ashore to wire owners.
29	Cape Hatteras, Hatteras Inlet, Creeds Hill, and Big Kinnakeet, N. C.	Ger. str. Brewster..	Stranded Nov. 28 on the southeast point of Inner Diamond Shoals, 7 miles south-southeast of Cape Hatteras Station, at 6.30 p. m. Vessel and cargo became a total loss, but her crew of 33 were all saved, 28 being taken off by the life-saving crews, and 5, who left the vessel in their own boat, being picked up by a lightship. They were given shelter for 3 days, after which they were transferred to the revenue cutter Onondaga for transportation to Norfolk. The wreck was discovered by a surfman at Cape Hatteras Station at daybreak of the 29th, and the other stations were immediately notified by telephone. Without delay the life-saving crews started to her assistance, the Cape Hatteras crew in lifeboat, the Hatteras Inlet crew in power lifeboat, and the Creeds Hill crew in surfboat. The Creeds Hill surfboat was disabled on the way out, and its crew was transferred to the Cape Hatteras lifeboat. Before the actual work of rescue began, however, the Creeds Hill surfmen were put aboard the Hatteras Inlet power lifeboat, the captain of the Creeds Hill crew remaining in the Cape Hatteras lifeboat, as the captain of that crew was absent on leave. The offer of the services of a private power boat to tow the Cape Hatteras lifeboat to the wreck was accepted, haste being necessary, as the weather was becoming very rough. The seas were breaking over the vessel fore and aft, and it was therefore out of the question to board her, so the lifeboat was anchored as near as possible to leeward and the Brewster's crew drifted a line to her by a buoy. By means of this line the seamen were hauled into the lifeboat one at a time. After 10 or 12 had reached the lifeboat they were transferred to the power lifeboat, which remained near by, and then another boat load was taken off and transferred in the same manner. When the entire ship's company had been taken off, the power lifeboat, with 16 of the rescued party, started for Hatteras Cove with the Cape Hatteras lifeboat in tow, which had the remaining 12 seamen on board. Counting the 5 men who were later taken from the lightship, the Cape Hatteras crew cared for 21 at their station. The other 12 were taken to Creeds Hill Station. The latter were furnished dry clothing. Before the work had been completed the wind increased to a gale from the northwest and the sea became very high. At one time the Hatteras Inlet power lifeboat had 41 men on board. (See letters of acknowledgment.)

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. Nov. 29-30	Willapa Bay, Wash...	U. S. S. Princeton..	Stranded on North Spit, 7 miles west-south west of station at 9 p. m., and signaled for assistance. Before the lifeboat could be launched lookout telephoned that she had gone across the spit and was anchored in the channel. Surfmen were sent to South Bend, 15 miles distant, for a tug. Upon their return keeper and crew went out in lifeboat and on arrival of tug at 4 a. m. ran a hawser from her to the Princeton. She was then hauled off and towed into a safe harbor.
29	Coquille River, Oreg...	Str. Dispatch.....	Unable to make landing on account of strong tide and driftwood, and was forced to run ashore to keep from being carried out on the bar. The surfboat landed the 32 passengers and mail and ran out kedge anchors. About 3½ hours later she got afloat and made her wharf at Bandon.
30	Sturgeon Bay Canal, Wis.—Lake Michigan.	Sc. Lucy Graham...	Stranded 23 miles north of station. At 10.25 p. m. the keeper was notified of the casualty by telephone. The service crew started at once for the vessel in power lifeboat, having requested a tug to follow. They arrived at 3 a. m., took soundings, and then ran a hawser from the tug to the stranded vessel. She came afloat at the first pull, apparently undamaged, and made sail for her destination.
Dec. 1	Muskeget, Mass.....	Dory, no name.....	Swamped 1½ miles south-southeast of station. Surfmen ran across the island, launched a dory, and arrived just in time to save the man who was clinging to the swamped boat. He stated that he could not have held on much longer on account of the cold water and high surf.
2	Durants and Hatteras Inlet, N. C.	Sc. Cape Charles....	Stranded on Oliver Reef, 4 miles west-northwest of Durant's Station at 4 a. m., and set signals of distress. The Durant's crew responded in surfboat and the Hatteras Inlet crew in power lifeboat. By lightening cargo, running out a kedge anchor, and heaving on it, the service men, assisted by a private power boat, got her afloat.
2-3	Cape Fear, N. C.....	Sc. Marie Palmer....	Stranded on Frying Pan Outer Shoals, 13 miles south-southeast of station, at 8 p. m. of the 1st. Learning of the casualty on the 2d, keeper and crew went out in surfboat, standing by until 8 a. m. of the 3d, furnishing transportation between revenue cutter, tugs, and wreck, and helping to strip the wreck. The schooner became a total loss.
2	Humboldt Bay, Cal...	Gas. lch., no name..	Keeper was informed over the telephone that the light keeper had left Eureka for the station in his launch with 2 passengers, at 5.45 p. m. As the launch had not arrived at 8, the surfboat's crew instituted a search. After 1½ hours the launch was found at anchor with disabled engine 2 miles above station. The occupants were thoroughly chilled. The craft was towed to the station and the passengers taken to their homes.
3-5	Waaddah Island, Wash.	Br. bk. Matterhorn..	Foundered at sea, 75 miles southwest of Cape Flattery, on Nov. 30, 3 out of a crew of 30 being lost. The 27 men that were saved took to the vessel's lifeboat and landed on Umatilla lightship 27 hours later. The assistance rendered by the life-saving service consisted in bringing the survivors from the lightship and from Tatoosh Island, where some had landed from the lightship, to the station in power lifeboat. They were furnished shelter and food at the station until the 5th, when they were put on board the revenue cutter Tahoma for transportation to Seattle.
6	Quoddy Head, Me.....	Sc. Sarah A. Reed...	Responding to signals of distress, the surfboat's crew boarded schooner 2 miles southwest of station and found her leaking badly, with her crew exhausted. The surfmen kept her pumped out until she was worked around into Eastport Harbor, where the master obtained an extra crew to man the pumps.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. Dec. 6-9	Bois Blanc, Mich.—Lake Huron.	Sc. bge. D. L. Filer..	Stranded 3 miles southwest of station during a heavy snowstorm. The crew, in lifeboat, went to her assistance on the 6th, but could do nothing until the gale moderated. On the 7th they went back again in surfboat, ran out a kedge, and tried to heave her off; also pumped her out. Two tugs failed to float her, and life-saving crew stood by all night ready to take off her crew if necessary. She was floated by the tugs at 4 p. m. on the 9th and towed to Cheboygan.
6	Marquette, Mich.—Lake Superior.	Aux. fish boat Mary Ann.	Station watch reported distress signal 6 miles northeast of station at 7.30 p. m. After sending word to a fish tug to follow, the station crew went out in surfboat and found boat at anchor with engine disabled. There was not a light of any kind on board, and the boat was found by mere chance. The temperature was 16° below, and the 4 occupants probably would have died from exposure before morning. At 10 p. m. the tug arrived and towed fish boat and surfboat to land.
7	Monomoy, Mass.....	Sc. Nat Meader.....	At 6.30 a. m. watch reported schooner disabled 3 miles east-southeast of station. The crew, in surfboat, boarded her and found that she had been in collision and that all her rigging on the port side had been carried away. The surfmen helped patch up the rigging, and run a hawser to the Coast Survey steamer Bache, which towed her to Hyannis.
7	Buffalo N. Y.—Lake Erie.	Dredge Pocantico...	Keeper was notified by telephone that this dredge had sunk at anchor 2 miles northwest of station, and that 5 men were clinging to the top of her cabin. The service crew put off in surfboat, but not being able to row against the fierce wind, sea, and current, a tug towed them to windward of the dredge. They then let go, worked down alongside, and took the 5 men into the surfboat.
8	Wood End, Mass.....	Sc. George E. Prescott.	The sails of this schooner were blown away in a northwest gale, and so she anchored 3 miles northwest of station off a lee beach. The service crew went to her in power lifeboat, madesail, and by keeping her bow up to the wind with power boat, rounded the point in safety and brought her to anchor in Provincetown Harbor.
9	Fire Island and Oak Island, N. Y.	Sc. Thomas F. J. Howlett.	Ran aground 1 mile south-southeast of Oak Island Station while going into Fire Island Inlet. The crew went to her assistance in surfboat, ran out an anchor, and tried to heave her afloat, but were unsuccessful on account of the falling tide. The Fire Island crew arrived a little later in power surfboat. The surfmen pumped out the schooner, which had started to leak, floated her on the rising tide, and took her inside the inlet.
9,10	Fire Island, N. Y.....	Gas. lchs. Tramp and Dorothy L.	The Tramp's engine became disabled, and she drifted ashore 2 miles northeast of station. The Dorothy L. went to her assistance and also got ashore. After the life-saving crew had floated the schooner Howlett, they went to the assistance of these launches in power surfboat, but the tide was too low to get in to them. A sharpie was employed to bring the 3 women and 2 men off to power boat. They were suffering from the cold, and but for the life-saving crew would have been forced to remain on the launches all night. The boats both floated off at high water on the morning of the 10th and were towed to their moorings by the power surfboat.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. Dec. 9	Aransas, Tex.....	Gas. lch. Wave.....	Steering gear broke and launch stranded on Mustang Island, one-third mile north-northeast of station. The crew, in surfboat, went to the launch and found 22 passengers and crew of 3 on board. A kedge anchor was carried out, and the passengers were transferred in surfboat to a private power boat. By heaving on the kedge, assisted by the private power boat, she was pulled off into deep water. The passengers were then put back on board and the steering gear repaired.
12	Wood End, Mass.....	Power fish boat, no name.	At 8.40 p. m. 2 men came to station and stated that the engine of their boat was disabled and that they had anchored at sea, leaving one man on board. The surfmen, in power lifeboat, found the fish boat 6 miles northwest of station, where she had drifted, her anchor not holding. The man left in the boat was suffering from cold. The boat was towed into Provincetown Harbor.
19	North Manitou Island, Mich., Lake Michigan.	Gas. lch. Morning Dip.	Machinery became disabled and launch was drifting ashore, 5 miles south of station. The lighthouse keeper notified the station over telephone, and the keeper and volunteers (inactive season) went out in power boat and towed the launch to station.
20-24	Point of Woods, N. Y....	Aux. slp. Albion....	Anchored near station on the 20th, and the 2 occupants asked for shelter. They could not get up the bay on account of ice, and had nothing to eat on board. One of them was given shelter for 2 days and the other for 4. The sloop got frozen in where she was anchored. On the 23d, station crew broke the ice around her, broke a track to shore, put on sail, and drove her up on the flats. A tug came for her on the 24th, and surfmen broke a track and helped to get her out clear of the ice.
21	Fire Island and Point of Woods, N. Y.	Slp, Erin.....	Caught in the running ice and carried up the bay with 3 men on board. At daylight a signal of distress was seen by the lookout, and the crew went to her assistance in surfboat, breaking their way through the ice and working through the running ice in the channel. The sloop was frozen in 5 miles northeast of station, and the occupants were short of provisions and fuel. A surfman from the Point of Woods Station had come out in an ice scooter and taken 1 of the men ashore. The 2 others were landed in the surfboat and spent the night at the station, the sloop having been made secure with 2 anchors.
22	White Head, Me.....	Sc. Eliza Levensaler.	Missed stays and was compelled to anchor in a dangerous position 2 miles east-northeast of station. Being short handed, a signal was set for assistance. The crew, in surfboat, boarded her, hoisted sails, hove up anchors, and worked her to a safe anchorage in Seal Harbor.
22	Atlantic City, N. J.....	Aux. knockabout Edith.	At 10.15 p. m. the north patrol was informed that this fishing boat was anchored dangerously near North Bar with propeller gone. The crew went out in surfboat and found her pounding in a heavy sea. They ran out kedge anchors and succeeded in floating her. A private power boat towed her up to the fish wharf.
26	North Scituate, Mass.....	Sc. Nantasket.....	Dragged her anchor and stranded 2½ miles south of station. Discovered and reported by patrol. Life-saving crew went to vessel with beach apparatus, and found that volunteers had rigged up the Massachusetts Humane Society's beach gear and had already landed 3 of her crew. Keeper then took charge and landed the remaining 5 safely. Six of them were sent to station, furnished dry clothing, supper, shelter for the night, and breakfast. The master and mate remained in a private house near the wreck. The Nantasket became a total loss.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1909. Dec. 26	Toms River and Island, Beach, N. J.	Str. Thurmond.....	Leaking badly, unmanageable, and with cargo shifted, steamer came ashore three-fourths of a mile south of Toms River Station at 9 a. m. The two life-saving crews went to the scene with beach apparatus. The second shot fired carried the line across the vessel, and at 11.45 a. m. the first man was landed. By 2.35 p. m. the entire crew of 20 had been safely brought ashore. Seaside Park cottagers gave them hot coffee, and they were furnished dry clothing at the station and by the cottagers. The ship became a total loss. Her crew was sheltered at Toms River Station for 1 day. (See letter of acknowledgment.)
27, 28	Plum Island, Mass.....	Sc. Ada K. Damon..	Parted her anchor chains on the 26th, and stranded 3½ miles south-southwest of station. Surfboat's crew went to the wreck on the 27th, and found her full of water, with sea breaking heavily over her. Her crew were safe on shore. On the 28th surfmen again went to the schooner, but her master declined assistance, saying he was going to sell the vessel to wreckers. On Jan. 2 they again went to wreck and master informed keeper that he could find no one to buy the wreck, and asked that life-saving crew assist him to strip her on the following day. His request was complied with. The vessel was totally lost.
30, 31	Point Judith, R. I.....	Br. sc. Lavonia.....	At 12.55 a. m. the watch reported distress signals 1 mile west of station. The crew put off in surfboat and found that this schooner had dragged her anchors and was lying broadside on the breakwater. Keeper then went to wireless station and sent a message for a wrecking tug, the telegraph lines all being down. At 10 a. m. the wrecking tug arrived and took charge, leaving, however, at 3 p. m. On the 31st the service crew ran out kedge anchors and helped heave her afloat. On Jan. 1 a tug towed her to New London.
30	Chester Shoal, Fla.....	Gas. lch. Mystic.....	Stranded 5 miles south of station. Keeper, with volunteers, went to her assistance in launch, taking along a lighter. They shifted part of her cargo to the lighter and worked her afloat. On the 31st and Jan. 1 the cargo was delivered to the Canaveral Club House, where it was consigned.
1910 Jan. 4	Chicamacomico, N. C.....	Sc. R. C. Beaman...	Stranded 3 miles west of station. Responding to signals of distress, surfmen went out and brought ashore 10 passengers (5 children, 3 women, and 2 men). On the morning of the 5th the schooner floated off, undamaged.
8	Gull Shoal, N. C.....	Gas. lch. Edna May..	This launch, a mail boat, stranded 3 miles northwest of station and set signal for assistance. Surfmen responded in small boat and brought ashore the passengers (3 women and 1 man). The launch floated off later, undamaged.
17	Atlantic City, N. J.....	Sc. yt. Mist.....	Anchored off Youngs Pier, 1 mile southwest of station, at 6.30 p. m., and the master, mate, and mate's wife and child landed in yacht's boat, leaving a crew of 4 on board. At 7 p. m. the latter made signals of distress and life-saving crew went out in surfboat and found her anchored in a very dangerous position, with wind and sea increasing. The 4 men were taken off and landed in surfboat. Later in the night the yacht dragged ashore, and on the following day the owner made a contract with wreckers to float her. They did not succeed in getting her off, however, and she became a total loss.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1910. Jan. 18	Harvey Cedars, Ship Bottom, and Long Beach, N. J.	Ital. bk. Fortuna...	Stranded one-half mile northeast of Ship Bottom Station at 2.45 a. m. Stations to the north and south were notified and assisted the Ship Bottom crew in wrecking operations. The beach apparatus was taken to the wreck. The second shot landed fair, but the whip line got fouled on the ship and could not be worked. At daylight the surfboat went alongside, but the schooner's crew refused to leave ship. Two surfmen were left on board to clear the whip line and assist in case it became necessary to land the crew with the breeches buoy. Keeper returned to station and telegraphed for a wrecking tug. On the flood tide the Fortuna turned broadside to the beach and rolled so heavily that those on board, consisting of a crew of 13, the master's wife and 3 children, were landed in the surfboat and made comfortable at the station. The Fortuna was stripped and sold to wreckers, her crew leaving for New York on the 26th.
21	Portsmouth Harbor and Wallis Sands, N. H.	Aux. sc. Little Elsie.	Stranded on Long Point, 1½ miles northeast of Wallis Sands Station. Life-saving crews ran hawsers to a tug, but the schooner could not be floated. They then furled her sails, and waited for the afternoon high water, but a severe southeast gale sprang up, and nothing further could be done to save the vessel. On the 22d the Wallis Sands crew helped save from the wreck sails, gear, and 7 barrels of gasoline, and on the 24th the engine and steering gear.
29	Assateague Beach, Va....	Gas. lch. Fred Gilbert.	Dragged anchor and went ashore 1 mile south of station, and was pounding on the bottom. Her crew of 3 were taken into the surfboat, and her cables were slipped. The sea then drove her up on the beach, and as the tide was ebbing she soon lay comfortable. On the 30th the surfmen kedged her afloat, recovered her anchors, and turned her over to owner.
Feb. 5	Little Egg and Little Beach, N. J.	Sc. D. J. Whealton..	Missed stays and stranded 2 miles east of Little Beach Station. The life-saving crews went to her assistance, ran out a heavy anchor, got a strain on the cable, and while the tide was low put her deck load of lumber on the beach. As the tide rose, and the vessel started to pound, they hove on the anchor, working all night, wet and subject to severe cold. They succeeded in getting her afloat, slightly damaged, at 6.30 a. m., on the 6th. On the morning of the 8th she hoisted distress signals, and the Little Egg crew boarded her. The ice was carrying her in close to the beach and her windlass was broken. The surfmen worked her up the harbor clear of the running ice.
6	Point of Woods, N. Y....	Gas. lch., no name...	Ran into an ice pack while running before a northwest gale. The 3 occupants tried to get ashore in the tender, but were unable to do so. Surfmen went out in an ice scoter and rescued them. A line was fastened to the tender, and it was hauled out with horses and tackle. The rescued persons were sheltered at the station over-night. On the 8th the keeper hauled the boat out on the beach, and on the 22d launched her for owners.
6	Cobb Island, Va.....	Sc. Jennie N. Hud-dell.	Sprung a leak and stranded 2 miles south-southeast of station at 10 p. m. of the 5th. At 5 a. m. on the 6th the surfboat put off to the vessel and brought her crew of 5 to station. They went back later in power lifeboat and brought ashore all their personal effects. The shipwrecked men were sheltered at the station until the 8th, when they were sent to the mainland. The vessel and cargo became a total loss. (See letter of acknowledgment.)

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1910. Feb. 6	False Cape and Little Island, Va.	Sc. Carrie A. Norton.	Ran ashore 2 miles north of station at 6.30 a. m. Keeper reported the wreck, and then boarded her with the crew in surfboat. The master of the schooner was taken out to a tug that was lying by, and made arrangements for floating her. The surfmen helped run hawsers, and throw overboard the deck load of lumber. About 10.30 the tug's hawser parted, and as a snowstorm had begun, with increasing wind, the tug left the scene and sought shelter. The surfmen brought ashore, in the surfboat, the schooner's crew of 7 and the master's wife, surfmen from the Little Island Station assisting in this work. The seamen were sheltered at station until the 8th, when they were put back on board schooner. The wreck was finally turned over to the underwriters.
11	Spermaceti Cove and Sandy Hook, N. J.	Sc. Franklyn D. Nelson.	Ran ashore during thick weather three-fourths of a mile southeast of Spermaceti Cove Station. Her crew of 8 landed in the ship's dory and went to Sandy Hook Station, where they were given food, shelter, and dry clothing. The patrol from Spermaceti Cove Station discovered the wreck 35 minutes after she struck, and surfmen from the station went aboard and found her abandoned. Her crew were given dinner at Spermaceti Cove Station on the 12th, and during the afternoon 6 of them were sent to New York. The master and 1 man remained on the beach until the 14th, and surfmen helped them recover property from the wreck.
12	Rye Beach and Wallis Sands, N. H.	Sc. W. H. Reed.....	The Rye Beach patrol saw this schooner dangerously near the shore, and burned a Coston signal to warn her off. She failed to see or heed the signal, however, as it was snowing hard, and stranded one-half mile east of station at 12.40 a. m. The Rye Beach crew, in surfboat, took off her crew of 2 and brought them to the station, where they were sheltered until the schooner was floated. On the following day the surfmen helped remove ballast. The revenue cutter Androscoggin was notified of the stranding by wireless, and on the 15th came and hauled the vessel off, the crews of both stations mentioned assisting in the work, taking soundings, placing buoys, running hawsers, etc.
12	Point Lookout and Short Beach, N. Y.	Aux. Slp. Monmouth.	With her engine disabled and darkness coming on, sloop anchored one-half mile south of Point Lookout Station at 7 p. m., on the 11th. Before morning a severe storm set in, which raised a high sea. Responding to signals, surfmen from both stations boarded the sloop in Point Lookout surfboat at 10.30 a. m., and safely landed her crew of 5. Later the sloop parted her cable and drove upon the beach. The surfmen helped move her across the beach and launch her in the sound.
17	Santa Rosa, Fla.....	Span. bk. Triumfo..	Stranded on Caucus Shoals, 5 miles west of station, at 6 a. m. Life-saving crew went to her assistance in surfboat in tow of a tug. The wind was blowing a southeast gale, with tremendous seas, and before the crew could be rescued the ship's cable parted. But the master let go another anchor, which held her head up to the seas while the 13 men were transferred to the surfboat. They were then put aboard the tug, which carried the entire party to the station, where the shipwrecked crew were supplied with dry clothing. Later they were sent to Pensacola. (See letter of acknowledgment.)

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Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1910 Feb. 18	Smiths Island and Cobb Island, Va.	Br. shp. Norwood...	Stranded 8 miles northeast of Smiths Island Station at midnight. At daylight keeper of Cobb Island Station, 10 miles to the northward, was notified by telephone of the accident, and he went at once to her assistance in power lifeboat. The wind was blowing a gale from the north, and it was very cold. Arriving alongside, keeper offered to land all who wished to leave, and 11 of them got into the boat. They were put ashore at Smiths Island Station, and then that station crew took the power lifeboat and went back for the other 7 members of the shipwrecked party. They were brought ashore, together with the clothing of all the crew. The 18 men were sheltered for one day. The vessel became a total loss.
21	Waaddah Island, Wash ..	Aux. sc. Pearl.....	Stranded 14 miles east of station at 11 p. m. on the 20th during a thick snow squall. Notified by the local Weather Bureau station on the morning of the 21st. The crew went out in power lifeboat, but as nothing could be done toward releasing her until high tide of the 22d, they returned to station. On the last-mentioned date the surfboat was taken aboard the revenue cutter Snohomish, bound for the wreck. The life-saving crew ran a hawser to the schooner from the revenue cutter and she was hauled afloat, undamaged.
21	Portsmouth, N. C.....	Br. str. Arroyo.....	Stranded during a dense fog at 11.10 p. m. on the 20th, 5 miles south of station. Discovered by patrolman on the morning of the 21st. Life-saving crew went to her assistance with beach apparatus, and made 5 unsuccessful attempts to shoot a line on board. Seeing that they would not be able to effect a landing with the breeches buoy, the keeper sent the crew to the station for the surfboat. While thus engaged the steamer's crew of 30 succeeded in making a safe landing in their own boats, the keeper directing them as to the best place to come ashore. Four of them were furnished dry clothing and 28 were sheltered from the 21st to the 27th. The master and mate were sheltered until Mar. 1. The master and part of the crew were carried on board 6 different times in surfboat to save the crew's personal effects. The underwriter's agent was also taken out twice. The vessel became a total loss. (See letter of acknowledgment.)
Mar. 3	Sandy Point, R. I.....	Sc. Alberta.....	Stranded in thick fog at midnight 1½ miles southwest of station. Discovered by west patrol at 3 a. m., who burned a Coston signal that help was at hand. Service crew stood by her in dory until daylight, when they ran out anchors and made an unsuccessful attempt to float her. Keeper telephoned consignees of cargo, who sent a wrecking tug to the scene. Lines were run by surfmen, and the tug hauled the vessel afloat at 11 p. m.
8-12	Portsmouth, N. C.....	Aux. slip. Katie Estelle.	Parted her chains Feb. 24 and stranded near station. The surfmen, by working from Mar. 8 to 12, dug the sand from around her, dug a channel, and then on a very high water they worked with anchors and lines, shoving her ahead a little each time. She was floated, undamaged, at 8.30 a. m. on the 12th. (See letter of acknowledgment.)
12	Humboldt Bay, Cal.....	Aux. sc. Lady Mine.	Struck by heavy breaker and capsized 2 miles west of station. The masts broke off close to the deck, and the schooner righted and drifted into the breakers. The service crew, in power lifeboat, went immediately to her assistance and tried to tow her out clear of the surf, but could not. Took off her crew of 3 and put them aboard a tug. Later the surfmen helped save some of the schooner's cargo.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1910 Mar. 13	Cleveland, Ohio—Lake Erie.	Mud scow, no name.	Parted her moorings and stranded near station. On the 14th a tug came to tow her off, and the keeper assumed the risk of running a hawser from the tug to the scow by creeping along boards laid on the floating cakes of ice. The master of the tug could get no one else to attempt this daring feat. The keeper fell into the water once.
15	Fire Island and Oak Island, N. Y.	Sc. William S. Thompkins.	Stranded on Fire Island Bar, 5 miles west of Fire Island Station. The crews of both stations went to the scene, but the tide was falling and nothing could be done. They went out again on the rising tide, planted a keedge, and hove her afloat, undamaged. The Fire Island power surfboat towed her to a safe anchorage inside.
22	Aransas, Tex.....	Gas. lch. Ruth.....	Launch, with 42 passengers on board, broke her rudder and stranded in the breakers 1½ miles east of station. Life-saving crew went to her assistance in motor supply boat and dinghy, ran out a keedge, and hove her afloat. She was towed to a cove, and temporary repairs made to rudder.
23	Louisville, Ky.....	Skiff, no name.....	Two boys in a skiff were in danger near the middle chute of the falls. The service boat caught them in time, and towed them out of danger.
25	Little Beach and Brigantine, N. J.	Slp. Sally.....	Stranded 1½ miles south of Little Beach Station. Surfmen went to her assistance, but as the tide was falling nothing could be done. Responding to a signal a few hours later, the 2 crews went back and found her leaking badly. Her crew of 3, and all their belongings, were then landed at the Little Beach Station. On the 26th the surfmen discharged her cargo of oysters, freed her of water, stopped her leaks, and hove her afloat. On the 27th the sloop's crew, and their belongings, were put back on board.
Apr. 3	Sturgeon Bay Canal, Wis., Lake Michigan.	Sc. Augustus.....	Struck a submerged obstruction and sank 4 miles northwest of station. Keeper and crew went to the vessel in power lifeboat, helped lighter her cargo, and put empty casks in her hold to raise her. She was then made fast to another vessel, and a tug towed her to the shipyard.
3	Fort Point, Cal.....	Gas. lch. Red.....	Engine disabled, and drifting rapidly out to sea. Power lifeboat overtook her 2 miles northwest of station and towed her in. The timely arrival of the crew saved her from swamping in the tide rips.
7	Spring Lake, Shark River, and Squan Beach, N. J.	Bge. Katherine Dempsey.	Responding to a tug's signal, the Spring Lake crew boarded this barge 1½ miles southeast of that station, and found her on her beam ends in a water-logged condition. The surfmen let go her anchor and transferred her crew of 3 to a tug. The crews from Shark River and Squan Beach Stations were called by telephone to assist in clearing the barge's deck load. Upon their arrival, however, the sea had moderated, so they hove up her anchor and ran a hawser to her from the tug. The two vessels proceeded slowly up the coast, and the Spring Lake keeper sent a message for another tug.
8	Oak Island, N. Y.....	Sc. Helen A. Brown.	Ran aground on Fire Island Bar, 1 mile south-southeast of station. Service crew, in surfboat, got her afloat and put her inside. As she was leaking badly, she was beached, and her crew of 3 spent the night at the station. On the 9th surfmen stripped off her sails, lightered her cargo, and caulked the leak.
10	Core Bank, N. C.....	Sc. Thomas G. Smith.	Stranded 9 miles northeast of station at 2.30 a. m. and sank. Some fishermen discovered her at sunrise and notified keeper. Life-saving crew landed her crew of 7, and their dunnage, with surfboat, and brought ashore the schooner's yawl. Four of the sailors were sheltered 2 days.

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Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1910 Apr. 10	Santa Rosa, Fla.....	Gas. lch. Vivian L...	Became disabled 1 mile east of station. When the power surfboat arrived, temporary repairs had been effected, so her 8 passengers were taken to Pensacola in surfboat, the launch following along behind. However, she broke down again when about 3 miles from the city and had to be towed in.
11	Little Egg and Bonds, N. J.	Sc. Joseph Allen....	Stranded in a false channel 1 mile north of Little Egg Station. Power surfboat from that station pulled her afloat, and, assisted by a power boat from Bonds Station, towed her out into the main channel.
11	Assateague Beach, Va....	Aux. sc. Hazel D. Moore.	Ran into a sunken steamer on the 10th 3 miles northeast of station, and went down within 5 minutes, her crew escaping in their own boat. On the 11th the service crew helped sling the vessel to 2 others, which hoisted her clear of the bottom. She was taken into the harbor, and later hauled out on the marine railway.
11	Fairport, Ohio, Lake Erie.	Gas. lch. Mary M...	Lookout reported a launch flying distress signals about 7 miles west-northwest of station. The Booth Fish Co. was notified, and a tug went out to tow her in. When within one-eighth mile of the harbor entrance the towline parted, and the tug was unable to pick her up again. Life-saving crew, in surfboat, worked over an hour in trying to tow her, but finally had to anchor the launch and take off the 2 occupants. The surfboat was beached, and the men walked to the station. This rescue was performed with much difficulty because of the strong wind and high sea. The 2 men were sheltered overnight, and the next morning a fish tug towed their disabled boat into the harbor.
13	Fort Point, Cal.....	Sc. Cecilia Sudden..	Dragged anchor at 4 a. m. and grounded 2 miles northwest of station. Discovered by lookout and reported to merchants' exchange. Power lifeboat, assisted by 4 private launches, made an unsuccessful attempt to pull her afloat. A tug sent out by the merchants' exchange arrived at 6.45 a. m. and floated her, the surfmen running a hawser from tug to stranded vessel.
15	Bulow, Fla.....	Gas. lch. Uno.....	Engine became disabled when launch was 6 miles northwest of station. Keeper towed her to station with service power boat, sheltered the 6 occupants overnight, and on the following day towed them in their launch to Daytona. The craft was 25 miles from the nearest town when she broke down, and there were no provisions on board.
17	Pointe aux Barques and Harbor Beach, Mich., Lake Huron.	Str. Bethlehem.....	Stranded at 11 p. m. 8 miles southeast of Pointe aux Barques Station during a thick fog. Life-saving crews stood by from the 18th to the 21st, carrying messages and men to and from Port Hope, bringing stores and repairs out to wreck, and transferring cargo to a lighter. Steamer was floated by wrecking tugs on the 19th, but had to be beached again to prevent sinking. Temporary repairs were made and she was again floated on the 21st, when she proceeded under her own steam.
23	Muskegon, Mich., Lake Michigan.	Sc. John Mee.....	Moored at a wharf in the harbor. At 3.30 a. m. it was reported to keeper that she was leaking badly and pounding to pieces. Station crew hove her into smoother water and manned the pumps until a tug came to take charge of her.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1910 Apr. 23	Kenosha and Racine, Wis., Lake Michigan.	Str. Iowa.....	Stranded at 2.50 a. m. 5½ miles south of Racine Station during thick snowstorm. She sent out wireless calls for help, and as soon as keepers of the stations named received the news the two crews put off to her in surfboats. There were 14 passengers and a crew of 84 on board. Eleven passengers were transferred in surfboat to a tug, and 3 were landed on the beach. Life-saving crews stood by the steamer until she was released by wrecking tugs at 3.20 p. m. on the 26th, rendering assistance in handling scows, running hawsers, taking soundings, transferring perishable cargo, and carrying messages to and from shore.
24	Oak Island, N. C.....	Small boat, no name.	Day watch reported this boat in distress 4½ miles east of station. Power surfboat went out and found 2 soldiers trying to row against the wind and sea, their boat being nearly full of water. They were landed at Fort Caswell in the power boat. Surfmen shared their dry clothing with the soldiers, who were wet and cold.
26	Hunniwells Beach, Me. . .	Str. City of Rockland.	This steamer, having on board 75 passengers and a crew of 55, stranded three-fourths mile south of station during a thick fog. Keeper and crew responded to signals of distress and ran out a heavy kedge anchor with 100 fathoms of 8-inch hawser. The steam capstan then hove her bow around into deep water, and with her own power she floated off, undamaged. Surfmen later recovered the anchor and returned it to owners. (See letter of acknowledgment.)
26	Galveston, Tex.....	Aux. slip. Minnie Lee.	Engine disabled and the occupants anchored the sloop near the jetties, 4 miles north-northeast of station, taking refuge themselves on the jetties. Upon being notified, life-saving crew went out in power surfboat and rescued the 11 men from their dangerous position. A surfman showed the owner how to start the engine in his boat and she came in under her own power. Nine of the men returned in the power surfboat.
27	Nauset and Wood End, Mass.	Slip. Asthore.....	Sprung a leak, anchored one-half mile east of Nauset Station, and signaled for assistance. Life-saving crew went out in surfboat and, after partly bailing her out, started to tow her to Provincetown Harbor, first sending a request to Wood End station for assistance. The Wood End power boat met them off Peaked Hill Bars and towed both boats into Provincetown Harbor. Only by constant bailing was the sloop kept afloat, the heavy pounding in the sea-way opening up her seams more and more. Had it not been for the help of the life-saving crews she would undoubtedly have foundered at sea. (See letter of acknowledgment.)
29	Middle Island, Mich., Lake Huron.	Str. Leland.....	This steamer, with barge in tow, sprung a leak, which gained on the crew even with 4 syphons and all hand pumps going. The master sought shelter behind Middle Island and called on keeper for assistance. Surfmen relieved the exhausted sailors at the pumps, and after the mate had stopped two bad leaks they pumped her dry. The steamer's syphons were then able to keep the water down.
May 1	Toms River, N. J.....	Gas. lch. Flying Fish.	Engine disabled and launch dragged in on the bar and filled. Responding to distress signals, the crew in surfboat rescued the 2 occupants. They were furnished dry clothing and shelter overnight. The launch drifted ashore and was hauled out on the beach by station crew.

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Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1910. May 6	Little Egg, N. J.....	Sc. Herman Ellis....	Struck a submerged wreck 10 miles north of Little Egg Harbor, staving a hole in her bottom. She headed back with distress signals flying. The crew, in power lifeboat, met her in the inlet and assisted with pumps and buckets. She was run ashore on a sand bar, but as the hole could not be repaired, 2 more power boats were engaged and she was hauled afloat and towed to Tuckerton to be hauled out on the marine railway.
7	Plum Island, Wis., Lake Michigan.	Str. Charles A. Eddy.	Stranded 24 miles north-northeast of station at 3.20 a. m. Life-saving crew responded in power lifeboat to steamer's signals of distress and stood by until she was floated on the 13th. The master was taken to the nearest telephone in power lifeboat, and 3 trips were made to Escanaba to procure help, provisions, etc. Service crew also assisted in lightening cargo, attending diver, etc. In rendering assistance in this case the life-savers traveled a total distance of 225 miles.
8	Burnt Island, Me.....	Sc. John S. Presson.	Lost her bearings in a fog, stranded on southwest point of Burnt Island, 1½ miles southeast of station, drifted off, and sank. The crew of 5 abandoned her in small boat. The patrol heard the sailors shout as they neared shore and helped them make a landing. They were cared for until the 10th. Surfmen made a search for the wrecked vessel shortly after the crew came ashore, but could not locate her.
8	Yaquina Bay, Oreg.....	Str. Truant.....	Lost her bearings in dense fog and stranded one-half mile east of station at 2 a. m. Life-saving crew in surfboat responded to her distress signals and found that she had on board an excursion party of 24 persons. Sixteen of them were transported to Newport in the surfboat, the remainder going in the steamer's boats. The steamer floated off at 10.30 a. m. of this date.
10	Metomkin Inlet, Va.....	Sharpie, no name ...	Manned by 5 inexperienced young men, and was being driven by the wind and tide down on the shoals. Picked up by power surfboat, towed ashore, and the party taken to the mainland.
11-12	Bonds, N. J.....	Sc. S. J. Delan.....	Stranded 1½ miles west of station. Life-saving crew boarded vessel and found the master sick. They ran out a kedje and made an unsuccessful effort to heave her off. Medicine was given the master from the station chest, and on the high tide made another unsuccessful attempt to float the schooner. On the 12th they tried again and kedged her around about 4 points. The owners took off her cargo and she floated on the 13th.
11	Tillamook Bay, Oreg.....	Raft, no name.....	An inexperienced man attempted to cross the mouth of Tillamook Bay on a small raft, using a board for a paddle. The strong ebb tide took him rapidly toward the breakers on the bar. Upon being informed of the man's predicament the crew hastened to his assistance in surfboat and reached him just as he was drifting into the breakers on North Spit. He would undoubtedly have been drowned but for the timely arrival of the crew.
13	Hunniwells Beach, Me ...	Sc. Oliver Ames.....	Reported by lookout striking on Perkins Island Ledge, 2 miles north of station. The power surfboat went immediately to the schooner, which was leaking badly, and surfmen manned the pumps and kept her free of water while the power boat, assisted by the schooner's sails, took her to the marine railway at Bath.

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Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1910. May 14	Fire Island and Oak Island, N. Y.	Gas. Ich. Sinbad....	Struck on the bar, broke her steering gear, and became unmanageable. Finally she drifted off and anchored, and the owner started to row ashore in her tender for help, but the boat capsized, throwing him into the water. The Oak Island watch reported the distress signals of the launch, 2½ miles southeast, and the surfboat's crew arrived in time to save the man in the water. He was exhausted, but still holding to the capsized tender. The surfmen anchored the launch out in deep water, brought the 3 women passengers ashore, and telephoned to Fire Island Station to tow the launch in with power boat, which they did. The men of the party spent the night at the Fire Island station. On the 15th the power boat at that station towed the launch to Babylon for owners.
15	Louisville, Ky.....	Flatboat, no name..	Station watch gave the alarm that a flatboat with 2 men was in danger above the Indiana Chute of the falls. It was caught and towed ashore.
16	Maddequet, Mass.....	Str. Waquoit.....	At 5 p. m. the watch reported a steamer stranded 3 miles northwest of station. Keeper and crew went to her assistance in surfboat. They helped get the nets off, after which she drifted off the shoal. Surfboat then towed her out into safe water. As she was leaking badly and was nearly full, all hands began to pump and bail. When she was free of water her fires were started, and by 7 a. m. she steamed into Vineyard Haven, where she was beached for repairs.
17	Wood End, Mass.....	Sc. Estelle S. Numan.	Anchored 1 mile northeast of station. The man in charge attempted to light an anchor light, but having just discharged a load of gasoline the fumes exploded, setting fire to the vessel. Power lifeboat went to the schooner and towed her up into the western part of the harbor, where she sank in 10 fathoms of water, out of the way of all shipping.
18-21	Portage, Mich., Lake Superior.	Str. Circle.....	Ran on rocks 34 miles northeast of station on the 17th. At 8 p. m. of the 18th power lifeboat started to her assistance in company with a wrecking outfit. The weather coming up very bad, shelter was sought in Eagle Harbor until 6 a. m. of the 19th. The crew then helped place pumps and run lines to the wreck. At 11 a. m. they had to seek shelter again on account of bad weather, taking along the crews of the wreckers and the steamer. At 5 a. m. of the 20th returned to wreck and started pumps. She was floated at 11 a. m. and towed to Eagle Harbor. A surfman went down in a diving suit and fastened patches over the holes in her bottom. The power lifeboat then towed her to Portage, arriving at 8 a. m. of the 21st.
19	Louisville, Ky.....	Skiff, no name.....	Watch gave the alarm that a boy in a skiff was in danger above the Indiana Chute of the falls. Boat's crew caught skiff and towed it to station.
20	Point Reyes, Cal.....	Sc. Charles R. Wilson.	Stranded 6 miles south of station. Upon being notified by telephone, keeper and crew went at once to her assistance in lifeboat. When about 4 miles from boathouse they met one of the ship's boats with 4 men and a lot of baggage in it. After cautioning the occupants not to make a landing in their boat keeper continued to the wreck. Just before arrival of lifeboat a steamer came along and hauled the schooner afloat. The surfmen then went in search of the 4 men in the small boat, and transferred them to the lifeboat. They were taken to the station for the night, and the next morning they were put on the stagecoach bound for San Francisco.

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Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1910. May 21	South Manitou Island, Mich., Lake Michigan.	Str. Binghampton...	Stranded on the west side of South Manitou Island, $\frac{1}{2}$ miles west of station, during a thick fog. Life-saving crew sent and delivered telegrams, transported officers and working parties to and from shore, helped lighter the cargo, and run hawsers, using the power lifeboat for this work. At 9 p. m. of the 24th the vessel was released by the revenue cutter Tuscarora and a wrecking tug and towed into the harbor.
22-28	Thunder Bay Island, Mich., Lake Huron.	Str. H. N. Jex and bge. Shawnee.	The steamer and her consort stranded on the southeast end of Thunder Bay Island, one-half mile southeast of station at 6.15 a. m., during a heavy fog. The service crew was soon alongside, and assisted in stripping both vessels, bringing everything of value to station. After the vessels were floated all property saved was put on board of them at Alpena. For 6 days the life-saving crew did everything possible to save these vessels and their cargoes. Both their bows were crushed in, and the water poured in fast, sinking them soon after striking. The Shawnee was floated by wreckers on the 25th and on the 28th the steamer, after a hard struggle, was floated and taken to Alpena. Both crews were sheltered at the station, 10 men for 3 days. 5 for 2 days, and 1 for 7 days.
22	Kenosha, Wis.—Lake Michigan.	Gas. lch. Jove.....	The occupants of the launch were afraid to go around the end of the pier in order to get into the harbor, so beached her 500 yards east of station. She was filling fast when surfmen reached the scene. They helped the 2 men and 2 women ashore, floated the boat, and towed it around into port. The men were given dry clothing.
23	Grand Haven, Mich.—Lake Michigan.	Ywl. yt. Pahma....	Carried away her fore rigging and anchored 4 miles north of station. Two of her crew rowed to station in a skiff and reported the accident. The power lifeboat put off for the 3 men remaining on board, and the station crew, in surfboat, went out in tow of a tug and pulled the yacht into port.
23	Old Chicago, Ill.—Lake Michigan.	Gas. lch. Banzai....	Engine disabled and in a very dangerous position to windward of the retaining wall at Thirty-fifth Street, 4 miles south of station. The sea was rough and a landing was impossible. In response to signals of distress at 12.30 a. m. the power lifeboat towed her to station. The 5 men and 2 women on board were drenched and benumbed with cold. Restoratives were given them, and 2 of the men were furnished dry clothing.
23	Plum Island, Wis.—Lake Michigan.	Str. Major and bge. Santiago.	At 6.50 p. m. lookout reported signals of distress about 14 miles north of station. Keeper and crew went at once in power lifeboat and found that the steamer had lost her propeller. They carried the master of the Major 20 miles to Escanaba to communicate with the owners, and back again to his vessel. As a tug had been engaged to tow the barge in, and another vessel sent out to look after the steamer, the life-saving crew returned to the station.
24	Fenwick Island, Del.....	Sharple, no name...	Capsized one-fourth mile southwest of station. A surfman, in small boat, rescued the occupant, and helped right the boat.
25	White Head, Me.....	Sc. Silver Spray.....	Lost her course and anchored in a dangerous position $\frac{1}{4}$ miles west of station. The service crew put off to her in surfboat, and found her riding heavily. They started to heave up the anchors, when suddenly the cables parted. Sail was then made and she was piloted through a dangerous passage into Seal Harbor. As both anchors were gone, she was taken out into the open channel and headed for her destination.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1910. May 25	Brentons Point, R. I.....	Gas. lch., no name..	Capsized 1 mile west-southwest of station and sank. Upon learning of the disaster, the power lifeboat crew put off for the scene. The occupant was rescued by a near-by small boat and transferred to the power boat on its arrival. He was hurried to the station, rubbed briskly, given restoratives, and furnished dry clothing. The crew worked over him 2 hours before sending him to his home.
27	Louisville, Ky.....	Coal flat, no name...	The 4 men aboard the flat had lost control of it, and the current was sweeping it toward the falls. Station watch gave the alarm, and the service crew towed the flat ashore.
28	Saluria, Tex.....	Sc. Lew Ella.....	Stranded 13 miles northeast of station on the 21st. Upon request of owner, the keeper, assisted by some small private boats, got the schooner afloat.
28	Charlevoix, Mich.—Lake Michigan.	Gas. lch. South Fox.	Engines stopped working 7 miles west of station at 8.30 p. m. Life-saving crew went out in surfboat and took launch in tow. The wind freshened up, with occasional rain squalls, and the crew made but little headway. When the surfboat failed to return on time the lookout sent out a tug, which towed both boats in. Keeper did not dare let go of launch to go for assistance, as he feared they would not be able to find her again.
29	Cleveland, Ohio,—Lake Eria.	Sailboat, no name...	Capsized near station. Power lifeboat rescued the 3 men, and towed their boat to station. It was then pulled out on the incline and bailed out.
29	.....do.....	.....do.....	Capsized near station. Power lifeboat rescued the 4 men, towed the boat to station, righted, and bailed it out.
30	Gloucester, Mass.....	Slp. Chienook.....	Struck the end of Dog Bar Breakwater and sank in 20 feet of water. The crew of 3 escaped to the breakwater and were taken off by surfmen in dory. Station crew, in power lifeboat succeeded in getting a grapple hooked under the sloop's bowsprit, and by careful operations raised her, made a hawser fast around the end, and with the help of 2 private launches towed her to East Gloucester, where she was lashed to a wharf.
30	Bois Blanc, Mich.—Lake Huron.	Sc. Mary E. Cook...	A tugboat reported vessel stranded on Goose Island, 18 miles north of station, and that her master wanted the life-saving crew to stand by to take her crew off in case of a blow. The service crew responded in lifeboat, and stood by until she was floated, June 2. They rendered all possible assistance in the way of running hawsers for tugs, etc. Capsized about 400 yards from station. The surfboat's crew picked up the man, righted the sloop, towed her to station incline, and bailed her out.
30	Milwaukee, Wis.—Lake Michigan.	Slp., no name.....	Capsized about 400 yards from station. The surfboat's crew picked up the man, righted the sloop, towed her to station incline, and bailed her out.
June 5	Atlantic City, N. J.....	Str. Brazoria.....	Stranded on Absecon Bar, 1 mile southeast of station. Keeper with volunteer crew (inactive season) went on board in surfboat, set her jib to slue her around, and tried to work her off with her own power, but on account of her disabled rudder they were unsuccessful. Returned to station for power lifeboat, then went back, hauled her afloat, and towed her up into the harbor. On the morning of the 6th, with the aid of a private launch, power boat put her alongside of her dock. The Brazoria had on board 14 persons.
6	Burnt Island, Me.....	Sc. Loduskia.....	Sails blown away and vessel leaking, she anchored 7 miles east-southeast of station. Keeper, seeing her in this dangerous position, collected a volunteer crew (inactive season) and went off to her in power boat. They found her abandoned. A surfman was left on board while keeper went to Port Clyde for assistance and information. He learned that her master had sent a towboat out and that her crew was safe on Matineus Island. Keeper returned to the wreck and assisted the towboat to get anchors. The vessel was towed to Rockland.

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Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1910. June 9	Cleveland, Ohio.—Lake Erie.	St. yt. Apache.....	At 10.50 p. m. lookout reported distress signals one-fourth mile north-northwest of station. Service crew responded in power lifeboat and found 11 men on board a yacht stranded on the breakwater and sinking fast. A harbor tug also came to her assistance. By direction of keeper the 11 men boarded the tug. Lines were then run to the yacht, and the tug pulled her afloat and towed her into shoal water near the station, where she settled on the bottom. One of the yacht's crew who had abandoned her in a small boat was found by surfmen, his skiff being half full of water. He was taken into lifeboat, and was furnished dry shoes and socks at the station. Surfmen recovered the belongings of the yacht's crew that had been thrown on the breakwater soon after she struck. On the 11th the vessel was raised by a wrecking company.
11, 12	Gloucester, Mass.....	Gas. lch. Tibitia.....	About 11 p. m. keeper received telephone message from watchman at the fish hatchery that a disabled gasoline launch was drifting out of the harbor. Keeper put out in power lifeboat, and after some time found the craft in a leaking condition 1½ miles northeast of station with 2 men on board. The boat had no oars, anchor, or bailing apparatus. The occupants were taken aboard the power boat and the craft was towed to a wharf. The keeper put the launch's engine in running order.
15	Louisville, Ky.....	Aux. yt. Martha Ann	Station watch reported yacht drifting toward the falls off foot of Seventh Street, her engine being disabled. Boat's crew caught the yacht and towed her safely to her mooring.
19	Buffalo, N. Y.—Lake Erie.	Gas. lch. Lamy No. 1	While the station crew were working on the launch Normanda this launch stranded near-by. Ten of the passengers were landed in power surfboat. Surfmen, in station dinghy, ran a hawser to the tug, which pulled her afloat.
20	Nome, Alaska.....	Gas. sc. Joe Mathews	Sailed from Nome for Galovan Bay on the 17th. Not having arrived by the 20th, keeper informed the commanding officer of the revenue cutter Bear, who went in search of her. She was found crushed in the ice. The 3 on board were rescued and, with their baggage and dory, were brought to Nome. Keeper cared for the baggage until called for.
23	Jackson Park, Ill.—Lake Michigan.	Raft, no name.....	At 6 p. m. keeper was notified that 2 boys were drifting out into the lake on a raft. The crew in power surfboat, found them 4 miles north of station in a helpless condition, with no means of propulsion, and drifting offshore.
25	Duluth, Minn.—Lake Superior.	Slp. yt. Merry Widow.	Yacht, with 3 passengers on board, capsized 2½ miles south of station. Power lifeboat went full speed to the scene, rescued the 3 occupants, and towed the capsized sloop to the boat club.
25	.....do.....	Canoe, no name.....	Capsized near boat club, throwing the occupant into the water. He was immediately rescued by station launch, and landed with his canoe at the boat-club float.
27	Middle Island, Mich.—Lake Huron.	Gas. tug Molly Hogan and sailboat Jennie.	Tug, with a sailboat in tow, stranded about 800 feet west of station at 9.15 p. m. The station crew worked until 11.30 p. m., and succeeded in floating the Jennie after lightering part of her cargo. The 3 men aboard the vessels were sheltered overnight at the station. The tug was hauled over the reef and floated by station crew at 11.30 a. m. of the 28th.

LETTERS ACKNOWLEDGING SERVICES OF
LIFE-SAVING CREWS: 1910.

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LETTERS ACKNOWLEDGING SERVICES OF LIFE-SAVING CREWS.

The following letters and other acknowledgments were received from some of the shipmasters and others who had occasion to be grateful for assistance rendered during the year by the service crews. To facilitate reference, the letters are arranged chronologically according to date of the service to which they refer.

145 STUART STREET, SAN FRANCISCO, CAL., *August 5, 1909.*

DEAR SIR: I desire to express my thanks to Capt. Nelson and crew of the Golden Gate Life-Saving Station for rendering very valuable service on the occasion of beaching the Norwegian sloop *Gjoa* on July 5, 1909, at Ocean Beach for the park commissioners of the city of San Francisco.

The quick and active work of running the line from ship to shore through the breakers, and later taking the crew off the vessel in a breeches buoy, has been favorably commented on by mariners somewhat familiar with the business, and was greatly appreciated by the undersigned, who had charge of the work.

Very truly, yours,

C. F. KLITGAARD.

SUPERINTENDENT OF THIRTEENTH LIFE-SAVING DISTRICT,
San Francisco, Cal.

CLEVELAND, OHIO, *July 15, 1909.*

DEAR CAPT. RASMUSSEN: In behalf of my father, brothers, and sister, I wish to thank you and the members of the life-saving crew for the rapid and persevering services¹ rendered at the time of the drowning of my brother, James Burns, in Grand River, July 10, 1909.

Sincerely,

MARGARET A. BURNS.

Capt. RASMUSSEN,
*Keeper United States Life-Saving Station,
Fairport, Ohio.*

WASHINGTON, D. C., *July 13, 1909.*

DEAR SIR: I desire to extend to you my sincere thanks for the extreme labor you had in saving my boy, who was lost in the fog last night. His launch broke down on the ocean, and, without oars to propel the boat, he was obliged to drift with the tide. Your labor was excessive in this case, and I can only thank you, Captain, and your splendid crew of trained men, who finally succeeded in bringing him into the harbor this morning. May God Almighty bless you.

Very truly,

OLIVER C. SABIN,
1329 M Street NW.

Capt. ZINA H. SPINNEY,
*Keeper United States Life-Saving Station,
Popham Beach (Hunniwells Beach), Me.*

CAMDEN, N. J., *July 19, 1909.*

DEAR SIR: Please accept my warmest thanks for the accommodation and help afforded myself and party by Capt. David Bowen, of the Cedar Creek Life-Saving Station, on Saturday night, July 17.

¹ Attempted resuscitation.

We were on Barnegat Bay when the engine of my launch (the *Nix*)—a 25-footer—broke down. As night was coming on there was every prospect that my family and friends—a party of 12—would have to stay on board all night without food, water, or shelter. In our predicament I appealed to Capt. Bowen, who immediately did all in his power to help us, towing my disabled launch, which was anchored some 2 miles out in the bay, to the station, and then, with his wife, giving my party the shelter, beds, and food we so badly needed.

I desire to congratulate you on having in the service such an efficient, courteous, and kindly gentleman as Capt. Bowen proved himself to be.

Yours, sincerely,

CHARLES K. HADDON.

Mr. S. I. KIMBALL,

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

PHILADELPHIA, PA.

MY DEAR CAPTAIN: Mrs. Sargent and our two friends whom you and your brave crew rescued from a capsized sailboat 3 miles at sea on the night of July 31, after we had been buffeted by the waves for nearly four hours, join me in expressing to you, and those who aided you, our heartfelt gratitude. Without the aid extended, which was undoubtedly the result of your intimate knowledge of the tidal currents, and your tenacity of purpose, I fully believe we would not have been spared to our families and friends.

Assuring you of our undying gratitude to you and your crew,

Yours, very sincerely,

A. ALONZO SARGENT,
1308 Pine Street.

Capt. FRANK NICHOLS,

*Keeper United States Life-Saving Station,
Avalon, N. J.*

NAVY YARD, PORTSMOUTH, N. H., *August 28, 1909.*

DEAR SIR: Allow me to thank you, and through you the members of your crew, for the very prompt answer to the call for assistance, and for the timely rescue of Capt. Thomas E. Evans and Machinist's Mate A. Belfie from the wreck of our tug *Nezinscot*, August 11, 1909. They attribute their lives to you, for they could not have held out much longer. How you got over from your station in the time you did is a mystery to all of us.

Your service on this occasion causes us of the Navy to have increased admiration for all of you brave men of the kindred service.

Very sincerely,

E. K. MOORE,
Rear Admiral, United States Navy (Commandant).

Capt. NELSON F. KING,

*Keeper of Life-Saving Station,
Gloucester, Mass.*

CARD OF ACKNOWLEDGMENT BY CAPT. THOMAS E. EVANS, OF THE NAVAL TUG
"NEZINSCOT."

[Gloucester Daily Times of Sept. 1, 1909.]

In behalf of Mrs. Evans and my son Harold, I most earnestly thank the people of Lanesville for the kindness and sympathy shown my family when all thought I was past help, and for their words of encouragement in time of distress, also the crew of the schooner *Norton*, who furnished myself and my family with dry clothing and hot drinks.

I also want to speak of the seamanship of Capt. King and his life-saving crew of the Dollivers Neck (Gloucester) Life-Saving Station. I saw their boat a long time while drifting on the grating and watched their every move, and must say that I can not speak too highly of his handling of the boat. It was a grand idea to pick up the wreckage and then come up in the middle looking for survivors. Thank God the United States Life-Saving Service has such brave, courageous men who never falter to save their fellow men. May God protect them in all emergencies.

[From the Brownsville Weekly Herald of Sept. 25, 1909.]

In recognition of the services of Capt. Wallace L. Reed, of the Brazos Island Life-Saving Station, who rescued seven persons from the quarantine station at Tarpon Beach during the storm of August 26, the following testimonial has been sent to his superior officer at Galveston:

"Feeling that the extreme danger that we individually and collectively were subject to while practically marooned in the State quarantine station at Tarpon Beach on Padre Island during the storm of August 26 and 27 was obviated by the heroism and self-sacrifice of Capt. Wallace L. Reed, of the Brazos Island Life-Saving Station, who, while on his way from the station to the mainland in the lifeboat with his young wife and infant son, battled with the furious waves for nearly an hour in order that he might rescue the people at Tarpon Beach resort, we, the undersigned, expressly desire to record our appreciation of his bravery and diligence in duty on this occasion.

"In the teeth of the worst storm that has swept the island portion of this coast for 40 years, Capt. Reed went a full mile out of his way to take seven men from the beach when the indications were that their lives were endangered. No words can express our appreciation of the heroism of Capt. Reed and his crew, or describe his skillful handling of the small lifeboat (crowded with 18 persons) in the boiling sea, with logs and heavy drift wreckage constantly menacing the boat.

"To his devotion to duty in time of danger we undoubtedly owe our lives.

"LEVI C. WOOD,
"N. R. BAILEY,
"W. H. WOOLEY,
"ERIC GLOVER,
"BRYAN HOPPER."

CAMDEN, N. J., *September 19, 1909.*

DEAR MR. BOHM: I am writing to thank you once more for your courage in saving my life while bathing at Cape May Point on August 30 last. Of course at the time I did not realize the danger you were in, nor my own peril, but since I have had time to think about it I feel that neither I nor my relatives will ever be able to repay you in word or deed. I could not understand why they asked you to jump into the water with all your clothes on, but suppose my friends were thinking only of my safety at the time, and thought that a few minutes more might make a great difference. I realize that your clothing weighed heavily upon you besides my own weight. All this helped to exhaust you, and if you had not been the expert swimmer that you are it might have proven disastrous to you. It was a long distance to swim, and I know how hard it was to go against that tide, which was running out at a furious rate.

Wishing you all the success and good luck that life may bring, and hoping that I may have the chance personally to thank you for what you did, I remain,

Your most indebted friend,

BESSIE DURGIN,
1480 Princess Avenue.

Surfman GEORGE BOHM,
Cape May Life-Saving Station,
Cape May, N. J.

CAMDEN, N. J., *September 19, 1909.*

DEAR SIR: With feelings of deep gratitude I take this opportunity to express my thanks and appreciation of your rescue of my daughter Bessie from what might have been a watery grave in the ocean at Cape May Point on August 30.

If at any time you are in Camden, it would give me pleasure to have you call at my home and allow me to shake hands with you and express orally my gratitude for what you did on that memorable day.

Thankfully, your friend,

ADELAIDE H. DURGIN,
1480 Princess Avenue.

Mr. GEORGE BOHM,
Surfman, United States Life-Saving Station,
Cape May, N. J.

PORT HOPE, ONTARIO, *September 11, 1909.*

DEAR SIR: I would take this opportunity of thanking you for the gallant services performed by you and your crew in bringing myself and crew ashore on the night of August 31, when the schooner *Emily E. Maxwell* was lost at the entrance of Cleveland Harbor. I would also thank you for the kindness and courtesy shown to us after you had us safely at the station.

We all appreciated your action very much.

Yours, very truly,

J. H. PEACOCK,

Master Schooner Emily E. Maxwell (British.)

CAPTAIN OF UNITED STATES LIFE-SAVING CREW,

Cleveland, Ohio.

BAY SHORE, N. Y., *December, 1909.*

DEAR SIR: I am desirous of expressing my appreciation of a service rendered me last September by the Point of Woods life-saving crew. My yacht, the *Avocet*, had dragged ashore in a bad squall on the afternoon of September 5, and while we were in no danger of life or property, we were greatly inconvenienced, as my family was living on board. Shortly after grounding, Capt. Baker with several of his men who witnessed our trouble came aboard and tried to get our yacht afloat. Not being successful, they returned at midnight, and yet being unable to float her, arranged to come aboard at high water next day. This they did, and to our great relief they worked her off without injury.

It is a satisfaction to know that "Uncle Sam" looks after his own, even in comparatively trivial matters.

Yours, truly,

HARRY M. BREWSTER.

SUPERINTENDENT OF FOURTH LIFE-SAVING DISTRICT,

Bay Shore, N. Y.

BEAUFORT, N. C., *September 15, 1909.*

DEAR SIR: We wish to express our appreciation of the aid rendered on the afternoon of the 12th instant by the crew of the Fort Macon station. Our boat capsized just beyond the second beacon, and the crew got to us in less than 15 minutes.

As we were drifting toward the shoal, we would in time have been able to right the boat, but with the aid of the crew, which was very much appreciated, our boat was righted much more quickly.

Sincerely,

FRED S. SKINNER.

GEORGE F. WRIGHT.

MR. S. I. KIMBALL,

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

OCEAN CITY, MD., *October 4, 1909.*

MY DEAR SIR: Representing the mayor and city council of Ocean City, Md., I wish to thank you for the valuable assistance rendered us by Capt. J. B. Jones and crew, of the Life-Saving Service, at the fire on September 26, 1909, which destroyed our water works and a store building in the center of our town. I believe but for their aid the greater part of our town would have been destroyed.

Very respectfully,

FRANCIS J. TOWNSEND,

President.

HON. S. I. KIMBALL,

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

BOSTON, MASS., *November 17, 1909.*

DEAR SIR: On the 16th of October last the schooner *Theresa Wolf*, of which I am master, was wrecked 15 miles southwest of Seguin, Me. We were at such a great distance from the shore that but for the sharp lookout of the Popham Beach (Hunnwells Beach) life-saving crew we would not have been discovered. It was blowing a fearful gale, but, never hesitating, they came to us in the nick of time. Another hour would have seen us lost.

I wish to thank them and commend them for their courage and high sense of duty. I am safe to say that only for their bravery and endurance in bringing us to land my crew and myself would not be thanking them to-day. I write this letter hoping that you will recognize in some way their true sense of duty, coupled with the valor they surely possess.

Yours, very truly,

JOSEPH SMITH,
292 State Street.

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

NORFOLK, VA., *November 4, 1909.*

DEAR SIR: The master and owners of the schooner *Neva Pearl* take this opportunity of extending to you their heartiest thanks and congratulations for services rendered by yourself and crew on October 21, 1909, in freeing and floating the above-named vessel. We understand, upon reliable authority, that yourself and crew put forth very strenuous efforts to protect our property, which had sunk on Harbor Island Bar.

Trusting that at some future time I, or my colleagues, may be in a position to reciprocate this kindness and valued assistance on your part, I remain,

Very thankfully, yours,

L. W. NELSON,
Managing Owner.

Capt. W. T. WILLIS,
*Core Bank Life-Saving Station,
Atlantic, N. C.*

CHICAGO, ILL., *November 6, 1909.*

DEAR SIR: I wish to express my thanks to you, and through you to Capt. Morrison, the keeper of the life-saving station at South Chicago, for services rendered on the night of October 30 and the morning of October 31 in assisting to get the yacht *Neva* off the rocks at Clark Point Reef.

Both my partner, Mr. Devlin, and myself are very grateful to the Life-Saving Service, and take this occasion to compliment you upon the efficiency of your men at South Chicago, as well as their cheerfulness and willingness to turn out at all hours of the night to render assistance.

Yours, very truly,

LOUIS C. ROBERTS,
526 Reaper Block.

ASSISTANT INSPECTOR TWELFTH LIFE-SAVING DISTRICT,
Chicago, Ill.

THE MEADOWS, SOUTH OYSTER BAY, LONG ISLAND,
December 27, 1909.

SIR: On November 24, while entering Great South Bay from the east, my 38-foot motor boat, the *Idylease*, ran aground off Smiths Point Life-Saving Station. At the time a severe gale was blowing from the northeast, accompanied by a very low temperature. Capt. Penny and his crew from the above-named station came to our assistance and made every effort to drag us off. This being impossible, we were taken to the station and made comfortable. I and my friends, Mr. Charles Searle and Mr. John Cadwalader, are most grateful for the hard work the crew did in our behalf, and for the courteous treatment we received while in their care.

Yours, respectfully,

L. EDSON RAFF.

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

CAPE HATTERAS LIFE-SAVING STATION, *November 29, 1909.*

SIR: We, the undersigned, members of the German steamer *Brewster*, stranded on Diamond Shoals, beg to express our appreciation of the gallant conduct of the crews of the Cape Hatteras, Creeds Hill, and Hatteras Inlet Life-Saving Stations in rescuing us from the above-named vessel on the morning of the 29th of November, 1909, in the very heavy surf, and under exceptional circumstances.

We must say that their conduct on this occasion is worthy of the greatest praise, and the manner in which the rescue was carried out worthy of American seamen.

We also thank them for the kindness and hospitality extended to us while at the life-saving stations, and assure you that we will never forget same.

F. HINZ, *Master.*
W. DUHRING, *Chief Engineer.*
H. CLAKSEN, *Second Officer.*
O. WALAAS, *Supercargo.*

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

BUXTON, N. C., *December 3, 1909.*

SIR: We, the undersigned citizens of Cape Hatteras, Dare County, State of North Carolina, having witnessed the rescue of the captain and crew of the steamship *Brewster*, of the Hamburg and German line (wrecked on Diamond Shoals on November 29, 1909, during a fierce northeast gale and a very high and dangerous sea), by the acting keeper and crew of the Cape Hatteras Life-Saving Station and the keeper and two of the crew of the Creeds Hill station, believe this to be one of the bravest acts of heroism ever accomplished by the Life-Saving Service.

The position of the ship, and the skillful way in which the lifeboat was managed in rescuing all on board demands our recognition. And for the promotion of the Life-Saving Service, and the encouragement of the keepers and crews, we respectfully ask as a matter of justice to said acting keeper and crew of the Cape Hatteras Life-Saving Station and the keeper and two of the crew of Creeds Hill station, that they be awarded medals of gold. Trusting that this letter will meet your favorable consideration, we remain,

Yours, very respectfully,

C. H. GRAY,
United States Commissioner.
C. C. MILLER,
Notary Public.
F. P. WILLIAMS,
O. M. SCARBOROUGH.

HON. S. I. KIMBALL,
General Superintendent, United States Life-Saving Service,
Washington, D. C.

HATTERAS, N. C., *December 4, 1909.*

DEAR SIR: Referring to the wreck of the steamship *Brewster*, on Diamond Shoals, November 29, I beg to recommend to your favorable notice the crew of the Cape Hatteras Life-Saving Station and Capt. E. H. Peel, of the Creeds Hill station, for their heroic action in saving the crew of this steamship on the date mentioned.

I was out to the shoals on the day mentioned fishing from a power boat, and after the Cape Hatteras crew started to the stranded ship I took them in tow and brought them as near the ship as I dared to go. I remained near the vessel until the crew was taken off, and saw all the difficulties under which the life-savers worked; also, their strenuous and heroic struggle against adverse conditions which were at times almost impossible to overcome. The wind was blowing heavy at the time, and the constantly rising sea made it look as though it would be impossible to save the men.

I have had experience at surfing all my life, and I can not speak too highly of these brave men. I wish to add my voice in praise of their noble work.

Very respectfully,

H. L. GASKILL.

HON. S. I. KIMBALL,
General Superintendent, United States Life-Saving Service,
Washington, D. C.

30 CHURCH STREET, NEW YORK, N. Y., *January 4, 1910.*

DEAR SIR: We desire to express our appreciation of the good work done by the life-savers at Toms River, N. J., in rescuing the crew of 20 men from our steamer *Thurmond*, wrecked off Seaside Park on December 26.

It was a very bad storm which caused the loss of our vessel, and the life-saving crew certainly did a noble work in rescuing the men on board.

Respectfully, yours,

SEABOARD TRANSPORTATION CO.,
By C. B. ORCUTT, *President.*

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

EAST BOSTON, MASS., *March 30, 1910.*

HONORABLE SIR: I feel that I owe a debt of gratitude to Capt. Charles, of the Salisbury Beach Life-Saving Station, and to his brave crew.

The fierce storm of December 26, 1909, which played sad havoc with beach property, undermined my cottage at Salisbury. But for the timely aid given by Capt. Charles it would have gone to sea. He protected the property and removed some \$1,000 worth of furniture and fixings.

If there is any way of rewarding these men for their services, I would gladly do so. The least I can do is to acknowledge their good offices by this word of commendation to their superior officer.

Yours, gratefully,

REV. JAS. H. O'NEILL.

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

COBB ISLAND, *February 13, 1910.*

DEAR SIR: In writing this I am trying to express my thanks to the keeper and crew of the Cobb Island Life-Saving Station for taking myself and crew from the stranded schooner *Jennie N. Huddell*, on February 6, and also for the kind treatment we received from them while at the station.

Yours, very respectfully,

THOMAS A. KELLEY.

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

PENSACOLA, FLA., *February 19, 1910.*

MY DEAR CAPTAIN: I can not gather the proper words to express the true feeling of my crew and myself in attempting to convey to you and your crew our heartfelt thanks for the many kindnesses we received at your station after the hard struggle you had to save our lives, on the evening of the 17th instant, from our wrecked vessel, the Spanish bark *Triunfo*, which we were compelled to abandon that evening in a heavy storm.

We will hereafter remember you to our Saviour, and pray to Him to grant you a most prosperous and easy life for the future.

Yours, very truly,

ESTANISLAO ARNAU,
Master.

Capt. ROBERT BROADBENT,
*Keeper United States Life-Saving Station,
Santa Rosa Island, Fla.*

UNITED STATES CUSTOMS SERVICE,
Port of Nome, Alaska, March 26, 1910.

SIR: I wish to express the thanks due to your crew for their prompt and able assistance at the time of the fire in this customhouse, February 22, 1910.

It was largely due to their aid that the public records of this office were saved, and the damage to the building reduced to a minimum.

Respectfully,

E. R. STIVERS,
Deputy Collector.

Capt. THOMAS A. ROSS,
*Keeper of Nome Life-Saving Station,
Nome, Alaska.*

PORTSMOUTH LIFE-SAVING STATION, N. C.,

March 12, 1910.

DEAR SIR: I wish to express to you my sincere thanks and appreciation of the noble service¹ rendered to me by the keeper and crew of the Portsmouth Life-Saving Station. On February 24 my sloop, the *Katie Estelle*, stranded on the north end of Portsmouth Island in a north-northeast gale. The crew of the station named worked five successive days, shoveling sand, running lines, and carrying out anchors, and managed to float my boat on March 12, without any damage to her whatever.

The work was so thoroughly done that it reflects credit on the Life-Saving Service. Very respectfully,

S. B. GASKINS, *Master.*

GENERAL SUPERINTENDENT, UNITED STATES LIFE-SAVING SERVICE,

Washington, D. C.

FALL RIVER, MASS., May 1, 1910.

DEAR SIR: I wish to extend my sincere thanks for the aid which you and your men rendered to the crew of the sloop *Asthore* on April 27. My crew say that they would never have been able to reach Provincetown but for you. They are loud in their praise of the treatment they received at your hands after reaching Provincetown, and I, as well as they, appreciate your kind efforts toward them.

I trust that in the future your efforts will be crowned with as much success as such a perilous occupation deserves.

Yours, truly,

WILLIAM F. HOWARD,
256 New Boston Road.

Capt. GEORGE BICKERS,
*Keeper of Wood End Life-Saving Station,
Provincetown, Mass.*

RACINE, WIS., July 1, 1910.

MY DEAR SIR: Words can not express the gratitude we feel for what you did for us on June 28. We thank God that He gave you strength, ability, and willingness to risk your life to save our son, who fell from the gangplank of the U. S. S. *Wolverine*, and we pray Him that you may be kept well and strong for many years.

Inclosed herewith please find a small token,² which we trust you will accept, as it is offered from very grateful hearts.

Yours, sincerely,

Mr. and Mrs. F. HAUMERSEN.

Capt. G. B. LOFBERG,
*Keeper Racine Life-Saving Station,
Racine, Wis.*

¹ Service rendered on Mar. 8, 9, 10, 11, and 12.

² Fifty dollars. The gift was returned to the donors with the keeper's thanks.

PERIODS OF EMPLOYMENT OF SURFMEN:
1910.

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, Wallis Sands, Rye Beach, and Hampton Beach.	Six surfmen from Aug. 1, 1909, to May 31, 1910, and 1 additional surfman from Nov. 1, 1909, to May 31, 1910.	
	Burnt Island and Damiscove Island.....	Six surfmen from Aug. 1, 1909, to May 31, 1910, and 2 additional surfmen from Nov. 1, 1909, to May 31, 1910.	
	White Head and Portsmouth Harbor.....	Seven surfmen from Aug. 1, 1909, to May 31, 1910.	
2	Cross Island and Great Wass Island.....	Seven surfmen from Aug. 1, 1909, to May 31, 1910, and 1 additional surfman from Nov. 1, 1909, to May 31, 1910.	
	Salisbury Beach, Newburyport, Plum Island, Straitsmouth, Nahant, Point Allerton, North Scituate, Fourth Cliff, Brant Rock, Gurnet, Manomet Point, Race Point, Peaked Hill Bars, High Head, Highland, Pamet River, Cahoons Hollow, Nauset, Orleans, Old Harbor, Coskata, Surfside, Mad-dequet, Muskeget, and Gay Head.	Six surfmen from Aug. 1, 1909, to May 31, 1910, and 1 additional surfman from Nov. 1, 1909, to May 31, 1910.	
	Chatham and Monomoy.....	Seven surfmen from Aug. 1, 1909, to May 31, 1910, and 1 additional surfman from Nov. 1, 1909, to May 31, 1910.	
	Monomoy Point.....	Nine surfmen from Aug. 1, 1909, to May 31, 1910, and 1 additional surfman from Nov. 1, 1909, to May 31, 1910.	
	Gloucester.....	Six surfmen from Aug. 1, 1909, to Mar. 21, 1910, 7 surfmen from Mar. 22 to May 31, 1910, and 1 additional surfman from Nov. 1, 1909, to May 31, 1910.	
	Wood End.....	Six surfmen from Aug. 1, 1909, to Mar. 20, 1910, 7 surfmen from Mar. 21 to May 31, 1910, and 1 additional surfman from Nov. 1, 1909, to May 31, 1910.	
	Cuttyhunk.....	Six surfmen from Aug. 1 to 10, 1909, 7 surfmen from Aug. 11, 1909, to May 31, 1910, and 1 additional surfman from Nov. 1, 1909, to May 31, 1910.	
	City Point.....	Nine surfmen from July 1 to Nov. 15, 1909, and from May 1 to June 30, 1910.	
	3	Brenton Point, Narragansett Pier, Point Judith, Quonochontaug, Watch Hill, Sandy Point, New Shoreham, and Block Island.	Six surfmen from Aug. 1, 1909, to May 31, 1910, and 1 additional surfman from Nov. 1, 1909, to May 31, 1910.
		Fishers Island.....	Seven surfmen from Aug. 1, 1909, to May 31, 1910, and 1 additional surfman from Nov. 1, 1909, to May 31, 1910.
4	Ditch Plain, Hither Plain, Napeague, Amagansett, Georgia, Mecox, Southampton, Shinnecock Plains, 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, 1909, to May 31, 1910, and 1 additional surfman from Nov. 1, 1909, to May 31, 1910.	
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, Absecon, Great Egg, Ocean City, Pecks Beach, Corson Inlet, Sea Isle City, Townsend Inlet, Avalon, Tahama, Hereford Inlet, Holly Beach, Two Mile Beach, Cold Spring, and Cape May.	Six surfmen from Aug. 1, 1909, to May 31, 1910, and 1 additional surfman from Nov. 1, 1909, to May 31, 1910.	
	Monmouth Beach.....	Seven surfmen from Aug. 1, 1909, to May 31, 1910.	
	Sandy Hook.....	Eight surfmen from Aug. 1, 1909, to May 31, 1910.	

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Districts.	Stations.	Periods of employment (all dates inclusive).
5	Atlantic City.....	Six surfmen from Aug. 1, 1909, to Jan. 16, 1910, 7 surfmen from Jan. 17 to May 31, 1910, and 1 additional surfman from Nov. 1, 1909, to May 31, 1910.
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, Metomkin Inlet, and Parramore Beach.	Six surfmen from Aug. 1, 1909, to May 31, 1910, and 1 additional surfman from Nov. 1, 1909, to May 31, 1910.
	Lewes, Wachapreague, Hog Island, Cobb Island, and Smith Island.	Seven surfmen from Aug. 1, 1909, to May 31, 1910.
	Assateague Beach.....	Eight surfmen from Aug. 1, 1909, to May 31, 1910.
7	Virginia Beach, Dam Neck Mills, Little Island, False Cape, Wash Woods, Penneys Hill, Currituck Beach, Poyners Hill, Caffey's Inlet, Paul Gamliels 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, 1909, to May 31, 1910, and 1 additional surfman from Nov. 1, 1909, to May 31, 1910.
	New Inlet and Hatteras Inlet.....	Seven surfmen from Aug. 1, 1909, to May 31, 1910.
	Oak Island.....	Seven surfmen from Aug. 1, 1909, to May 31, 1910, and 1 additional surfman from Nov. 1, 1909, to May 31, 1910.
	Cape Henry, Cape Hatteras, Creeds Hill, Cape Lookout, and Cape Fear.	Eight surfmen from Aug. 1, 1909, to May 31, 1910.
18	Sullivans Island.....	Six surfmen from Aug. 1, 1909, to May 31, 1910.
9	Santa Rosa, Sabine Pass, Galveston, Velasco, Aransas, and Brazos.	Six surfmen from Aug. 1, 1909, to May 31, 1910.
	San Luis.....	Seven surfmen from Aug. 1, 1909, to May 31, 1910.
	Saluria.....	Six surfmen from Aug. 1 to 17, 1909, and 7 surfmen from Aug. 18, 1909, to May 31, 1910.
10	Big Sandy and Niagara.....	Seven surfmen from July 1 to Dec. 8, 1909, and from Apr. 6 to June 30, 1910.
	Oswego and Charlotte.....	Eight surfmen from July 1 to Dec. 8, 1909, and from Apr. 6 to June 30, 1910.
	Ashatabula and Marblehead.....	Seven surfmen from July 1 to Dec. 17, 1909, and from Apr. 6 to June 30, 1910.
	Buffalo, Erie, Fairport, and Cleveland.....	Eight surfmen from July 1 to Dec. 17, 1909, and from Apr. 6 to June 30, 1910.
	Louisville.....	Seven surfmen from July 1, 1909, to June 30, 1910.
11	Lake View Beach.....	Seven surfmen from July 1 to Dec. 11, 1909, and from Apr. 11 to June 30, 1910.
	Harbor Beach, Pointe aux Barques, Port Austin, Tawas, Sturgeon Point, Thunder Bay Island, Middle Island, Hammond, and Bois Blanc.	Eight surfmen from July 1 to Dec. 11, 1909, and from Apr. 11 to June 30, 1910.
	Vermilion, Crisps, Two Heart River, and Deer Park.....	Seven surfmen from July 1 to Dec. 15, 1909, and from Apr. 16, to June 30, 1910.
	Grand Marais.....	Eight surfmen from July 1 to Dec. 15, 1909, and from Apr. 16 to June 30, 1910.
	Marquette.....	Eight surfmen from July 1 to Dec. 11, 1909, and from Apr. 16 to June 30, 1910.
	Portage.....	Eight surfmen from July 1 to Dec. 10, 1909, and from Apr. 17 to June 30, 1910.
	Duluth.....	Eight surfmen from July 1 to Dec. 22, 1909, and from Apr. 16 to June 30, 1910.
12	Charlevoix, North Manitou Island, South Manitou Island, Sleeping Bear Point, Point Bet-sie, Frankfort, Manistee, Grande Pointe au Sable, Ludington, Pentwater, White River, Muskegon, Holland, South Haven, Saint Joseph, Michigan City, Ewanston, Kenosha, Racine, Two Rivers, Kewaukee, Sturgeon Bay Canal, Baileys Harbor, and Plum Island.	Seven surfmen from July 1 to Nov. 30, 1909, and from Apr. 1 to June 30, 1910.
	Grand Haven, South Chicago, Jackson Park, Old Chicago, Milwaukee, and Sheboygan.	Eight surfmen from July 1 to Nov. 30, 1909, and from Apr. 1 to June 30, 1910.
13	Nome, Tillamook Bay, Yaquina Bay, Coquille River, and Point Reyes.	Seven surfmen from July 1, 1909, to June 30, 1910.
	Iiwaco Beach, Grays Harbor, Willapa Bay, Umpqua River, Coos Bay, Humboldt Bay, Arena Cove, Point Bonita, Fort Point, and Southside.	Eight surfmen from July 1, 1909, to June 30, 1910.
	Cape Disappointment and Point Adams.....	Eight surfmen from July 1, 1909, to June 30, 1910, and 1 additional surfman from July 1 to Aug. 25, 1909, and from May 1 to June 30, 1910.
	Golden Gate.....	Nine surfmen from July 1, 1909, to June 30, 1910.
	Waaddah Island.....	Ten surfmen from July 1, 1909, to June 30, 1910.

¹ 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: 1910.

STATEMENT SHOWING THE APPROPRIATIONS AND EXPENDITURES FOR THE MAINTENANCE OF THE LIFE-SAVING SERVICE FOR THE FISCAL YEAR ENDING JUNE 30, 1910.

APPROPRIATION—LIFE-SAVING SERVICE, 1910.

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 290 keepers of life-saving and lifeboat stations and of houses of refuge..... **276,800.00**

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 No. 1 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. **2,087,040.00**

Total..... 2,391,740.00

EXPENDITURES.

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

District No. 1, July 1, 1909, to June 30, 1910.....	\$2,200.00	
District No. 2, July 1, 1909, to June 30, 1910.....	2,200.00	
District No. 3, July 1, 1909, to June 30, 1910.....	2,000.00	
District No. 4, July 1, 1909, to June 30, 1910.....	2,200.00	
District No. 5, July 1, 1909, to June 30, 1910.....	2,200.00	
District No. 6, July 1, 1909, to June 30, 1910.....	2,200.00	
District No. 7, July 1, 1909, to June 30, 1910.....	2,200.00	
District No. 8, July 1, 1909, to June 30, 1910.....	1,900.00	
District No. 9, July 1, 1909, to June 30, 1910.....	2,000.00	
District No. 10, July 1, 1909, to June 30, 1910.....	2,200.00	
District No. 11, July 1, 1909, to June 30, 1910.....	2,200.00	
District No. 12, July 1, 1909, to June 30, 1910.....	2,200.00	
District No. 13, July 1, 1909, to June 30, 1910.....	2,200.00	
		\$27,900.00
Salaries of 275 keepers, districts Nos. 1 to 13, inclusive, quarter ending Sept. 30, 1909.....	67,950.00	
Salaries of 275 keepers, districts Nos. 1 to 13, inclusive, quarter ending Dec. 31, 1909.....	67,950.00	
Salaries of 275 keepers, districts Nos. 1 to 13, inclusive, quarter ending Mar. 31, 1910.....	67,950.00	
Salaries of 275 keepers, districts Nos. 1 to 13, inclusive, quarter ending June 30, 1910.....	67,950.00	
		271,800.00
Pay of surfmen in district No. 1, from Aug. 1, 1909, to May 31, 1910.....	64,270.00	
Pay of surfmen in district No. 2, from July 1, 1909, to June 30, 1910.....	144,558.39	
Pay of surfmen in district No. 3, from Aug. 1, 1909, to May 31, 1910.....	40,303.38	
Pay of surfmen in district No. 4, from Aug. 1, 1909, to May 31, 1910.....	132,080.97	
Pay of surfmen in district No. 5, from Aug. 1, 1909, to May 31, 1910.....	182,029.33	
Pay of surfmen in district No. 6, from Aug. 1, 1909, to May 31, 1910.....	85,485.58	
Pay of surfmen in district No. 7, from Aug. 1, 1909, to May 31, 1910.....	155,100.48	
Pay of surfmen in district No. 8, from Aug. 1, 1909, to May 31, 1910.....	3,950.00	
Pay of surfmen in district No. 9, from Aug. 1, 1909, to May 31, 1910.....	32,824.68	
Pay of surfmen in district No. 10, from July 1, 1909, to June 30, 1910.....	47,022.92	
Pay of surfmen in district No. 11, from July 1 to Dec. 22, 1909, and from Apr. 11 to June 30, 1910.....	73,716.58	
Pay of surfmen in district No. 12, from July 1 to Nov. 30, 1909, and from Apr. 1 to June 30, 1910.....	113,511.33	
Pay of surfmen in district No. 13, from July 1, 1909, to June 30, 1910.....	118,691.17	
Pay of volunteer surfmen for assistance to the keepers and crews of certain stations at wrecks which occurred during the active season:		
District No. 2.....	\$9.00	
District No. 5.....	4.00	
District No. 7.....	18.00	
District No. 12.....	35.50	
		66.50

Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations:		
District No. 1.....	\$48.00	
District No. 2.....	53.00	
District No. 3.....	36.00	
District No. 4.....	15.00	
District No. 5.....	177.00	
District No. 6.....	18.00	
District No. 9.....	39.00	
District No. 11.....	15.00	
District No. 12.....	9.00	
	<u>\$410.00</u>	
		\$1,194,021.31
Commutation of rations for keepers and surfmen.....		195,057.30
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882.....	\$6,621.66	
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882.....	16,602.99	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882.....	8,947.92	
		<u>32,172.57</u>
Apparatus.....	30,152.80	
Books, charts, stationery, advertising, etc.....	1,830.61	
Care of stations pending appointment of keepers.....	795.15	
Commutation of quarters and fuel in kind for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service.....	9,656.09	
Compensation for special services, labor, etc.....	53,232.69	
Draft animals.....	16,309.81	
Equipments.....	11,478.84	
Freight, packing, storage, telegraphing, etc.....	7,256.49	
Fuel and water for stations.....	32,119.84	
Furniture.....	8,695.90	
Medals.....	573.61	
Protection of stations.....	288.75	
Rebuilding, repair, and improvement of stations.....	76,048.07	
Rents.....	9,319.49	
Repairs to apparatus, equipments, and furniture.....	10,385.78	
Sites for stations.....	42.45	
Subsistence of persons rescued from wrecked vessels.....	194.80	
Supplies.....	37,486.04	
Telephones, telephone lines, and their maintenance.....	27,898.93	
Transporting apparatus to and from wrecks, at stations where horses are not kept.....	348.85	
Traveling expenses of officers.....	14,212.01	
		<u>348,327.00</u>
Pay of 1 keeper and 10 surfmen at the station on the grounds of the Alaska-Yukon-Pacific Exposition, Seattle, Wash., from July 1 to Nov. 3, 1909.....		2,922.42
Total expenditures from appropriation "Life-Saving Service, 1910"...	2,072,200.60	
Balance of available funds, June 30, 1910.....	319,539.40	
		<u>2,391,740.00</u>

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, 1909.....	\$240,986.37
To which repayments have been made amounting to.....	1,870.60
Total available funds.....	<u>242,856.97</u>

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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, 1909," available as above.....	\$242,856.97	
Salary of keeper, Middle Island Station, eleventh district (balance for June, 1909).....		\$3. 67
Pay of surfmen, as follows:		
Great Wass Island Station, first district, May 6 to 7, 1909..	\$8. 38	
Cross Island Station, first district, May 7 to 11, 1909.....	10. 48	
Pecks Beach Station, fifth district, Apr. 1 to 16, 1909.....	37. 33	
Brazos Station, ninth district, Jan. 1 to Feb. 14, 1909 (mess bill).....	19. 27	
Erie Station, tenth district, Nov. 1 to 9, 1908 (mess bill)..	4. 64	
Coos Bay Station, thirteenth district, Mar. 23, 1909 (5 volunteers).....	10. 00	
Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations:		
District No. 1.....	\$60. 00	
District No. 2.....	28. 00	
District No. 4.....	156. 00	
District No. 5.....	21. 00	
District No. 9.....	13. 00	
	278. 00	
Commutation of rations for keepers and surfmen.....		368. 10
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882.....	6, 409. 95	7. 50
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882.....	22, 273. 21	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882.....	7, 103. 88	
		35, 787. 04
Apparatus.....	47, 682. 49	
Books, charts, stationery, advertising, etc.....	141. 41	
Commutation of quarters and fuel in kind for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service.....	798. 10	
Compensation for special services, labor, etc.....	4, 146. 51	
Draft animals.....	3, 249. 49	
Equipments.....	2, 088. 39	
Freight, packing, storage, telegraphing, etc.....	2, 757. 05	
Fuel and water for stations.....	1, 108. 86	
Furniture.....	350. 50	
Protection of stations.....	1, 068. 00	
Rebuilding, repair, and improvement of stations.....	46, 373. 45	
Rents.....	2, 698. 92	
Repairs to apparatus, equipments, and furniture.....	11, 281. 89	
Sites for stations.....	15. 00	
Subsistence of persons rescued from wrecked vessels.....	80	
Supplies.....	680. 78	
Telephones, telephone lines, and their maintenance.....	6, 935. 75	
Transporting apparatus to and from wrecks, at stations where horses are not kept.....	16. 00	
Traveling expenses of officers.....	2, 000. 20	
		133, 393. 59
Pay of 2 keepers and 10 surfmen at the station on the grounds of the Alaska-Yukon-Pacific Exposition, Seattle, Wash., from June 1 to 30, 1909.....		765. 17
		170, 325. 07
Total expenditures from appropriation "Life-Saving Service 1909".....		72, 531. 90
Balance of available funds, June 30, 1910.....		242, 856. 97

There also remained unexpended at the beginning of the fiscal year, from appropriation of 1908, the following:

"Life-Saving Service, 1908"	\$41, 663. 80
To which repayments have been made amounting to	77. 02
	<hr/>
Total available funds	41, 740. 82

The expenditures from this balance during the year, made in payment of indebtedness standing over from the fiscal year ending June 30, 1908, were as follows:

"Life-Saving Service, 1908," available as above	\$41, 740. 82
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882	\$1, 531. 11
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882	2, 993. 28
Pay of widows and others under provisions of section 8 of the act approved May 4, 1882	382. 00
	<hr/>
	\$4, 956. 39
Freight, packing, storage, telegraphing, etc.	77. 77
Fuel and water for stations	15. 00
Repairs to apparatus, equipment, and furniture	4, 277. 00
	<hr/>
	4, 369. 77

Total expenditures from appropriation "Life-Saving Service, 1908"

	9, 326. 16
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Balance unexpended June 30, 1910	32, 414. 66
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This unexpended balance of \$32,414.66 was carried to the surplus fund June 30, 1910.

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, 1909	\$9, 461. 81
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	528. 53
	<hr/>

Total available funds at the close of June 30, 1910	9, 990. 34
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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 \$199.40, 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, 1910, were therefore as follows:

"Life-Saving Service, 1910"	\$2, 072, 200. 60
"Life-Saving Service, 1909"	170, 325. 07
"Life-Saving Service, 1908"	9, 326. 16
	<hr/>
	2, 251, 851. 83

Less the following:

Repayments to appropriations—	
"Life-Saving Service, 1909"	\$1, 870. 60
"Life-Saving Service, 1908"	77. 02
"Rebuilding and improving life-saving stations (proceeds of sales)"	528. 53
	<hr/>
	2, 476. 15

Total net expenditures of the service	2, 249, 375. 68
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There remained standing to the credit of the respective appropriations at the close of the fiscal year ending June 30, 1910, available as heretofore stated, the following balances:

"Life-Saving Service, 1910".....	\$319, 539. 40
"Life-Saving Service, 1909".....	72, 531. 90
"Rebuilding and improving life-saving stations (proceeds of sales)"..	9, 990. 34

The foregoing statement of the net expenditures for the maintenance of the Life-Saving Service for the fiscal year ending June 30, 1910, differs from the expenditures by warrants in the following particulars:

Net expenditure by warrants.....	\$2, 249, 861. 23
To which should be added the following amount, as shown on page 308 of the report for 1909:	
In hands of W. S. Richards, disbursing clerk, June 30, 1909—	
"Life-Saving Service, 1909".....	24, 640. 89
	<u>2, 274, 502. 12</u>

Less the following amounts:

In hands of W. S. Richards, disbursing clerk, June 30, 1910—	
"Life-Saving Service, 1910".....	\$19, 073. 37
"Rebuilding and improving life-saving stations (proceeds of sales)".....	528. 53
Amounts reappropriated and expended by warrants not included in the foregoing statement.....	5, 524. 54
	<u>25, 126. 44</u>

Net expenditures from appropriations for the year..... 2, 249, 375. 68

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, 1910".....	\$48, 000. 00
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EXPENDITURES.

Compensation of officers and employees in office of Life-Saving Service.....	\$47, 776. 39
Amount unexpended.....	223. 61
	<u>48, 000. 00</u>

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

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

The association of women bearing the above name was organized in 1880 for the purpose of extending aid to sick, injured, and destitute persons rescued from shipwreck and other situations of distress or danger. The endeavors of this organization have perhaps found their widest field of usefulness in conjunction with the rescue and relief work carried on by the United States life-saving crews, among whom it distributes boxes of clothing, blankets, restoratives, etc., for issuance to those placed by misfortune under their temporary care. The stores are forwarded to the stations direct from the headquarters of the society in New York City upon application made by the station keepers through the office of the General Superintendent of the Life-Saving Service in Washington. The beneficent enterprise is carried on with no expense to the Government whatever. The following statement shows the stations at which such supplies were expended within the period covered by this report, the number of beneficiaries, and the circumstances that in each instance gave rise to the need sought to be relieved:

Date.	Station and locality.	Beneficiaries.
1909.		
July 3	Cleveland, Ohio, Lake Erie.....	1 man from the wrecked barge Port Elaberdine and 2 men from the wrecked barge Kathleen Bawn.
5	Nome, Alaska.....	A sailor from the revenue cutter Rush, who swam ashore from one of the ship's boats.
5	Cape Disappointment, Wash.....	2 fishermen from a capsized fish boat.
10	Jackson Park, Ill., Lake Michigan.....	A man who fell off the pier, and his rescuer.
14	Cape Disappointment, Wash.....	2 fishermen whose boat had capsized.
15	Orleans, Mass.....	The boatman at Camp Quanset, who had gotten wet and covered with mud.
15	Quonochontaug, R. I.....	2 men from the knockabout Ethel, who got wet coming ashore in her small boat.
20	Charlotte, N. Y., Lake Ontario....	A man and a woman, who had jumped overboard from a burning launch.
21	Velasco, Tex.....	9 women, 22 children, and 1 old man, who were rescued from the hurricane on this date.
22	Cape Disappointment, Wash.....	Crew of 2 of a swamped fish boat.
Aug. 2	Cape May, N. J.....	A woman and 3 men from the gasoline launch Merry May.
4	Cape Disappointment, Wash.....	2 men from a capsized fish boat.
6	Holland, Mich., Lake Michigan....	A man who had fallen overboard near the station.
7	do.....	A man who fell-overboard and was pulled out by a surtman.
16	Hunnwells Beach, Me.....	A man whose launch had stranded and who got wet.
17	Long Beach, N. Y.....	8 men from the wrecked schooner Arlington.
29	Manomet Point, Mass.....	2 men who were caught in a rain squall in an open boat.
31	Cleveland, Ohio, Lake Erie.....	6 survivors of the wrecked British schooner Emily E. Maxwell.
Sept. 3	Gloucester, Mass.....	3 men from a capsized small boat.
4	Michigan City, Ind., Lake Michigan.	5 men from the stranded yacht Delight.
4	do.....	2 men from the stranded yacht Lillian L.
4	do.....	3 men, the crew of the stranded yacht Anna D. C.
4	do.....	3 men, the crew of the stranded yacht Pelican.
5	Point Allerton, Mass.....	3 men from the stranded sloop Edith.

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Date.	Station and locality.	Beneficiaries.
1909.		
Sept. 6	Dam Neck Mills, Va.	2 men who got wet when their launch stranded.
16	Ludington, Mich., Lake Michigan.	A man who got wet making a landing in a canoe.
23	Old Chicago, Ill., Lake Michigan.	A man who fell from the North Harbor Pier.
26	Charlotte, N. Y., Lake Ontario.	An intoxicated man who fell off a pier and was rescued by a surfman.
27	North Manitou Island, Mich., Lake Michigan.	A man who fell off a dock.
29	Fourth Cliff, Mass.	2 men who were rescued from a capsized dory by the life-saving crew.
Oct. 2	Ludington, Mich., Lake Michigan.	A man who had attempted to commit suicide. He was taken out of the water by members of the station crew.
10	Holland, Mich., Lake Michigan.	A young woman who had fallen off a dock into Black Lake.
13	Block Island, R. I.	4 men from a capsized fishing dory.
17	Point Allerton, Mass.	3 men from a capsized sloop.
20	Santa Rosa, Fla.	2 men from the disabled gasoline launch Kittie Mitchell.
23	Erie, Pa., Lake Erie.	A man from the stranded gasoline launch L. M. N.
29	Fletchers Neck, Me.	4 men, the crew of the wrecked British schooner Valetta.
Nov. 16	Cuttyhunk, Mass.	Crew of 3 from the wrecked schooner E. Arcularius.
16	Sheboygan, Wis., Lake Michigan.	2 of crew of wrecked schooner Commerce.
16	Sturgeon Bay Canal, Wis., Lake Michigan.	Crew of 12 from the wrecked steamer Louis Pahlow.
17	Racine, Wis., Lake Michigan.	2 hunters who had been rescued by life-saving crew, having lost their oars and gone adrift in a small boat.
30	Creeds Hill, N. C.	12 of the crew of the German steamer Brewster, wrecked on Diamond Shoals on the 29th.
Dec. 2	Peaked Hill Bars, Mass.	4 survivors of the wrecked British schooner Mizpah.
3	Waaddah Island, Wash.	22 of crew of wrecked British bark Matterhorn.
4	Tathams, N. J.	2 men and 2 boys from a capsized fishing boat.
11	Point Adams, Ore.	A coroner whose wagon, containing a body, was upset by the gale and who was thrown into a pool of water and drenched.
21	Old Chicago, Ill., Lake Michigan.	2 men who broke through the ice and were rescued by a surfman.
26	North Scituate, Mass.	6 of the crew of the wrecked schooner Nantasket.
26	Toms River, N. J.	Part of crew of 20 of the wrecked steamer Thurmond.
29	Rockaway Point, N. Y.	A man who had fallen into the water near station.
1910.		
Jan. 21	Ocracoke, N. C.	A sailor from the schooner C. C. Donoho, which had been in collision.
28	Galveston, Tex.	2 boys, who were picked up in a disabled skiff, wet, cold, and covered with mud.
Feb. 4	Wood End, Mass.	A man rescued from a swamped fish boat.
11	North Scituate, Mass.	1 of the crew of the wrecked schooner Matiana.
11	Sandy Hook, N. J.	The crew of 8 from the wrecked schooner Franklyn D. Nelson.
12	Lewes, Del.	1 of the crew of the wrecked fishing schooner Gracie.
16	Galveston, Tex.	2 hunters who had been rescued by life-saving crew; furnished each a pair of shoes.
17	Santa Rosa, Fla.	The crew of 13 from the wrecked Spanish bark Triumfo.
21	Newburyport, Mass.	A man mentally unbalanced, who came to station wet.
21	Portsmouth, N. C.	4 of crew of the wrecked British steamer Arroyo.
Mar. 11	Hampton Beach, N. H.	2 occupants of a dory which was wrecked 1½ miles southwest of station.
Apr. 13	North Beach, Md.	The occupant of a capsized gasoline skiff.
May 1	Toms River, N. J.	The 2 occupants of the disabled gasoline launch Flying Fish.
1	Charlotte, N. Y., Lake Ontario.	A man whose canoe had capsized.
1	Fort Point, Cal.	A man rescued from a capsized sailboat.
19	Yaquina Bay, Ore.	The chief engineer of the wrecked steamer J. Marhoffer.
22	Kenosha, Wis., Lake Michigan.	2 men from the stranded gasoline launch Jove.
23	Old Chicago, Ill., Lake Michigan.	2 men from the launch Banzai.
25	Brentons Point, R. I.	The occupant of a swamped fishing launch.
26	Sabine Pass, Tex.	A man who was wet and hungry and who had lost his way.
June 6	Milwaukee, Wis., Lake Michigan.	A 12-year-old boy who fell off a dock and was rescued by the life-saving crew.
7	Cape Disappointment, Wash.	A net tender rescued from a capsized fish boat.
9	Cleveland, Ohio, Lake Erie.	1 of the crew of the wrecked steam yacht Apache.
24	Buffalo, N. Y., Lake Erie.	A small boy who fell into the water and was rescued by a surfman.
27	Middle Island, Mich., Lake Huron.	The master of the stranded tug Molly Hogan.

TABULAR STATEMENT OF CASUALTIES TO VESSELS
WITHIN THE FIELD OF OPERATIONS OF
THE LIFE-SAVING SERVICE: 1910.

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.
1909.					
Aug. 10	Burnt Island.....	3 miles NE....	Sc. Valetta (Br.).....	99	St. John, New Brunswick.
14	Quoddy Head.....	2 miles ESE....	Sc. B. B. B.	14	Eastport, Me.....
15	.....do.....	5 miles S.....	.....do.....	14	.....do.....
Sept. 2	Burnt Island.....	3 miles NE....	Sc. J. V. Wellington.....	250	New York.....
13	.....do.....	3½ miles NE....	Slp. yt. Marietta.....	24	Boston, Mass.....
22	White Head.....	1½ miles NNW...	Sc. Odell.....	141	.....do.....
Oct. 10	.....do.....	3½ miles ESE....	Sc. James Boyce.....	253	New Haven, Conn
13	.....do.....	500 yds. WSW...	Sc. John Douglass.....	189	Bangor, Me.....
16	Hunniwells Beach...	20 miles SW....	Sc. Theresa Wolf.....	307	Boston, Mass.....
29	Fletchers Neck.....	1 mile ENE....	Sc. Valetta (Br.).....	99	St. John, New Brunswick.
30	Hunniwells Beach...	¼ mile E. by N.	Sc. Sunbeam.....	108	Bath, Me.....
Nov. 9	Portsmouth Harbor...	12 miles E. ¼ N.	Sc. William Cobb.....	424	Calais, Me.....
24	Great Wass Island...	7 miles NE....	Sc. Always Ready...	17	Machias, Me.....
Dec. 6	Quoddy Head.....	2 miles SW....	Sc. Sarah A. Reed...	158	Calais, Me.....
10	Portsmouth Harbor...	3 miles ENE....	Str. Portland.....	94	Portland, Me.....
14	.....do.....	1 mile NNW....	Sc. Hattie H. Barbour...	301	Bangor, Me.....
22	White Head.....	2 miles ENE....	Sc. Eliza Levensaler...	159	Thomaston, Me....
1910.					
Jan. 3	Burnt Island.....	4 miles NE....	Slp. Annie Belle.....	9	Portland, Me.....
5	Damiscove Island...	5 miles NE....	Sc. Mary Weaver.....	222	.....do.....
7	White Head.....	3½ miles W....	Sc. William E. Burnham...	771	New Haven, Conn.
14	Portsmouth Harbor...	½ mile WNW....	Sc. Annie F. Conlon.....	591	Portsmouth, N. H.
16	Burnt Island and White Head.	4½ miles NE. Burnt Is. Sta.	Sc. F. G. French.....	184	New Haven, Conn.
21	Wallis Sands and Portsmouth Harbor.	1½ miles NE. Wallis Sands Sta.	Gas. lch. Little Elsie...	28	Boston, Mass.....
Feb. 12	Rye Beach and Wallis Sands.	½ miles E. Rye Beach Sta.	Sc. W. H. Reed.....	16	Gloucester, Mass..
Mar. 1	Fletchers Neck.....	1 mile N.....	Sc. Margie Smith.....	61	.....do.....
2	Portsmouth Harbor...	1½ miles NW...	Sc. Galatea.....	65	Boston, Mass.....
20	Cape Elizabeth.....	½ mile SE....	Slp. Mildred Goudy.....	24	Portland, Me.....
24	Portsmouth Harbor...	1 mile NE....	Sc. Silver Spray.....	124	Rockport, Me.....
Apr. 8	Burnt Island.....	½ mile E.....	Sc. Ella May.....	96	.....do.....
26	Hunniwells Beach...	¾ mile S. by E.	Str. City of Rockland....	1,696	Bath, Me.....
May 1	Wallis Sands.....	1½ miles SE....	Str. Leviathan.....	109	Portland, Me.....
8	Burnt Island.....	1½ miles SE....	Sc. John S. Presson.....	92	Boston, Mass.....
11	.....do.....	3 miles NE....	Sc. Annie A. Booth.....	202	.....do.....
13	Hunniwells Beach...	2 miles N. by E	Sc. Oliver Ames.....	456	New Bedford, Mass.
21	White Head.....	1 mile NW....	Sc. Otronto.....	105	Ellsworth, Me.....
25	.....do.....	1½ miles W....	Sc. Silver Spray.....	124	Rockport, Me.....
June 6	Burnt Island.....	7 miles ESE....	Sc. Loduskia.....	108	Bangor, Me.....
18	Great Wass Island...	1½ miles SW....	Gas. lch. Yankee Boy....	5	Machias, Me.....
	Total.....	.....	.....	.....	.....

Note.—For tabulation of casualties to undocumented vessels see pages 160-175.

1910—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.
Boston, Mass., to St. John, New Brunswick.		\$1,000		\$1,000		4			
Machias to Lubec, Me.	Fish	500	\$50	550		2			
do.	do.	500	50	550		2			
Bangor, Me., to Plum Island, N. Y.	Lumber	3,500	6,000	9,500	\$200	6			
On pleasure trip.		2,000		2,000		4			
Bangor, Me., to Boston.	Lumber	3,000	3,600	6,600		5			
Portsmouth, N. H., to Rockland, Me.		6,000		6,000	6,000	6			
Bangor, Me., to Newark, N. J.	Lumber	2,000	3,600	5,600	1,500	4	4	4	
New York to St. John, New Brunswick.		5,000		5,000	5,000	6		6	6
St. John, New Brunswick, to Boston, Mass.	Lumber	1,000	2,500	3,500	3,500	4		4	52
Boston, Mass., to Bath, Me.		3,500		3,500		4			
Newport News, Va., to Calais, Me.	Coal	4,000	1,500	5,500		6			
At Mooring.	Wood	200	100	300		1			
New York to Eastport, Me.	Coal	6,000	1,300	7,300		6			
Portland, Me., to Boston, Mass.		20,000		20,000	10,000	6			
Stockton Springs, Me., to Fair Haven, Conn.	Lumber	4,000	6,000	10,000		6			
Castine to Thomaston, Me.		4,000		4,000		3			
On fishing trip.		400		400	100	3			
Boston, Mass., to Belfast, Me.		2,000		2,000		6			
Rockport, Me., to Nassau, W. I.	Ice	53,000	3,000	56,000	200	10			
Perth Amboy, N. J., to Portland, Me.	Coal	10,000	3,000	13,000		7			
Dennysville, Me., to New York.	Lumber	3,000	2,500	5,500	1,500	5			
Boston, Mass., to Bristol, Me.		4,000		4,000	4,000	2		2	10
Portland, Me., to Gloucester, Mass.		1,400		1,400	235	2		2	6
On fishing trip.		1,000		1,000		16			
do.		10,000		10,000		16			
Richmond Island to Portland, Me.	Hay	1,700	300	2,000	285	3			
Gloucester, Mass., to Southwest Harbor, Me.	Salt	1,500	600	2,100		3			
Boston, Mass., to Camden, Me.		700		700		3			
Boston, Mass., to Gardiner, Me.	General	250,000	75,000	325,000		130			
Portsmouth, N. H., to Newburyport, Mass.		9,000		9,000		7			
Boston, Mass., to Machias, Me.		3,500		3,500	3,500	5		5	10
St. John, New Brunswick, to New York.	Lumber	3,000	5,000	8,000	1,000	6			
Phippsburg, Me., to New Bedford, Mass.	do.	5,000	3,200	8,200	500	7			
Bangor, Me., to Boston, Mass.	do.	2,000	3,000	5,000		4			
Boston, Mass., to Rockport, Me.		1,000		1,000	60	3			
Grand Manan, New Brunswick, to Salem, Mass.	Lumber	2,000	5,000	7,000	500	4			
On fishing trip.		500		500		1			
		430,900	125,300	556,200	38,080	318		23	88

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.
1909.					
July 4	Monomoy Point.....	5 miles WSW.	Sc. Henry Withington ...	527	Boston, Mass.....
8	Gloucester	8 miles S. by W	Gas. lch. Nautilus.....	16	do.....
18	Coskata.....	2½ miles NW..	Catboat Rosebud.....	6	Nantucket, Mass..
Aug. 3	Point Allerton.....	2 miles NW..	Sc. Emerald.....	42	Gloucester, Mass..
4	Monomoy Point.....	4½ miles SE. by E.	Sc. Helvetia	499	Rockland, Me.....
5	do.....	3 miles SE. by S.	Sc. Helen H. Benedict... 770		New Haven, Conn.
8	Cuttyhunk.....	5 miles E. by N	Sc. Maud B. Krum.....	687	Boston, Mass.
17	City Point.....	1 mile SW.....	Slp. Triton.....	7	Greenport, N. Y..
17	do.....	½ mile N.....	Str. Princess.....	18	Boston, Mass.....
17	do.....	Off station.....	Str. City Point.....	18	do.....
17	Manomet Point.....	2½ miles S.....	Gas. lch. Gretchen.....	8	do.....
25	Newburyport.....	1 mile N.....	Slp. Irex.....	16	New York.....
27	Gurnet.....	Browns Island Shoal.	Sc. Woodward Abrahams.	744	New London, Conn.
27	Nauset and Orleans.....	3½ miles S. Nauset Sta.	Gas. lch. Stroller.....	46	New York.....
Sept. 2	Gloucester.....	½ mile SSE.....	Gas. lch. Mystery.....	12	Gloucester, Mass..
4	Wood End.....	½ mile SE.....	Sc. Niagara.....	112	do.....
6	Chatham.....	3 miles SE.....	Sc. Henry D. May.....	278	Philadelphia, Pa..
6	Gay Head.....	1 mile ENE.....	Ywl. Fen. Follett.....	24	New York.....
7	Cuttyhunk.....	4 miles SW.....	Sc. Arthur M. Gibson (Br.)	334	St. John, New Brunswick.
10	Coskata.....	6 miles SW.....	Gas. lch. Benjamin A. Smith.	146	Gloucester, Mass..
26	Gloucester.....	4 miles N. by E	Slp. Cruiser.....	11	Bath, Me.....
30	Plum Island.....	2 miles NNW..	Slp. yt. Ida J.....	8	Newburyport, Mass.
Oct. 1	Gloucester.....	6 miles SW.....	Gas. lch. Reliance.....	19	Gloucester, Mass..
7	Point Allerton.....	2 miles NW.....	Sc. Gov. Russell.....	135	Provincetown, Mass.
8	Gay Head.....	½ mile N.....	Gas. lch. Empress.....	10	do.....
11	Cuttyhunk.....	5 miles E. by N.	Sc. Georgietta.....	141	Mount Desert Ferry, Me.
23	Newburyport.....	½ mile N.....	Sc. Edward S. Eveleth... 88		Boston, Mass.....
25	Monomoy Point.....	5½ miles E. by N.	Sc. Minnie Slauson.....	317	Ellsworth, Me.....
29	Point Allerton and North Scituate.	8 miles SE. of Point Allerton Sta.	Sc. Thomas J. Carroll... 71		Boston, Mass.....
Nov. 7	Monomoy Point.....	4 miles SE. by S.	Bkn. Malwa (Br.).....	593	Windsor, Nova Scotia.
9	Manomet Point.....	16 miles S.....	Lighter Potomac.....	218	Boston, Mass.....
9	do.....	do.....	Lighter Benj. Franklin... 316		do.....
15	Cuttyhunk.....	3 miles W. by S.	Sc. E. Arcularius.....	99	Rockland, Me.....
24	Gurnet.....	1 mile SW.....	Sc. Alice P. Turner.....	192	Crisfield, Md.....
24	Wood End.....	¾ mile NE.....	Sc. Buema.....	100	Boston, Mass.....
Dec. 2	Peaked Hill Bars.....	1½ mile WNW	Sc. Mizpah (Br.).....	99	Lunenburg, Nova Scotia.
7	Monomoy.....	3 miles ESE..	Sc. Nat. Meader.....	278	Bath, Me.....
8	Wood End.....	3 miles NW.....	Sc. George E. Prescott... 139		Rockland, Me.....
19	Muskeget.....	8 miles NNE..	Sc. Mertie B. Crowley... 2,824		Boston, Mass.....
20	Point Allerton.....	3 miles NNW..	Sc. Squanto.....	123	Duxbury, Mass... 123
22	Pamet River.....	3 miles E.....	Sc. Florence Leland.....	343	Deer Isle, Me.....

1910—documented vessels—Continued.

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' succor afforded.
Philadelphia, Pa., to Boston, Mass.	Coal.....	\$8,000	\$2,600	\$10,600	\$500	8	.....	.....	.....
On pleasure trip.....	.....	2,000	.....	2,000	75	6	.....	.....	.....
Nantucket to Great Point, Mass.	.....	300	.....	300	50	.....	.....	.....	.....
Fishing grounds to Boston, Mass.	Fish.....	2,000	300	2,300	.....	10	.....	.....	.....
High Isle, Me., to Philadelphia, Pa.	Granite...	30,000	5,000	35,000	.....	7	.....	.....	.....
Newport News, Va. to Bangor, Me.	Coal.....	8,000	3,000	11,000	.....	9	.....	.....	.....
Philadelphia, Pa., to Calais, Me.	do.....	16,000	4,400	20,400	200	11	.....	.....	.....
Lying at mooring.....	.....	1,000	.....	1,000	25	.....	.....	.....	.....
do.....	.....	3,000	.....	3,000	.....	.....	.....	.....	.....
do.....	.....	800	.....	800	600	.....	.....	.....	.....
do.....	.....	1,000	.....	1,000	.....	.....	.....	.....	.....
Cruising.....	.....	1,500	.....	1,500	.....	5	.....	.....	.....
Stonington, Conn., to Cape Cod Canal.	Granite...	20,000	10,000	30,000	.....	8	.....	.....	.....
New York to Bar Harbor, Me.	.....	10,000	.....	10,000	.....	5	.....	.....	.....
On fishing trip.....	.....	2,200	.....	2,200	20	4	.....	.....	.....
Gloucester to Provincetown, Mass.	.....	10,000	.....	10,000	.....	19	.....	.....	.....
Philadelphia, Pa., to Saco, Me.	Coal.....	3,000	3,000	6,000	200	8	.....	.....	.....
Cruising.....	.....	8,000	.....	8,000	.....	6	.....	.....	.....
St. John, New Brunswick, to New York.	Lumber...	10,000	8,000	18,000	200	7	.....	.....	.....
On fishing trip.....	Fish.....	14,000	150	14,150	.....	18	.....	.....	.....
Bath, Me., to New Bedford, Mass.	.....	1,500	.....	1,500	100	2	.....	.....	.....
On pleasure trip.....	.....	1,600	.....	1,600	.....	4	.....	.....	.....
Boston to Gloucester, Mass.	.....	2,500	.....	2,500	700	8	.....	.....	.....
Boston to Provincetown, Mass.	.....	7,000	.....	7,000	.....	20	.....	.....	.....
New Bedford to Gay Head, Mass.	.....	2,500	.....	2,500	.....	2	.....	.....	.....
Providence, R. I., to Sullivan, Me.	.....	5,000	.....	5,000	.....	4	.....	.....	.....
Boston to Plum Island Point, Mass.	.....	2,000	.....	2,000	.....	4	.....	.....	.....
St. John, New Brunswick, to Bridgeport, Conn.	Laths.....	6,000	5,000	11,000	200	6	.....	.....	.....
On fishing trip.....	Fish.....	8,000	400	8,400	1,000	14	.....	.....	.....
Grand Pabos, Canada, to New York.	Lumber...	18,000	11,890	29,890	.....	8	.....	.....	.....
Lying at mooring.....	.....	4,000	.....	4,000	4,000	5	.....	.....	.....
do.....	.....	7,000	.....	7,000	7,000	18	.....	.....	.....
New Haven, Conn., to Boston, Mass.	Oxide of iron.	2,500	750	3,250	3,250	3	.....	3	c
Long Cove, Me., to Cape Cod, Mass.	Granite...	10,000	4,000	14,000	1,000	3	.....	.....	.....
Lying at mooring.....	.....	5,500	.....	5,500	600	16	.....	16	16
Cardigan, Prince Edward Island, to Boston, Mass.	Potatoes..	3,800	1,200	5,000	5,000	7	3	4	24
South Gardiner, Me., to New York.	Lumber...	6,000	6,600	12,600	500	5	.....	.....	.....
New York to Vinal Haven, Me.	Coal.....	3,000	1,000	4,000	50	4	.....	.....	.....
Baltimore, Md., to Boston, Mass.	do.....	125,000	10,000	135,000	2,200	14	.....	.....	.....
On fishing trip.....	Fish.....	15,000	2,000	17,000	24
South Amboy, N. J., to Portsmouth, N. H.	Coal.....	8,000	3,000	11,000	5

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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.
1909.					
Dec. 22	Pamet River.....	1 mile SE.....	Gas lch. George H. Bills...	14	Patchogue, N. Y..
23	Point Allerton.....	2 miles NW.....	Sc. Conqueror.....	139	Gloucester, Mass..
26	Plum Island.....	3½ miles SSW.....	Sc. Ada K. Damon.....	94	Boston, Mass.....
26	North Scituate.....	2½ miles S.....	Sc. Nantasket.....	655	do.....
26	Wood End.....	1 mile N.....	Sc. Lizzie B. Foster.....	12	Provincetown, Mass.
26	do.....	do.....	Gas sc. Lucy B. Winsor...	13	do.....
1910.					
Jan. 6	Coskata.....	3 miles from Sta.	Catboat Emma J.....	5	Hyannis, Mass....
9	Plum Island.....	4 miles S.....	Sc. M. L. Wetherell.....	69	Boston, Mass.....
21	Monomoy Point.....	1½ miles SW.....	Sc. S. G. Haskell.....	681	do.....
Feb. 1	Point Allerton.....	3 miles NNW.....	Sc. King Josiah (Br).....	147	Parrsboro, Nova Scotia.
4	Wood End.....	6 miles SE.....	Gas. lch. Albert Brown...	16	Provincetown, Mass.
11	Gloucester.....	2½ miles ESE.....	Sc. Minerva.....	56	Plymouth, Mass..
11	North Scituate.....	¼ mile N.....	Sc. Matiana.....	88	Boston, Mass.....
13	Wood End.....	1½ mile NE.....	Sc. Louise C. Cabral.....	96	Provincetown, Mass.
Apr. 3	Straitsmouth.....	1¼ mile WNW.....	Gas. lch. Quartette.....	14	Gloucester, Mass..
4	Gurnet.....	Browns Island Shoal.	Sc. Regina.....	114	Machias, Me.....
6	Race Point and Wood End.	2 miles SSW. Race Point.	Sc. Rebecca.....	79	Boston, Mass.....
20	Plum Island.....	1¼ miles SW.....	Str. Ox.....	9	Marblehead, Mass.
28	Point Allerton.....	1½ miles NW.....	Sc. W. R. Perkins.....	178	Machias, Me.....
30	Newburyport.....	½ mile N.....	Sc. Samuel S. Thorp.....	528	Perth Amboy, N. J.
May 2	Maddequet and Mus- keget.	7 miles N.....	Sc. Minnie Slauson.....	317	Ellsworth, Me.....
3	Race Point.....	600 yards N.....	Sc. Josephine De Costa.....		Boston, Mass.....
5	Point Allerton.....	2 miles NW.....	Sc. Priscilla.....	44	do.....
6	Monomoy Point.....	1 mile SW.....	Sc. Gladys and Nellie.....	120	do.....
16	Chatham.....	1 mile WNW.....	Sc. David K. Akin.....	51	Hyannis, Mass....
16	Monomoy Point.....	3½ miles W. by S.	Sc. Titania.....	106	Gloucester, Mass..
16	Maddequet.....	3 miles NW. by W.	Str. Waquoit.....	17	Nantucket, Mass..
17	Wood End.....	1 mile NE.....	Sc. Estelle S. Nunan.....	34	Boston, Mass.....
18	Monomoy Point.....	½ mile N. by W.....	Sc. Seaconnet.....	65	do.....
27	City Point.....	½ mile WNW.....	Sc. yt. Kittie.....	6	do.....
June 5	do.....	½ mile NW.....	Aux. sc. Satis.....	12	do.....
10	do.....	½ mile N. by E.....	Slp. yt. Saturan.....	13	do.....
10	do.....	½ mile N.....	Slp. Gracie Bell.....	11	do.....
16	Gloucester.....	3½ miles NE. by E.	Sc. Multnomah.....	124	Gloucester, Mass..
17	Newburyport and Sal- isbury, Beach.	1½ mile NNW. Newbury- port Sta.	Sc. Reporter.....	83	Boston, Mass.....
26	Gurnet.....	½ mile SE.....	Ywl. yt. Nirvana.....	23	Marblehead, Mass.
	Total.....				

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1910—documented vessels—Continued.

COAST 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 Haven, Conn., to Wellfleet, Mass.		\$4,000		\$4,000		3			
On fishing trip.....	Fish.....	14,000	\$2,500	16,500		21			
Lying at mooring.....	Sand.....	2,600	275	2,875	\$2,875	4			
Georgetown, S. C., to Boston, Mass.	Lumber...	10,000	13,500	23,500	23,500	8		6	6
do.....		1,000		1,000					
do.....		1,000		1,000	75				
do.....		300		300					
Boston to Ipswich, Mass.		1,000		1,000	1,000	5			
Brunswick, Ga., to Portland, Me.	Lumber...	18,000	16,000	34,000	34,000	9		1	1
Windsor, Nova Scotia, to Boston, Mass.	do.....	8,000	4,000	12,000	800	6			
On fishing trip.....		1,500		1,500	100	3			
do.....	Fish.....	4,000	500	4,500	4,500	12			
do.....	do.....	11,000	300	11,300	2,500	17		17	20
do.....		7,000		7,000	7,000	20			
do.....	Fish.....	2,000	35	2,035	600	6		3	3
Machias, Me., to Duxbury, Mass.	Lumber...	2,000	3,000	5,000		4			
On fishing trip.....	Fish.....	7,000	80	7,080	80	16			
Plum Island River to Marblehead, Mass.		2,500		2,500		2			
Eatons Neck, N. Y., to Boston, Mass.	Gravel....	1,000	300	1,300		5			
Newport News, Va., to Newburyport, Mass.	Coal.....	5,000	2,500	7,500	50	8			
St. John, New Brunswick, to New York.	Lumber...	3,000	8,000	11,000		7			
On fishing trip.....		13,000		13,000		23			
Boston to Provincetown, Mass.		3,500		3,500		10			
On fishing trip.....		12,000		12,000	500	16			
Chatham, Mass., to Greenport, N. Y.		3,500		3,500		2			
On fishing trip.....		6,000		6,000		16			
do.....		2,600		2,600	25	4			
At mooring.....		2,000		2,000	2,000	1			
On fishing trip.....		7,000		7,000		14			
At mooring.....		1,000		1,000					
do.....		800		800					
do.....		1,200		1,200					
do.....		500		500					
Gloucester to Lanesville, Mass.		3,500		3,500	1,900	4		1	1
Newburyport to Boston, Mass.	Sand.....	2,000	150	2,150		4			
Gloucester to Plymouth, Mass.		3,000		3,000		6			
		562,200	133,430	695,630	108,975	563	3	51	77

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.
1909.					
July 13	Fishers Island.....	4 miles S.....	Sc. Julia A. Berkele.....	168	New York.....
20	Watch Hill.....	3 miles SE....	Gas lch. Mao II.....	37	do.....
Aug. 5	Point Judith.....	5 miles WNW.	Catboat Emly.....	6	Nantucket, Mass..
17	Narragansett Pier....	$\frac{1}{2}$ mile S.....	Sc. Kolon.....	150	Machias, Me.....
17	New Shoreham.....	1 mile NW.....	Str. Caroline.....	36	Providence, R. I..
Sept. 10	Sandy Point.....	$\frac{3}{4}$ mile ESE....	Sc. Earl Gray (Br.)....	441	Parrsboro, Nova Scotia.
Oct. 1	Fishers Island.....	3 miles NW....	Gas. lch. Senta (Br.)..	72	Southampton, England.
19	Watch Hill and Fishers Island.	5 miles S. of Watch Hill Sta.	Sc. Grace Seymour.....	633	Barnstable, Mass..
Dec. 1	Brenton Point.....	3 miles N.....	Sc. King Josiah (Br.)..	147	Parrsboro, Nova Scotia.
2	Fishers Island.....	5 miles SW....	Str. Jeremiah Smith..	172	New Haven, Conn.
29	Point Judith.....	1 mile W. by S.	Sc. Lavonia (Br.)....	301	Bridgetown, Barbados.
1910.					
Jan. 15	New Shoreham.....	$\frac{1}{4}$ mile SE....	Slp. Gracle.....	9	Boston, Mass.....
Mar. 3	Sandy Point.....	$1\frac{1}{4}$ miles SW...	Sc. Alberta.....	77	Chincoteague, Va.
Apr. 6	Block Island.....	$\frac{3}{4}$ mile SW....	Str. Security.....	397	Port Arthur, Tex.
6	do.....	$\frac{3}{4}$ mile S.....	Sc. Sabine.....	1,774	do.....
11	Watch Hill.....	$1\frac{1}{2}$ miles SW...	Sc. Marshall O. Wells..	88	New York.....
	Total.....				

DISTRICT NO. 4.—EMBRACING

1909.					
Aug. 5	Point of Woods.....	1 mile N.....	Str. Mary E. Suydam....	46	Patchogue, N. Y..
17	Long Beach and Point Lookout.	$\frac{1}{2}$ mile E. of Long Beach Sta.	Sc. Arlington.....	592	Boston, Mass.....
23	Short Beach and Point Lookout.	$1\frac{1}{2}$ miles SW. of Short Beach Sta.	Sc. John G. Pettis.....	26	New Bedford, Mass.
25	do.....	do.....	Gas lch. Arline.....	14	Patchogue, N. Y..
Sept. 5	Point of Woods.....	1 mile ENE....	Ywl. yt. Avocet.....	13	do.....
6	Smiths Point.....	100 yds. E.....	Str. F. H. Beckwith....	195	New London, Conn.
12	Oak Island.....	1 mile SE....	Sc. Helen A. Brown.....	44	Cold Spring, N. Y.
26	Short Beach.....	5 miles SE....	Gas lch. A. E. Vreeland..	21	Patchogue, N. Y..
26	Short Beach and Point Lookout.	2 miles W. by S. of Short Beach Sta.	Gas lch. Two Brothers..	14	do.....
Oct. 15	Short Beach.....	200 yds. NNW.	Sc. Ellen M. Miller.....	19	do.....
21	Forge River.....	1 mile S.....	Gas lch. Ira Marshall..	12	Seaford, Del.....
Nov. 11	Point of Woods.....	1 mile NNW....	Gas lch. T. W. Anderson..	26	Patchogue, N. Y..
18	Short Beach.....	$1\frac{1}{2}$ miles WSW.	Gas lch. Agtle.....	9	do.....
29	do.....	$1\frac{1}{2}$ miles WSW.	Gas lch. Clara.....	19	Somers Point, N. J.
Dec. 9	Oak Island and Fire Island.	Fire Island Bar.	Sc. Thomas F. J. Howlett.	48	Philadelphia, Pa..
15	Oak Island.....	$2\frac{1}{2}$ miles SE....	Gas lch. Lena.....	11	New York.....
20	Point of Woods.....	$\frac{1}{2}$ mile W.....	Gas lch. Albion.....	12	do.....
26	Oak Island.....	1 mile N.....	Slp. Ellen Suisbe.....	6	Patchogue, N. Y..
1910.					
Jan. 27	Rockaway Point.....	$4\frac{1}{2}$ miles W....	Str. El Mar.....	3,531	New York.....
Feb. 12	Point Lookout and Short Beach.	$\frac{1}{2}$ mile S. Point Lookout.	Gas. lch. Monmouth....	11	Philadelphia, Pa..

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1910—documented vessels—Continued.

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.
Jones Point, N. Y., to Newport, R. I.	Gravel....	\$8,000	\$500	\$8,500	\$200	3			
Port Washington, N. Y., to Newport, R. I.	.....	16,000		16,000	50	8			
Block Island to Matunuck, R. I.	.....	450		450	450	3			
Machias, Me., to Narragansett Pier, R. I.	Lumber...	2,500	3,000	5,500	200	5			
At mooring.....	.....	5,000		5,000					
Advocate, Nova Scotia, to New York.	Piling.....	18,000	5,000	23,000		8			
New York to Noank, Conn.	.....	35,000		35,000	35,000	4			
Ceylon, Ga., to Bridgeport, Conn.	Lumber...	6,000	13,000	19,000	300	7			
Parrsboro, Nova Scotia, to Providence, R. I.	.....	8,000		8,000		5			
Greenport, N. Y., to Fall River, Mass.	.....	25,000		25,000		9			
New York to St. Johns, New Brunswick.	.....	10,000		10,000	1,500	7	3	3	
On fishing trip.....	.....	800		800		2	2	6	
Chincoteague, Va., to Providence, R. I.	Oysters....	4,000	1,450	5,450	300	6			
New York to Bangor, Me.	.....	75,000		75,000	5,000	16			
do.....	Oil.....	85,000	40,000	125,000	62,000	8			
New York to Block Island, R. I.	Coal.....	1,500	1,000	2,500	500	3			
.....	.....	300,250	63,950	364,200	105,500	94	5	9	

COAST OF LONG ISLAND.

Perth Amboy, N. J., to Patchogue, N. Y.	Coal.....	\$3,500	\$200	\$3,700		4			
New York to Jacksonville, Fla.	do.....	10,000	2,050	12,050	\$12,050	9	3	3	
Freeport to Dunderberg, N. Y.	.....	2,000		2,000		2			
Fire Island to Baldwin, N. Y.	.....	1,000		1,000		3			
At mooring.....	.....	1,000		1,000		6			
On fishing trip.....	Fish.....	33,000	90	33,090		24			
Patchogue to Greenport, N. Y.	.....	800		800		3			
New York to Islip, N. Y.	.....	4,500		4,500		3			
New York to Freeport, N. Y.	Gravel....	1,500	20	1,520		2			
Freeport to Peekskill, N. Y.	.....	800		800		3			
On fishing trip.....	.....	1,000		1,000		3			
Haverstraw to Sayville, N. Y.	Brick.....	1,500	260	1,760		2			
On oystering trip.....	Oysters....	2,500	10	2,510		3			
On fishing trip.....	.....	4,000		4,000		7			
Philadelphia, Pa., to Fire Island, N. Y.	.....	5,000		5,000	300	10			
Brooklyn to Fire Island, N. Y.	.....	800		800		3			
Freeport to Patchogue N. Y.	.....	1,500		1,500		2	2	6	
At mooring.....	.....	800		800					
Charleston, S. C., to New York.	General...	150,000	Unknown.	150,000	30,000	41			
Anglesea, N. J., to Jones Inlet, N. Y.	.....	1,200		1,200		5			

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.
1910.					
Feb. 24	Fire Island.....	1 mile NE.....	Gas. lch. Rosabell.....	23	Patchogue, N. Y..
Mar. 15	Fire Island and Oak Island.....	5 miles W. Fire Island Sta.	Sc. Wm. S. Tompkins.....	71	New York.....
24	Rocky Point.....	3 miles NW...	Sc. Abble.....	265	do.....
25	Point of Woods.....	1½ miles NNE.	Gas. lch. Amanda Bishop.	29	Patchogue, N. Y..
26	do.....	1 mile N.....	Sip. C. H. Green.....	19	do.....
28	Fire Island and Oak Island.....	5 miles W. Fire Island Sta.	Sip. S. F. Burns.....	27	do.....
Apr. 8	Oak Island.....	1 mile SSE....	Sc. Helen A. Brown.....	44	do.....
8	Fire Island.....	1 mile N.....	Gas. lch. A. E. Vreeland...	21	do.....
23	Point of Woods.....	1 mile NW....	Gas. lch. Trio.....	12	do.....
May 5	Point Lookout and Short Beach.	2 miles E. Point Lookout Sta.	Sc. Frances Smith.....	48	do.....
26	Short Beach.....	1½ miles W....	Sc. Caroline Augusta.....	27	do.....
27	Short Beach and Point Lookout.	1½ miles WSW. Short Beach Sta.	Sc. Henrietta.....	43	do.....
	Total.....				

DISTRICT NO. 5.—EMBRACING

1909.					
July 15	Hereford Inlet.....	½ mile SE.....	Gas. lch. Lizzie A.....	10	Camden, N. J....
15	do.....	½ mile NE.....	Gas. lch. Florence.....	10	do.....
24	Sandy Hook.....	½ mile SW....	Bge. Maryland.....	625	Philadelphia, Pa..
Aug. 1	Hereford Inlet.....	½ mile SE.....	Gas. lch. Thomas Martindale.	13	Somers Point, N.J.
5	do.....	1 mile S.....	Gas. lch. Neptune.....	12	Chincoteague, Va.
14	Atlantic City.....	1 mile E.....	Gas. lch. Monmouth.....	11	Philadelphia, Pa..
24	Hereford Inlet.....	3¼ miles S....	Gas. lch. Francis Smith...	31	Somers Point, N.J.
25	Two Mile Beach and Cold Spring.	1 mile SW. Two Mile Beach Sta.	Str. Aurelia.....	22	Philadelphia, Pa..
25	do.....	do.....	Bge. Charles W. Davis.....	221	do.....
31	Little Beach.....	½ mile NW....	Gas. lch. Helen S.....	21	Somers Point, N.J.
Sept. 3	Hereford Inlet.....	1½ miles S....	Str. Queen City.....	42	do.....
5	Atlantic City and Absecon.	¼ mile E. of Atlantic City Sta.	Sip. The Chalfonte.....	15	do.....
7	Seabright.....	800 yds. SE....	Gas. lch. Ira and Abble...	14	Newport, R. I....
18	Hereford Inlet.....	1½ miles S....	Gas. lch. Albert L.....	13	Bridgeton, N. J...
Oct. 9	Island Beach.....	300 yds. E....	Str. Bay View.....	1,399	Belfast, Me.....
14	Cold Spring.....	2½ miles E....	Str. Maj. W. Allen.....	27	Baltimore, Md....
20	Hereford Inlet.....	¾ mile S.....	Gas. lch. Holly.....	21	Somers Point, N.J.
26	Cape May.....	¼ mile E.....	Gas. lch. Tony.....	12	do.....
Nov. 23	Hereford Inlet.....	1 mile NE.....	Sc. Eva Blanche.....	23	Norfolk, Va.....
Dec. 4	Two Mile Beach.....	1 mile SW....	Gas. lch. Ira Marshall....	12	Philadelphia, Pa..
17	Barnegat and Forked River.	½ mile E. of Barnegat Sta.	Gas. lch. The Chalfonte....	15	Somers Point, N.J.
21	Brigantine.....	4 miles SE....	Str. American.....	5,591	New York.....
22	Atlantic City.....	¼ mile E. by N.	Gas. lch. Edith.....	8	Somers Point, N.J.
22	Little Beach and Little Egg.	2½ miles E. Little Beach.	Sc. J. R. Moffett.....	44	Chincoteague, Va.
26	Toms River and Island Beach.	¾ mile S. Toms River Sta.	Str. Thurmond.....	1,252	Belfast, Me.....

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1910—documented vessels—Continued.

COAST OF LONG ISLAND—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.
East Rockaway to Point of Woods, N. Y.	Lumber...	\$2,500	\$400	\$2,900	.....	2	.....	.....	.....
New York to Point of Woods, N. Y.	...do.....	2,500	4,000	6,500	.....	4	.....	.....	.....
Port Johnson, N. J., to Fall River, Mass.	Coal.....	5,000	3,000	8,000	.....	4	.....	.....	.....
Northport to Sayville, N. Y.	Oysters...	3,500	900	4,400	.....	3	.....	.....	.....
...do.....	...do.....	1,000	600	1,600	.....	2	.....	.....	.....
Sayville to Greenport, N. Y.	.....	2,000	.....	2,000	.....	2	.....	.....	.....
Norwich, Conn., to West Sayville, N. Y.	Oysters...	800	1,100	1,900	\$200	3	.....	3	6
Islip to Fire Island, N. Y.	.....	3,500	.....	3,500	.....	3	.....	.....	.....
Northport to Patchogue, N. Y.	Oysters...	2,000	600	2,600	.....	2	.....	.....	.....
New York to Freeport, N. Y.	Coal.....	2,000	500	2,500	400	3	.....	.....	.....
Norwalk, Conn., to Freeport, N. Y.	Oysters...	700	100	800	.....	2	.....	.....	.....
Bridgeport, Conn., to Freeport, N. Y.	...do.....	1,000	1,200	2,200	.....	2	.....	.....	.....
.....	.....	252,900	15,030	267,930	42,950	167	.....	8	15

COAST OF NEW JERSEY.

On fishing trip.....	.....	\$2,800	.....	\$2,800	.....	15	.....	.....	.....
Stone Harbor to Angelsea, N. J.	.....	2,000	.....	2,000	.....	14	.....	.....	.....
Thompson Point to Hoboken, N. J.	Iron ore...	15,000	\$2,500	17,500	\$3,335	5	.....	3	3
On fishing trip.....	.....	2,000	.....	2,000	.....	47	.....	.....	.....
...do.....	.....	2,000	.....	2,000	.....	8	.....	.....	.....
...do.....	.....	2,800	.....	2,800	.....	6	.....	.....	.....
...do.....	.....	8,000	.....	8,000	.....	12	.....	.....	.....
Bellevue, Del., to Cold Spring Inlet, N. J.	.....	2,000	.....	2,000	2,000	3	.....	.....	.....
...do.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Atlantic City to Great Bay, N. J.	Stone.....	5,000	655	5,655	300	2	.....	.....	.....
On fishing trip.....	.....	2,000	.....	2,000	.....	3	.....	.....	.....
On fishing trip.....	.....	12,000	.....	12,000	.....	20	.....	.....	.....
On pleasure trip.....	.....	3,000	.....	3,000	100	37	.....	.....	.....
At mooring.....	Lobsters...	900	100	1,000	.....	.....	.....	.....	.....
On fishing trip.....	Fish.....	2,500	225	2,725	.....	6	.....	.....	.....
Portland, Me., to Newport News, Va.	.....	30,000	.....	30,000	.....	20	.....	.....	.....
Baltimore, Md., to Cold Spring Inlet, N. J.	.....	6,000	.....	6,000	6,000	4	.....	.....	.....
On fishing trip.....	.....	4,000	.....	4,000	.....	8	.....	.....	.....
Atlantic City, N. J., to Philadelphia, Pa.	.....	1,000	.....	1,000	.....	3	.....	.....	.....
Great Sounds, N. J., to Hog Island, Va.	.....	1,700	.....	1,700	.....	3	.....	.....	.....
New York to Seaford, Del.	.....	2,000	.....	2,000	35	2	.....	2	2
Atlantic City to Barnegat Inlet, N. J.	Fish.....	3,000	50	3,050	.....	7	.....	.....	.....
Puerto, Mexico, to New York.	General...	500,000	400,000	900,000	.....	45	.....	.....	.....
On fishing trip.....	Fish.....	1,700	300	2,000	.....	5	.....	.....	.....
Chincoteague, Va., to Beach Haven, N. J.	Lumber...	1,500	4,500	6,000	4
Newport News, Va., to Portland, Me.	Coal.....	55,000	6,165	61,165	61,165	20	20	20

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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.
1910.					
Jan. 1	Atlantic City.....	$\frac{3}{4}$ mile E.....	Gas. lch. Commander.....	11	Somers Point, N.J.
7	Hereford Inlet.....	1 mile NE.....	Gas. lch. Gloriana.....	11	.....do.....
17	Atlantic City.....	1 mile SW.....	Gas. lch. Mist.....	23	New York.....
18	Ship Bottom, Long Beach, and Harvey Cedars.....	$\frac{1}{2}$ mile NE. of Ship Bottom Sta.....	Bk. Fortuna (It.).....	924	Trapani, Italy.....
Feb. 4	Barnegat.....	$\frac{1}{4}$ mile NW.....	Gas. lch. Goldy Budd.....	15	Somers Point, N.J.
5	Little Beach and Little Egg.....	2 miles E. Little Beach Sta.....	Sc. D. J. Wheaton.....	48	Chincoteague, Va.
6	Barnegat.....	$\frac{1}{4}$ mile N.....	Gas. lch. Guyasuta.....	9	Somers Point, N.J.
7	.....do.....	do.....	Gas. lch. Neptune.....	12	Chincoteague, Va.
11	Sandy Hook.....	2 $\frac{1}{2}$ miles SSE.....	Gas. lch. Libbie.....	33	New York.....
11	Sandy Hook and Spermaceti Cove.....	3 $\frac{1}{2}$ miles SSE. of Sandy Hook Sta.....	Sc. Franklin D. Nelson.....	29	.....do.....
23	Long Beach.....	$\frac{1}{4}$ miles S.....	Sc. John B. Biemiller.....	1,077	Bath, Me.....
23	Hereford Inlet and Tathams.....	1 mile NE.....	Gas. lch. Gloriana.....	11	Somers Point, N.J.
Mar. 25	Little Beach and Brigantine.....	$\frac{1}{2}$ miles S. Little Beach Sta.....	Slp. Sally.....	29	Norfolk, Va.....
Apr. 3	Spermaceti Cove.....	1 mile NW.....	Slp. yt. Tonawanda.....	11	New York.....
7	Spring Lake, Squan Beach, and Shark River.....	$\frac{1}{2}$ miles SE. Spring Lake Sta.....	Bge. Katherine Dempsey.....	473	Philadelphia, Pa.....
11	Little Egg and Bonds.....	1 mile N. Little Egg Sta.....	Sc. Joseph Allen.....	56	Newport News, Va.....
May 3	Hereford Inlet and Tathams.....	$\frac{1}{4}$ miles NNE.....	Gas. lch. Photograph.....	10	Camden, N. J.....
6	Little Egg.....	10 miles N.....	Sc. Herman Ellis.....	23	Norfolk, Va.....
11	Bonds.....	$\frac{1}{4}$ miles W.....	Sc. S. J. Delan.....	36	Chincoteague, Va.....
16	Hereford Inlet.....	$\frac{1}{4}$ miles SE.....	Sc. Eugene H. Cathrall.....	42	Bridgeton, N. J.....
19	.....do.....	$\frac{1}{2}$ mile NE.....	.....do.....	42	.....do.....
June 2	.....do.....	$\frac{1}{4}$ miles NE.....	Gas. lch. Adeline.....	7	Somers Point, N.J.
5	.....do.....	$\frac{1}{2}$ mile SE.....	Gas. lch. Leslie.....	8	Bridgeton, N. J.....
5	Atlantic City.....	1 mile SE.....	Str. Brazoria.....	423	Atlantic City, N.J.
27	Hereford Inlet.....	$\frac{1}{4}$ miles ENE.....	Str. Queen City.....	42	Somers Point, N.J.
27	.....do.....	$\frac{1}{4}$ mile SE.....	Gas. lch. Alberta L.....	13	Bridgeton, N. J.....
27	Hereford Inlet and Tathams.....	$\frac{1}{4}$ miles ENE. Hereford Inlet Sta.....	Sc. Frances Smith.....	31	Somers Point, N.J.
	Total.....				

DISTRICT NO. 6.—EMBRACING COAST BETWEEN

1909.					
July 26	Smith Island.....	3 $\frac{1}{2}$ miles SW.....	Sc. Helen Windsor.....	18	Cape Charles, Va.....
Aug. 11	Lewes.....	$\frac{1}{4}$ miles NNE.....	Sc. De Mory Gray.....	401	New York.....
Sept. 13	Cape Henlopen and Lewes.....	$\frac{1}{4}$ miles N. of Cape Henlopen Sta.....	Sc. John Proctor.....	498	Boston, Mass.....
20	Metomkin Inlet.....	$\frac{1}{2}$ mile SW.....	Gas. lch. Accomac.....	13	Chincoteague, Va.....
Oct. 24	Cape Henlopen and Lewes.....	2 $\frac{1}{2}$ miles NNW. of Cape Henlopen Sta.....	U. S. S. Viper.....	180	.....do.....
Nov. 25	Hog Island.....	1 mile SE.....	Sc. Thomas J. Hickman ..	9	Cape Charles, Va.....
29do.....do.....	Sc. Robert J. Poulson.....	29do.....
Dec. 22	Assateague Beach.....	$\frac{1}{4}$ miles S. $\frac{1}{2}$ E.....	Sc. Sadie.....	51	Philadelphia, Pa.....

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1910—documented vessels—Continued.

COAST OF NEW JERSEY—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.....	\$2,500	\$25	\$2,525		5			
Lying at mooring.....		1,000		1,000		2			
New York to Norfolk, Va.....		7,000		7,000	\$7,000	8			
Barbados to New York.....		8,000		8,000	8,000	17	17	17	136
On fishing trip.....		2,000		2,000		5			
Chincoteague, Va., to Beach Haven, N. J.....	Lumber...	3,000	900	3,900		3			
On fishing trip.....		1,500		1,500		5			
At mooring.....		1,500		1,500		5			
On fishing trip.....	Fish.....	6,000	200	6,200		9	9	9	9
do.....	do.....	900	60	960	960	8	8	8	20
Porto Rico to New York.....	Sugar.....	40,000	135,000	175,000		10			
On fishing trip.....		1,000		1,000	50	3			
Hampton, Va., to Brigantine, N. J.....	Oysters...	3,000	700	3,700	100	3	3	3	6
On pleasure trip.....		800		800		5			
Suffolk, Va., to Brooklyn, N. Y.....	Lumber...	10,000	10,000	20,000	4,500	3			
Chincoteague, Va., to West Creek, N. J.....	Oysters...	2,000	700	2,700		3			
Stone Harbor to Angelsea, N. J.....		1,500		1,500		4			
Little Egg Harbor, N. J., to Bridgeport, Conn.....		2,000		2,000	20	3			
Bridgeport, Conn., to West Creek, N. J.....	Oysters...	1,500	1,400	2,900		2			
Tending buoys.....		900		900		3			
do.....		900		900		3			
Somers Point to Angelsea, N. J.....		800		800		2			
On fishing trip.....		1,200		1,200		32			
Philadelphia, Pa., to Atlantic City, N. J.....	General...	25,000	3,000	28,000	500	14			
On fishing trip.....		12,000		12,000	25	18			
do.....		2,500	50	2,550	50	6			
do.....	Fish.....	8,000	720	8,720	540	11			
		814,400	567,250	1,381,650	94,680	491	62	62	196

CAPE HENLOPEN AND CAPE CHARLES.

Baltimore, Md., to Brighton, Va.....	Coal.....	\$1,600	\$190	\$1,790		2			
New York to Norfolk, Va.....	Salt.....	6,000	3,000	9,000	\$540	6			
do.....	Stone.....	5,000	1,500	6,500	6,500	6	6	6	6
On oystering trip.....		3,000		3,000		4			
New York to Charleston, S. C.....		100,000		100,000		12			
Willis Wharf to Hog Island, Va.....	Ice.....	400	10	410		2			
Norfolk to Chincoteague, Va.....	Lumber...	2,500	800	3,300		3			
Virginia to Cape May, N. J.....	do.....	7,000	925	7,925	50	3			

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.
1910.					
Feb. 5	Cobb Island.....	2 miles SSE...	Sc. Jennie N. Huddell.....	279	New York.....
11	Lewes.....	$\frac{1}{2}$ mile NW....	Sc. Gracie.....	45	Stonington, Conn.
18	do.....	13 $\frac{1}{2}$ miles N....	Sc. Fred A. Davenport....	746	New York.....
18	Cobb Island and Smith Island.	10 miles SSE. Cobb Island Sta.	Shp. Norwood (Br.).....	1,718	Maitland, Nova Scotia.
Mar. 30	Cape Henlopen and Lewes.	1 $\frac{1}{2}$ miles E. by N. of Cape Henlopen Sta.	Str. Valhalla (Br.).....	2,628	West Hartlepool, England.
Apr. 10	Assateague Beach....	3 miles NE....	Gas. lch. Hazel D. Moore..	14	Chincoteague, Va..
15	Hog Island.....	$\frac{1}{2}$ mile SW....	Sc. Claudia V.....	22	do.....
May 9	do.....	1 $\frac{1}{2}$ miles SW....	Sc. Falcon.....	11	Mobile, Ala.....
	Total.....				

DISTRICT NO. 7.—EMBRACING COAST

1909.					
Aug. 13	Portsmouth.....	1 $\frac{1}{2}$ miles N....	Sc. Shearwater.....	20	Elizabeth City, N. C.
13	Core Bank.....	1 $\frac{1}{2}$ miles NW..	Sc. Charmer.....	20	Beaufort, N. C....
16	do.....	1 $\frac{1}{2}$ miles NW. by W.	Sc. Eugenie.....	11	do.....
Sept. 12	Durants and Hatteras Inlet.	5 miles W. of Durants Sta.	Sc. Cecil.....	17	Newbern, N. C....
Oct. 19	Core Bank.....	10 miles NNE.	Sc. Neva Pearl.....	15	Elizabeth City, N. C.
Nov. 8	Little Kinnakeet....	2 $\frac{1}{2}$ miles WSW.	Slp. Mary J. Wroldsen....	7	do.....
17	Cape Fear.....	15 miles ESE.	Sc. Eleazer W. Clark....	934	Portland, Me.....
28	Cape Hatteras, Hatteras Inlet, Creeds Hill, and Big Kinnakeet.	Inner Diamond Shoals.	Str. Brewster (Ger.).....	1,517	Hamburg, Germany.
30	Fort Macon.....	10 miles S....	Sc. Marie Palmer.....	1,904	Boston, Mass.....
Dec. 1	Cape Fear.....	13 miles SSE..	do.....	1,904	do.....
2	Durants and Hatteras Inlet.	4 miles WNW. of Durants Sta.	Sc. Cape Charles.....	29	Newbern, N. C....
2	Oak Island.....	3 $\frac{1}{2}$ miles SSE..	Sc. Mary A. Hall.....	381	Deer Isle, Me.....
12	Creeds Hill.....	3 miles SSE..	Str. Nicholas Cuneo (Nor.)	1,950	Flekkefjord, Norway.
22	Fort Macon.....	1 $\frac{1}{2}$ miles N. by E.	Gas. lch. Ripple.....	10	Beaufort, N. C....
23	Ocracoke.....	2 $\frac{1}{2}$ miles WSW.	Gas. lch. Spray.....	7	do.....
25	Big Kinnakeet and Little Kinnakeet.	$\frac{1}{2}$ mile W. of Big Kinnakeet Sta.	Sc. Mattie May.....	7	Newbern, N. C....
26	Portsmouth.....	3 miles N....	Sc. Mary Bell.....	18	Beaufort, N. C....
29	Ocracoke.....	1 mile S....	Sc. C. C. Donoho.....	18	Newbern, N. C....
1910.					
Jan. 3	Hatteras Inlet.....	5 miles NE....	Sc. Columbia.....	21	Beaufort, N. C....
4	Chicamacomico.....	3 miles W....	Sc. R. C. Beaman.....	12	Elizabeth City, N. C.
5	Cape Lookout.....	1 mile NW....	Sc. Victor C. Records....	293	Seaford, Del.....
11	Portsmouth.....	4 miles E....	Gas. lch. Viola.....	8	Beaufort, N. C....
21	Ocracoke.....	$\frac{1}{2}$ mile W....	Sc. C. C. Donoho.....	18	Newbern, N. C....
Feb. 1	Big Kinnakeet, Cape Hatteras, and Little Kinnakeet.	3 $\frac{1}{2}$ miles S. of Big Kinnakeet Sta.	Sc. Frances.....	677	New York.....

1910—documented vessels—Continued.

CAPE HENLOPEN AND CAPE CHARLES—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.
Norfolk, Va., to New York..	Lumber ..	\$4,000	\$4,000	\$8,000	\$8,000	5	....	5	5
On fishing trip.....	Fish.....	2,000	400	2,400	1,900	11	....	11	33
Philadelphia, Pa., to Mayport, Fla.	Coal.....	35,000	3,000	38,000	50	8	....	....	....
Bonair, West Indies, to Boston, Mass.	Salt.....	15,000	5,500	20,500	20,500	18	....	18	18
Rosario, South America, to Philadelphia, Pa.	Linseed...	150,000	120,000	270,000	.....	23	....	....	....
Somers Point, N. J., to Assateague, Va.	.....	1,000	.....	1,000	300	3	....	....	....
Hog Island, Va., to Cape May, N. J.	Oysters...	1,000	300	1,300	.....	3	....	....	....
Mobile, Ala., to New York..	.....	2,000	.....	2,000	.....	4	....	....	....
.....	.....	335,500	139,625	475,125	37,840	113	....	40	62

BETWEEN CAPE HENRY AND CAPE FEAR.

Portsmouth to Fairfield, N. C.	Shells.....	\$1,700	\$90	\$1,790	.....	4	....	....	....
Beaufort to Newbern, N. C..	Fish scrap.	1,200	1,300	2,500	.....	3	....	....	....
On fishing trip.....	Fish.....	800	1,200	2,000	\$50	10	....	....	....
Pungo River to Hatteras, N. C.	Wood.....	300	30	330	.....	4	....	....	....
Beaufort to Newbern, N. C..	Fish scrap	1,000	600	1,600	220	2	....	....	....
Elizabeth City to Buxton, N. C.	Furniture.	300	300	600	.....	8	....	....	....
Maurer, N. J., to Savannah, Ga.	Paving blocks.	16,000	10,000	26,000	26,000	8	....	8	8
Port Antonio, Jamaica, to New York.	Fruit.....	75,000	36,000	111,000	111,000	33	....	12	36
Carteret, N. J., to Savannah, Ga.	Fertilizer..	90,000	40,000	130,000	.....	10	....	....	....
do.....	do.....	90,000	40,000	130,000	130,000	10	....	....	....
Columbia to Newbern, N. C..	Cotton-seed.	200	300	500	.....	2	....	....	....
Jacksonville, Fla., to Boston, Mass.	Lumber...	6,000	11,500	17,500	.....	6	....	....	....
New York, N. Y., to Port Antonio, Jamaica.	.....	150,000	.....	150,000	.....	33	....	....	....
Morehead City to Beaufort, N. C.	Ice.....	1,200	10	1,210	.....	3	....	....	....
Ocracoke to Beaufort, N. C..	.....	1,000	.....	1,000	.....	2	....	....	....
Lying at mooring.....	.....	200	.....	200	.....	2	....	....	....
do.....	.....	1,000	.....	1,000	.....	1	....	....	....
Middle Creek to Ocracoke, N. C.	Corn.....	700	1,200	1,900	.....	2	....	....	....
South Creek to Hatteras, N. C.	Net stakes	500	200	700	.....	2	....	....	....
Powells Point to Rodanthe, N. C.	Wood.....	300	5	305	.....	12	....	....	....
Charleston, S. C., to New York.	Lumber...	10,000	10,000	20,000	.....	7	....	....	....
Beaufort to Ocracoke, N. C.	.....	1,500	.....	1,500	.....	2	....	....	....
Middle Creek to Ocracoke, N. C.	.....	700	.....	700	.....	3	....	1	1
New York to Jacksonville, Fla.	Cement...	12,000	5,600	17,600	17,600	8	8	....	....

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 vessel.	Tonnage.	Home port.
1910. Feb. 6	False Cape and Little Island.	2 miles N. of False Cape Sta.	Sc. Carrie A. Norton.....	559	New London, Conn.
20	Portsmouth.....	5 miles S.....	Str. Arroyo (Br.).....	3,564	Glasgow, Scotland.
Apr. 1	False Cape.....	2½ miles E.....	Str. Margherita (Aust.).....	3,269	Trieste, Austria...
5	Oak Island.....	3 miles W. by S.....	Str. Stowford (Br.).....	2,844	Newcastle, England.
10	Core Bank.....	9 miles NE. by E.....	Sc. Thomas.....	513	Philadelphia, Pa..
19	Ocracoke.....	1 mile W.....	Yt. Alga.....	9	Trenton, N. J.....
May 1	Oak Island and Cape Fear.	4½ miles S. by E.....	Sc. Annie F. Kimball.....	401	Philadelphia, Pa..
1	Currituck Beach and Penneys Hill.	1 mile NNE. Currituck Beach Sta.	Str. Roland (Ger.).....	3,603	Bremen, Germany
10	Cape Lookout.....	¾ mile NNE.....	Sc. Bayard Hopkins.....	269	Seaford, Del.....
June 30	Oak Island.....	3 miles SSE.....	U. S. dredge Gen. C. B. Comstock.	942	U. S. Government.
	Total.....				

DISTRICT NO. 8.—EMBRACING COASTS OF SOUTH

1909. Dec. 30	Chester Shoal.....	5 miles S.....	Gas. lch. Mystic.....	11	St. Augustine, Fla.
1910. Jan. 23	Fort Lauderdale.....	½ mile SSE.....	Gas. lch. Tigress.....	24	New York.....
Feb. 27	do.....	¾ mile SE.....	Gas. lch. Reomar.....	52	do.....
	Total.....				

DISTRICT NO. 9.—EMBRACING GULF

1909. Sept. 6	Aransas.....	½ mile E.....	Str. C. H. Moore.....	46	Galveston, Tex....
Nov. 21	Galveston.....	1½ miles NW.....	Gas. lch. Bessie Lee.....	6	do.....
Dec. 9	Aransas.....	½ mile NNE.....	Gas. lch. Wave.....	13	do.....
12	Santa Rosa.....	3 miles NW.....	Gas. lch. Sea Em.....	13	Mobile, Ala.....
13	do.....	do.....	Sc. Clara P. Sewall.....	52	Pensacola, Fla....
1910. Jan. 24	Galveston.....	3½ miles NNW.....	Gas. lch. Rona.....	21	Galveston, Tex....
28	San Luis.....	1½ miles NW.....	U. S. gas. lch. Bastrop.....	16	do.....
29	Saluria.....	3½ miles E.....	Sip. yt. Vayu.....	11	Muskegon, Mich...
Feb. 17	Santa Rosa.....	5 miles W.....	Bk. Triunfo (Span.).....	237	Santa Cruz de la Palma.
Mar. 17	San Luis.....	12 miles NE. by N.....	Gas. lch. Mathilda.....	30	Galveston, Tex....
May 21	Saluria.....	13 miles NE. by N.....	Sc. Lue Ella.....	13	Port Lavaca, Tex..
22	Sabine Pass.....	¾ mile SSE.....	Bge. James Clooney.....	240	Galveston, Tex....
June 9	Galveston.....	3¼ miles NW.....	Sip. Susie Hall.....	9	do.....
	Total.....				

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1910—documented vessels—Continued.

BETWEEN CAPE HENRY AND CAPE FEAR—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.
Jacksonville, Fla., to New York.	Lumber...	\$9,000	\$9,500	\$18,500	\$9,000	8	8	8	24
Santiago de Cuba to Philadelphia, Pa.	Iron ore...	126,360	190,510	316,870	316,870	30	30	30	184
New Orleans, La., to Norfolk, Va.	General...	100,000	100,000	200,000	.....	28	.....	.....	.....
Caleta Buena, Chill, to Wilmington, N. C.	Nitrate of soda.	100,000	125,000	225,000	.....	26	.....	.....	.....
Philadelphia, Pa., to Charleston, S. C.	Coal.....	10,000	2,500	12,500	12,500	7	4	4	8
New York to New Orleans, La.	.....	2,000	.....	2,000	.....	3	.....	.....	.....
Baltimore, Md., to Wilmington, N. C.	Coal.....	15,000	2,300	17,300	300	8	.....	.....	.....
Galveston, Tex., to Norfolk, Va.	Cotton....	100,000	300,000	400,000	.....	43	.....	.....	.....
New York to Georgetown, S. C.	.....	8,000	.....	8,000	.....	8	.....	.....	.....
Dredging on Cape Fear Bar	.....	90,000	.....	90,000	.....	27	.....	.....	.....
.....	.....	1,021,960	888,145	1,910,105	623,540	365	8	63	261

CAROLINA, GEORGIA, AND EASTERN FLORIDA.

Eau Gallie to Canaveral (lighthouse, Fla.)	Lumber...	\$1,500	\$160	\$1,660	.....	3	.....	.....	.....
New York to Miami, Fla.	.....	3,000	.....	3,000	.....	3	.....	.....	.....
Detroit, Mich., to Miami, Fla.	.....	35,000	.....	35,000	.....	10	.....	.....	.....
.....	.....	39,500	160	39,660	.....	16	.....	.....	.....

COAST OF THE UNITED STATES.

Port Arthur to Tarpon, Tex.	.....	\$18,000	.....	\$18,000	.....	10	.....	.....	.....
In harbor	.....	700	.....	700	\$5	1	.....	.....	.....
Aransas Pass to Tarpon, Tex.	.....	3,500	.....	3,500	.....	25	.....	.....	.....
On fishing trip	.....	1,500	.....	1,500	500	5	.....	.....	.....
do	.....	8,060	.....	8,060	.....	8	.....	.....	.....
Texas City to Galveston, Tex.	.....	4,000	.....	4,000	.....	13	.....	.....	.....
At mooring	.....	4,300	.....	4,300	.....	5	.....	.....	.....
Muskegon, Mich., to Corpus Christi, Tex.	.....	7,500	.....	7,500	.....	4	.....	.....	.....
Havana, Cuba, to Pensacola, Fla.	.....	5,000	.....	5,000	5,000	13	13	13	13
Galveston to Angleton, Tex.	.....	4,000	.....	4,000	.....	2	.....	.....	.....
Employed in harbor	.....	1,000	.....	1,000	.....	2	.....	.....	.....
do	.....	7,000	.....	7,000	.....	1	.....	.....	.....
Red Fish Reef to Galveston, Tex.	Shells....	500	75	575	10	2	.....	.....	.....
.....	.....	65,060	75	65,135	5,515	91	13	13	13

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.
1909.					
July 11	Marblehead.....	5 miles NW...	Str. Grandon.....	47	Sandusky, Ohio...
15	Louisville.....	Falls of the Ohio.	Str. Tarascon.....	358	Louisville, Ky....
Aug. 10	do.....	do.....	Gas. lch. Two States (and tow).	14	Evansville, Ind...
31	Cleveland.....	½ mile N.....	Sc. Emily E. Maxwell (Br).	327	Port Hope, Ontario.
Sept. 18	do.....	14 miles NW...	Str. John Pridgeon, jr.....	1,173	Buffalo, N. Y.....
22	Oswego.....	300 yards NW.	Gas. lch. Minnehaha.....	10	Oswego, N. Y.....
Oct. 14	Buffalo.....	265 yards SW.	Sc. Tyrone.....	2,117	Cleveland, Ohio...
Nov. 6	Marblehead.....	8 miles NW...	Str. F. A. Meyer.....	1,264	Buffalo, N. Y.....
8	do.....	½ mile E.....	Str. Arrow.....	365	Sandusky, Ohio...
22	Niagara.....	2 miles N.....	Str. Dunelm (Br.).....		Sunderland, England.
1910.					
Feb. 23	Louisville.....	Falls of the Ohio.	Gas. lch. White Swan (and tow).		Evansville, Ind...
Apr. 13	Erie.....	5 miles NNW..	Gas. lch. Willis W.....	10	Erie, Pa.....
June 9	Cleveland.....	½ mile NNW..	St. yt. Apache.....	21	Detroit, Mich.....
	Total.....				

DISTRICT NO. 11.—EMBRACING COASTS

1909.					
Aug. 9	Vermilion.....	8½ miles E...	Str. William A. Hawgood..	6,530	Cleveland, Ohio...
9	Portage.....	21 miles NE...	Sc. Sagamore.....	3,250	do.....
9	do.....	do.....	Str. Pathfinder.....	2,424	do.....
19	Thunder Bay Island.	¼ mile NW.....	Slp. yt. Tarpon.....	26	Milwaukee, Wis...
Sept. 3	Tawas.....	3 miles SW.....	Str. D. A. Trumpour.....	9	Port Huron, Mich.
25	Deer Park.....	3 miles E.....	Str. South Shore.....	73	Chicago, Ill.....
Oct. 18	Port Austin and Harbor Beach.	½ mile NW. of Port Austin sta.	Gas. lch. Pilot.....	22	Marquette, Mich..
Nov. 21	Harbor Beach.....	½ mile NE.....	Sc. Arbella Sands (Br.)...		Canada.....
5	Bois Blanc.....	5 miles SW by S.	Str. Odanah.....	4,907	Cleveland, Ohio...
13	Pointe aux Barques..	3¼ miles ESE..	Str. Prince Rupert (Br)..	1,158	Digby, Nova Scotia.
16	Duluth.....	20 miles ESE..	Gas. lch. City of Two Harbors.	15	Duluth, Minn.....
22	Harbor Beach.....	½ mile E.....	Sc. Jennie Weaver.....	88	Port Huron, Mich.
22	Hammond.....	5 miles W.....	Gas. lch. Carrie E.....	9	Grand Haven, Mich.
23	Harbor Beach.....	½ mile NE.....	Str. Bethlehem.....	2,633	Buffalo, N. Y.....
25	Thunder Bay Island..	6 miles W.....	Str. Oscar T. Flint.....	823	Duluth, Minn.....
29	Harbor Beach.....	½ mile ENE...	Str. Iron King.....	1,702	Buffalo, N. Y.....
Dec. 6	Bois Blanc.....	3 miles SW. by W.	Sc. Annie M. Peterson....	631	Chicago, Ill.....
6	do.....	do.....	Str. D. L. Filer.....	357	do.....
1910.					
Apr. 4	Harbor Beach.....	½ mile ENE...	Str. Joseph C. Suit.....	318	Port Huron, Mich.
17	Harbor Beach and Pointe aux Barques.	8 miles NNW. of Harbor Beach sta.	Str. Bethlehem.....	2,633	Buffalo, N. Y.....
25	Grand Marais.....	½ mile N.....	Str. Lycoming.....	1,448	do.....
29	Middle Island.....	30 miles SE...	Str. Leland.....	366	Port Huron, Mich.

1910—documented vessels—Continued.

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.
Put-in-Bay to Sandusky, Ohio.	.....	\$2,000	.....	\$2,000	\$25	10	.....	.....	.....
Lying at mooring.....	.....	20,000	.....	20,000	.....	22	.....	.....	.....
West Point to Louisville, Ky.	Miscellaneous.	1,700	\$200	1,900	.....	5	.....	.....	.....
Port Hope, Ontario, to Cleveland, Ohio.	.....	6,000	.....	6,000	6,000	6	.....	6	6
Cutler, Ontario, to Tonawanda, N. Y.	Lumber.....	20,000	20,000	40,000	40,000	14	.....	.....	.....
Employed in harbor.....	Stone.....	800	10	810	.....	1	.....	.....	.....
Tonawanda, N. Y., to upper lakes.	.....	140,000	.....	140,000	.....	8	.....	.....	.....
Kelley Island, Ohio, to Duluth, Minn.	Stone.....	25,000	600	25,600	100	15	.....	.....	.....
Kelley Island to Marblehead, Ohio.	General.....	100,000	1,000	101,000	.....	64	.....	.....	.....
Port Dalhousie to Kingston, Ontario.	Oats.....	125,000	4,500	129,500	.....	23	.....	.....	.....
Leavenworth, Ind., to Louisville, Ky.	Grain.....	5,700	1,100	6,800	.....	4	.....	.....	.....
On fishing trip.....	.....	1,500	.....	1,500	.....	4	.....	.....	.....
Buffalo, N. Y., to Detroit, Mich.	.....	4,000	.....	4,000	300	11	.....	11	11
.....	.....	451,700	27,410	479,110	46,425	187	.....	17	17

OF LAKES HURON AND SUPERIOR.

Two Harbors, Minn., to Cleveland, Ohio.	Iron ore...	\$425,000	\$31,500	\$456,500	.....	31	.....	.....	.....
.....do.....	.....do.....	150,000	17,000	167,000	\$10,000	11	.....	.....	.....
.....do.....	.....do.....	200,000	15,000	215,000	28,000	21	.....	.....	.....
Lying at mooring.....	.....	2,500	.....	2,500	.....	3	.....	.....	.....
Fishing trip.....	Fish.....	2,000	10	2,010	.....	3	.....	.....	.....
Whitefish Point to Grand Marais, Mich.	Fish and nets.	8,000	3,000	11,000	.....	8	.....	.....	.....
Detroit to Mackinac, Mich.	.....	7,000	.....	7,000	.....	2	.....	.....	.....
.....	Lumber.....	3,000	4,000	7,000	.....	7	.....	.....	.....
Escanaba, Mich., to Cleveland, Ohio.	Iron ore.....	350,000	21,000	371,000	.....	23	.....	.....	.....
Fort William to Kingston, Ontario.	Wheat.....	150,000	110,000	260,000	1,000	17	.....	.....	.....
Duluth to Two Harbors, Minn.	Barrelsand salt.	2,000	300	2,300	300	5	.....	.....	.....
Lying at dock.....	Hay.....	2,000	400	2,400	.....	5	.....	.....	.....
Cheboygan to Hammond Bay, Mich.	Stone and nets.	1,200	2,100	3,300	100	2	.....	.....	.....
Buffalo, N. Y., to Chicago, Ill.	General.....	150,000	150,000	300,000	.....	24	.....	.....	.....
Tonawanda, N. Y., to Superior, Wis.	Salt and stone.	35,000	1,320	36,320	36,320	13	.....	.....	.....
Buffalo, N. Y., to Marquette, Mich.	Coal.....	25,000	16,000	41,000	.....	17	.....	.....	.....
Erie, Pa., to Manistique, Mich.	.....	5,000	.....	5,000	.....	8	.....	.....	.....
.....do.....	.....	3,000	.....	3,000	.....	8	.....	.....	.....
Detroit to Harbor Beach, Mich.	General.....	12,000	3,000	15,000	700	10	.....	.....	.....
Chicago, Ill., to Buffalo, N. Y.	Flour.....	200,000	110,000	310,000	19,000	24	.....	.....	.....
Buffalo, N. Y., to Lake Linden, Mich.	Coal.....	20,000	12,000	32,000	3,200	14
Cleveland, Ohio, to Algoma, Canada.do.....	8,000	2,500	10,500	500	12

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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.
1910.					
May 17	Portage.....	34 miles NE....	U. S. S. Circle.....	10	U. S. Government.
22	Thunder Bay Island..	½ mile SE.....	Str. H. N. Jex.....	146	Toledo, Ohio.....
22	do.....	do.....	Sc. Shawnee.....	571	Detroit, Mich.....
29	Bois Blanc.....	18 miles N. by W.	Sc. Mary Ellen Cook.....	132	Milwaukee, Wis...
	Total.....				

DISTRICT NO. 12.—EMBRACING

1909.					
July 1	Sturgeon Bay Canal...	1½ miles NW...	Sc. Mary L.....	39	Milwaukee, Wis...
22	White River.....	300 yds. WSW	Slp. Wizard.....	6	Chicago, Ill.....
23	South Manitou Island.	4 miles SE....	Sc. Little Georgy.....	52	Grand Haven, Mich.
Aug. 6	Kewaunee.....	300 yards NW.	Str. Southern Cross.....	25	Milwaukee, Wis...
9	Jackson Park.....	1½ miles N....	Gas. Ich. Kid.....	7	Chicago, Ill.....
20	Holland.....	Off station....	Sc. Little Georgy.....	52	Grand Haven, Mich.
24	Point Betsie and Frankfort.	9 miles NNE. of Point Betsie Sta.	Str. Robert C. Wente.....	335	do.....
Sept. 2	Plum Island.....	½ mile N.....	Sc. Lucy Graham.....	61	Milwaukee, Wis...
15	Charlevoix.....	2½ miles SW...	Sc. Sofie Fournica.....	22	Grand Haven, Mich.
19	Beaver Island.....	300 yards S....	Sc. Mary A. Gregory.....	87	do.....
24	St. Joseph.....	3 miles NW...	Gas. Ich. Grace W.....	15	do.....
Oct. 25	Old Chicago.....	4 miles NE....	Gas. Ich. Calumet.....	7	South Chicago, Ill.
9	Two Rivers.....	235 yards SE..	Gas. Ich. Diamond.....	9	Grand Haven, Mich.
11	Sturgeon Bay Canal...	2 miles SE....	Sc. Cora A.....	370	Chicago, Ill.....
12	do.....	10 miles NW...	Str. Eugene C. Hart.....	522	Milwaukee, Wis...
12	do.....	4½ miles NW...	Sc. Elva.....	69	do.....
14	Plum Island.....	8 miles SSW...	Sc. Grace M. Filer.....	237	Chicago, Ill.....
15	Two Rivers.....	8½ miles S....	Str. Wyoming.....	1,488	Buffalo, N. Y....
15	Sturgeon Bay Canal and Kewaunee.	11 miles S. of Sturgeon Bay Canal Sta.	Sc. Una.....	44	Milwaukee, Wis...
25	Muskegon.....	½ mile E.....	Sc. Mary Ludwig.....	68	Grand Haven, Mich.
Nov. 30	South Chicago.....	3 miles N....	Slp. yt. Neva.....	17	Chicago, Ill.....
11	Sheboygan.....	5½ miles N., ½ mile E.	Str. City of Rome.....	1,908	Cleveland, Ohio...
16	do.....	1 mile N.....	Sc. Commerce.....	327	Chicago, Ill.....
16	Two Rivers.....	4½ miles S....	Str. Francis Henton.....	397	do.....
16	Sturgeon Bay Canal...	3 miles SE....	Str. Louis Pahlow.....	366	do.....
22	Evanston and Old Chicago.	4 miles N. of Evanston Sta.	Str. Boston.....	1,829	Buffalo, N. Y....
30	Sturgeon Bay Canal...	23 miles N....	Sc. Lucy Graham.....	61	Milwaukee, Wis...
1910.					
Feb. 25	Two Rivers.....	¾ mile SE.....	Gas. Ich. Golden.....	9	Two Rivers, Wis..
25	do.....	do.....	Gas. Ich. Silver Star.....	7	do.....
Apr. 2	Jackson Park.....	½ mile E.....	Str. Erie.....	43	Chicago, Ill.....
3	Sturgeon Bay Canal...	4 miles NW...	Sc. Augustus.....	64	Milwaukee, Wis...

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1910—documented vessels—Continued.

OF LAKES HURON AND SUPERIOR—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.
Houghton to Copper Harbor, Mich.	.....	\$3,000	.....	\$3,000	\$500	4	.....	.....	.....
Toledo, Ohio, to Detour, Mich.	Coal.....	12,000	\$1,800	13,800	2,300	10	.....	10	34
.....do.....	.....do.....	5,000	2,700	7,700	1,500	6	.....	5	10
Michigan City, Ind., to Thessalon, Ontario.	.....	3,000	.....	3,000	200	5	.....	.....	.....
.....	.....	1,783,700	503,630	2,287,330	103,620	293	.....	15	44

COAST OF LAKE MICHIGAN.

Lying at mooring.....	.....	\$300	.....	\$300	.....	.....	.....	.....	.....
Chicago to Point Betsie, Mich.	.....	750	.....	750	\$100	3	.....	3	6
Cheboygan to Benton Harbor, Mich.	Lumber.....	600	\$200	800	.....	3	.....	.....	.....
Lying at mooring.....	.....	1,000	.....	1,000	.....	.....	.....	.....	.....
In harbor.....	.....	1,500	.....	1,500	.....	3	.....	.....	.....
Benton Harbor to Seecal Bay, Mich.	.....	800	.....	800	.....	2	.....	.....	.....
Beaver Island, Mich., to Milwaukee, Wis.	Lumber.....	13,000	4,700	17,700	3,700	15	.....	.....	.....
Washington Harbor to Algoma, Wis.	.....do.....	1,000	15,000	16,000	.....	3	.....	.....	.....
St. Ignace to North Port, Mich.	.....	600	.....	600	75	2	.....	.....	.....
Benton Harbor to Beaver Harbor, Mich.	Fruit.....	1,100	50	1,150	.....	3	.....	.....	.....
On fishing trip.....	Nets and fish.	3,000	400	3,400	.....	4	.....	.....	.....
.....do.....	.....	2,200	.....	2,200	.....	5	.....	.....	.....
Pentwater, Mich., to Sheboygan, Wis.	Fruit.....	2,000	75	2,075	.....	2	.....	.....	.....
Midland, Canada, to Chicago, Ill.	Lumber.....	8,000	6,720	14,720	.....	7	.....	.....	.....
Washington Island to Sturgeon Bay, Wis.	Peas.....	30,000	10,000	40,000	.....	27	.....	.....	.....
Cedar River to Milwaukee, Wis.	Laths.....	800	1,100	1,900	370	4	.....	.....	.....
Masonville, Mich., to Chicago, Ill.	Lumber.....	3,000	3,000	6,000	.....	7	.....	.....	.....
Buffalo, N. Y., to Chicago, Ill.	Steel rails and iron.	35,000	150,000	185,000	25,000	15	.....	.....	.....
Egg Harbor to Algoma, Wis.	Wood.....	500	160	660	30	2	.....	.....	.....
Muskegon to St. James, Mich	.....	1,000	.....	1,000	20	3	.....	.....	.....
In harbor.....	.....	1,000	.....	1,000	.....	1	.....	.....	.....
Buffalo, N. Y., to Chicago, Ill.	Coal.....	25,000	12,500	37,500	.....	16	.....	.....	.....
Boyne City, Mich., to Milwaukee, Wis.	Lumber.....	5,000	2,500	7,500	7,500	5	.....	2	12
Manistique, Mich., to Chicago, Ill.	.....do.....	15,000	8,000	23,000	18,000	11	.....	.....	.....
Ford River, Mich., to Chicago, Ill.	.....do.....	10,000	6,000	16,000	12,500	13	1	12	12
Chicago, Ill., to Buffalo, N. Y.	General... ..	125,000	65,000	190,000	5,000	21	.....	.....	.....
Milwaukee to Washington Island, Wis.	Mdse.....	800	2,000	2,800	.....	4	.....	.....	.....
On fishing trip.....	Nets and fish.	1,500	200	1,700	.....	4	.....	.....	.....
.....do.....	.....do.....	1,400	175	1,575	.....	4	.....	.....	.....
In harbor.....	.....	10,000	.....	10,000	.....	4	.....	.....	.....
Manistee, Mich., to Sturgeon Bay, Wis.	Salt.....	1,500	590	2,090	665	3	.....	.....	.....

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.
1909. Apr. 14	Balleys Harbor.....	1½ miles W....	Sc. Rosebud.....	44	Milwaukee, Wis...
15	Sturgeon Bay Canal...	9 miles S.....	Str. Niko.....	814	Chicago, Ill.....
15	.....do.....	.....do.....	Sc. S. J. Tilden.....	613	.....do.....
15	.....do.....	.....do.....	Sc. Delta.....	269	.....do.....
15	.....do.....	.....do.....	Sc. James Mowatt.....	523	Port Huron, Mich.
19	Ludington.....	½ mile SW....	Sc. Isolda Bock.....	70	Milwaukee, Wis...
23	Muskegon.....	½ mile E.....	Sc. John Mee.....	199	Chicago, Ill.....
23	Racine and Kenosha..	5½ miles S. Racine Sta.	Str. Iowa.....	1,157	Duluth, Minn.....
30	Kewaunee.....	2 miles ESE..	Str. G. M. A. Hermann....	34	Milwaukee, Wis...
May 7	Plum Island.....	24 miles NNE.	Str. Charles A. Eddy.....	2,075	Cleveland, Ohio...
16	Racine.....	Off station...	Sc. J. B. Newland.....	157	Milwaukee, Wis...
19	Sleeping Bear Point...	6 miles SW....	Str. Ciscoe.....	25	Grand Haven, Mich.
21	South Manitou Island.	4½ miles W....	Str. Binghamton.....	1,953	Buffalo, N. Y.....
23	Plum Island.....	14 miles N. by W.	Str. Major.....	1,864	.....do.....
31	Two Rivers.....	½ mile SE.....	Str. Cherokee.....	1,304	Toledo, Ohio.....
June 1	.....do.....	½ mile E.....	Str. William Edwards.....	1,272	Sandusky, Ohio...
20	Plum Island.....	9 miles NW....	Str. Satisfaction.....	47	Milwaukee, Wis...
	Total.....	.....	.....	.....	.....

DISTRICT NO. 13.—EMBRACING

1909. July 11	Nome.....	½ mile W.....	Gas. lch. Argo.....	19	Chicago, Ill.....
16	.....do.....	.....do.....	Gas. lch. Wilhelmina.....	8	Nome, Alaska....
18	.....do.....	½ mile W.....	.....do.....	8	.....do.....
18	Point Bonita and Fort Point.	1 mile E. Point Bonita Sta.	St. yt. Lucero.....	59	San Francisco, Cal.
26	Nome.....	½ mile W.....	Gas. lch. Flyer.....	14	Nome, Alaska....
27	.....do.....	½ mile W.....	Gas. lch. Edna.....	7	.....do.....
30	.....do.....	.....do.....	Gas. lch. New York.....	8	.....do.....
31	.....do.....	½ mile W.....	Gas. lch. Luella.....	6	.....do.....
31	.....do.....	½ mile W.....	Gas. lch. Defiance.....	7	.....do.....
31	Arena Cove.....	4 miles NW....	Str. Winnebago.....	1,065	San Francisco, Cal.
Aug. 1	Nome.....	½ mile W.....	Str. President.....	13	Nome, Alaska....
13	.....do.....	½ mile W.....	Gas. lch. Defiance.....	8	.....do.....
15	.....do.....	.....do.....	Gas. lch. New York.....	8	.....do.....
18	.....do.....	½ mile S.....	Str. Greenwich (Br.).....	1,862	London, England.
21	.....do.....	½ mile W.....	Gas. lch. Flyer.....	14	Nome, Alaska....
31	Coquille River.....	¾ mile SE.....	Str. Bandon.....	642	San Francisco, Cal.
Sept. 6	Grays Harbor.....	3 miles NW....	Str. Chehalls.....	663do.....

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1910—documented vessels—Continued.

COAST 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.
Balleys Harbor to Sturgeon Bay, Wis.	Lumber...	\$1,000	\$1,500	\$2,500	.....	3	.....	.....	.....
Chicago, Ill., to Marinette, Wis.	.....	25,000	.....	25,000	.....	14	.....	.....	.....
do.	.....	5,000	.....	5,000	\$300	7	.....	.....	.....
Chicago, Ill., to Ford River, Mich.	.....	3,000	.....	3,000	.....	7	.....	.....	.....
Chicago, Ill., to Marinette, Mich.	.....	10,000	.....	10,000	.....	7	.....	.....	.....
Balleys Harbor, Wis., to Benton Harbor, Mich.	Lumber...	1,200	1,000	2,200	.....	4	.....	.....	.....
Sturgeon Bay, Wis., to Muskegon, Mich.	Slabs.....	3,000	1,500	4,500	800	6	.....	.....	.....
Chicago, Ill., to Milwaukee, Wis.	General...	150,000	50,000	200,000	15,000	98	.....	.....	.....
On fishing trip.....	.....	2,000	.....	2,000	50	5	.....	.....	.....
Escanaba, Mich., to Cleveland, Ohio.	Iron ore...	40,000	10,000	50,000	16,100	17	.....	.....	.....
Pine Lake, Mich., to Racine, Wis.	Wood.....	2,000	600	2,600	.....	6	.....	.....	.....
On fishing trip.....	.....	5,000	.....	5,000	5,000	5	.....	.....	.....
Chicago, Ill., to Buffalo, N. Y.	General...	100,000	60,000	160,000	10,000	21	.....	.....	.....
Milwaukee, Wis., to Escanaba, Mich.	.....	80,000	.....	80,000	1,500	17	.....	.....	.....
Toledo, Ohio, to Two Rivers, Wis.	Coal.....	25,000	4,800	29,800	.....	16	.....	.....	.....
do.	do.	20,000	4,400	24,400	.....	16	.....	.....	.....
Cheboygan, Mich., to Menominee, Wis.	Cedar ties and posts.	8,000	5,000	13,000	100	9	.....	.....	.....
.....	.....	782,550	427,170	1,209,720	121,810	454	1	17	30

PACIFIC COAST.

Snake River, Alaska, to Arctic Ocean.	Ships' stores and gasoline.	\$3,000	\$2,000	\$5,000	.....	5	.....	.....	.....
In harbor.....	Furs, ivory, etc.	3,000	3,500	6,500	.....	3	.....	.....	.....
do.....	Gold bullion.	3,000	10,000	13,000	.....	5	.....	.....	.....
Lying at mooring.....	.....	60,000	.....	60,000	.....	4	.....	.....	.....
Nome to Solomon River, Alaska.	Mdse.....	5,000	1,200	6,200	.....	6	.....	.....	.....
Snake River, Alaska, to Siberia, Russia.	Mdse and oil.	3,000	2,000	5,000	.....	4	.....	.....	.....
In harbor.....	.....	2,000	.....	2,000	.....	3	.....	.....	.....
do.....	.....	750	.....	750	.....	3	.....	.....	.....
do.....	.....	4,000	.....	4,000	.....	2	.....	.....	.....
Everett, Wash., to San Francisco, Cal.	Lumber...	175,000	15,000	190,000	\$190,000	28	4	4	.....
Solomon River to Snake River, Alaska.	.....	5,500	.....	5,500	.....	2	.....	.....	.....
In harbor.....	.....	4,000	.....	4,000	.....	2	.....	.....	.....
do.....	.....	2,000	.....	2,000	.....	3	.....	.....	.....
Nanaimo, British Columbia, to Nome, Alaska.	Lumber and coal.	90,000	70,000	160,000	.....	25	.....	.....	.....
Solomon River to Nome, Alaska.	Mdse.....	5,000	450	5,450	.....	6	.....	.....	.....
Bandon, Oreg., to San Francisco, Cal.	Lumber and general merchandise.	80,000	10,000	90,000	18,000	28	.....	.....	.....
San Francisco, Cal., to Aberdeen, Wash.	.....	100,000	.....	100,000	.....	47	.....	.....	.....

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.
1909.					
10	Nome.....	½ mile W.....	Gas. lch. Defiance.....	7	Nome, Alaska.....
16	do.....	do.....	Gas. lch. Wilhelmina.....	8	do.....
16	do.....	do.....	do.....	8	do.....
17	Point Adams.....	4 miles E.....	Gas. lch. Teddy Roosevelt.....	14	Astoria, Oreg.....
20	Humboldt Bay.....	1½ miles SSW.....	Sc. O. M. Kellogg.....	393	San Francisco, Cal.
Oct. 7	Nome.....	½ mile SE.....	Gas. lch. Defiance.....	7	Nome, Alaska.....
11	Coquille River.....	1 mile N.....	Str. Coquille.....	63	Coos Bay, Oreg.....
21	Umpqua River.....	1½ miles SSW.....	Sc. Lily.....	142	San Francisco, Cal.
22	Nome.....	1 mile W.....	Gas. lch. Defiance.....	7	Nome, Alaska.....
22	do.....	2 miles W.....	Gas. lch. Wilhelmina.....	8	do.....
22	do.....	2½ miles W.....	Gas. lch. New York.....	8	do.....
22	do.....	do.....	Gas. lch. Louise.....	7	do.....
Nov. 3	do.....	½ mile S.....	Gas. lch. Mary Sachs.....	35	do.....
6	do.....	½ mile W.....	do.....	35	do.....
26	Tillamook Bay.....	1½ miles WSW.....	Str. Argo.....	210	Portland, Oreg.....
29	Coquille River.....	½ mile NW.....	Str. Dispatch.....	250	Coos Bay, Oreg.....
1910.					
Jan. 12	Coos Bay.....	1 mile SW.....	Str. Czarina.....	1,045	San Francisco, Cal.
Feb. 16	Fort Point.....	2 miles W.....	Ywl. Olympic (Br.).....	37	Vancouver, British Columbia.
20	Waaddah Island.....	14 miles E.....	Gas. lch. Pearl.....	19	Port Angeles, Wash.
Mar. 3	Point Adams.....	2 miles E.....	Str. Shoshone.....	646	San Francisco, Cal.
12	Humboldt Bay.....	2 miles W.....	Gas. lch. Lady Mine.....	9	Eureka, Cal.
17	Tillamook Bay.....	7 miles NW.....	Str. Geo. R. Vosburg.....	106	Astoria, Oreg.....
Apr. 12	Fort Point.....	350 yards W.....	Sc. Lady Mine.....	58	San Francisco, Cal.
13	do.....	1 mile NW.....	Sc. Natalie.....	29	do.....
13	do.....	2 miles NW.....	Sc. Cecella Sudden.....	643	do.....
13	Coos Bay.....	5 miles S.....	Gas. lch. Ranger.....	12	Coos Bay, Oreg.....
25	Willapa Bay.....	2 miles SE.....	Gas. lch. Fearless (and tow).....	15	Port Townsend, Wash.
May 8	Waaddah Island.....	1½ miles N.....	Gas. lch. Edith.....	14	do.....
8	Yaquina Bay.....	½ mile E.....	Str. Truant.....	33	Yaquina, Oreg.....
12	Point Adams.....	1 mile N.....	Str. Johan Poulsen.....	650	San Francisco, Cal.
20	Point Reyes.....	6 miles S.....	Sc. Charles R. Wilson.....	345	do.....
June 11	Coos Bay.....	2 miles S.....	Bkn. Arago.....	498	do.....
	Total.....				

1910—documented vessels—Continued.

PACIFIC COAST—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.
In harbor.....		\$4,000		\$4,000		3			
do.....		3,000		3,000		2			
do.....		3,000		3,000		2			
Warrenton to Hammond, Oreg.....		4,000		4,000		21			
Eureka, Cal., to Honolulu, Hawaii.....	Lumber...	12,000	\$35,000	47,000		8			
In harbor.....		4,000		4,000	\$100	2			
Bandon to Coquille, Oreg.....	General...	8,000	100	8,100		17			
San Francisco, Cal., to Gardiner, Oreg.....	do.....	6,000	10,000	16,000	500	7			
Lying at mooring.....		4,000		4,000	1,200				
do.....		3,000		3,000					
do.....		2,000		2,000		1			
do.....		3,000		3,000		1			
Sledge Island to Nome, Alaska.....	General...	11,000	5,000	16,000		6			
Lying at mooring.....	do.....	11,000	5,000	16,000		6			
Portland to Tillamook, Oreg.....	do.....	30,000	7,000	37,000	37,000	26	4		
Coquille to Bandon, Oreg.....	do.....	12,000	800	12,800		37			
Marshfield, Oreg., to San Francisco, Cal.....	Coal, cement and lumber.	100,000	20,000	120,000	120,000	24	23		
Grays Harbor, Wash., to San Diego, Cal.....		15,000		15,000		4			
Neah Bay to Port Angeles, Wash.....	Household goods.	4,500	500	5,000		3			
Goble, Oreg., to Redondo, Cal.....	Lumber...	100,000	10,000	110,000		20			
Eureka, to Smith River, Cal.....	General...	2,000	700	2,700	2,350	3			
Nehalem to Portland, Oreg.....		15,000		15,000	200	9			
In harbor.....		5,000		5,000		7			
Oakland to Harbor View, Cal.....		1,500		1,500		2			
Raymond, Wash., to San Francisco, Cal.....	Lumber...	8,000	7,000	15,000	1,000	30			
At mooring.....		4,000		4,000	50	3			
South Bend to North Cove, Wash.....	General...	3,500	800	4,300		4			
On fishing trip.....		2,500		2,500	2,500	5	5	10	
Toledo to Newport, Oreg.....		5,000		5,000		27			
San Francisco, Cal., to Portland, Oreg.....	Cement and merchandise.	75,000	15,000	90,000		22			
San Francisco, Cal., to Grays Harbor, Wash.....		10,000		10,000	1,000	8	4	4	
San Francisco, Cal., to Coos Bay, Oreg.....		10,000		10,000		10			
.....		1,026,250	231,050	1,257,300	373,900	496	27	13	18

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Table of casualties, season of 1910—undocumented vessels.

DISTRICT NO. 1.—EMBRACING COASTS OF MAINE AND NEW HAMPSHIRE.

Date of disaster.	Station near which accident occurred.	Description and name of vessel.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
1909.						
July 2	Portsmouth Harbor	Small boat, no name	\$25		2	
4	Hampton Beach	Slp., no name	15		1	
10	Fletchers Neck	Gas. lch., Dorothy	800		2	
12	Hunniwells Beach	Gas. lch., no name	150		1	
15	Portsmouth Harbor	Yawl Cygnet	800		4	
25	Hunniwells Beach	Sailboat, no name	10		2	
29	do	Slp., no name	75	\$75	4	
Aug. 7	Fletchers Neck	Gas. lch., no name	500		5	
9	Damiscove Island	do	800	10	1	
10	Hunniwells Beach	do	250		1	
16	do	do	200	50	1	
27	do	Slp. Caroline	1,000			
Sept. 2	Damiscove Island	Slp., Vinal Tibbits	2,000		2	
2	Hunniwells Beach	Gas. lch., no name	100		2	
3	do	do	300		2	
6	do	Gas. lch., Seguin	150		1	
6	do	Gas. lch., Magpie	500		2	
6	Rye Beach	Canoe, no name	30		3	
9	do	Sc., no name	40	10	3	
10	Hunniwells Beach	Gas. lch., Rex	100		3	
12	do	Slp., Solitaire	150		2	
18	do	Gas. lch., Marion	400		4	
19	do	Gas. lch., no name	150		1	
28	Damiscove Island	Skiff, no name	10			
29	do	Gas. lch., no name	50			
Oct. 1	Fletchers Neck	Slp., no name	75	5		
4	Burnt Island	do	100		3	
7	Hunniwells Beach	Gas. lch., no name	150		2	
8	Portsmouth Harbor	Gas. lch., Mernolee	800		7	
11	Hunniwells Beach	Gas. lch., Hermer	1,000		7	
11	Burnt Island	Gas. lch., no name	145		1	
11	Hunniwells Beach	do	125		1	
20	do	Gas. lch., Eveline	1,500		3	
23	do	Gas. lch., no name	150		1	
28	do	Gas. lch., Winona	450		1	
Nov. 1	Great Wass Island	Slp. Expert	400	10	2	
3	Hunniwells Beach	Gas. lch., Sagadahoc	100	15	2	
18	Portsmouth Harbor	Gas. lch., no name	200		1	
Dec. 9	Quoddy Head	Gas. lch., Ella and Vida	300		3	
19	Hampton Beach	Gas. lch., no name	125		2	
30	White Head	Rowboat, no name	20	5		
1910.						
Jan. 3	Burnt Island	Slp., Lulu	125	25		
7	do	Gas. lch., no name	200	50	2	
22	Damiscove Island	Slp., Vinal Tibbits	2,000		2	
25	White Head	Slp., no name	350	5	1	
Feb. 5	Hunniwells Beach	Rowboat, no name	20		1	
Mar. 11	Hampton Beach	Slp., no name	80	80	2	
16	Portsmouth Harbor	Rowboat, no name	500		1	
20	Cape Elizabeth	Small boat, no name	30			
31	Burnt Island	Gas. lch., Hazel	400		1	
Apr. 9	Rye Beach	Gas. lch., no name	350		2	
12	Fletchers Neck	Gas. lch., Thistle	500		1	
26	do	Gas. lch., no name	200		1	
29	do	do	150		2	
May 14	Portsmouth Harbor	Gas. lch., Alsalsh	150		2	
20	Damiscove Island	Gas. lch., no name	150		2	
20	do	Gas. lch., Aurora	600		7	
29	Hunniwells Beach	Gas. lch., no name	350		1	
30	do	Gas. lch., Adeline	250		2	
June 21	Portsmouth Harbor	Gas. lch., Bath	300		1	
24	Hunniwells Beach	Gas. lch., Mammie L	1,000	100	2	
	Total		21,950	440	118	

DISTRICT NO. 2.—EMBRACING COAST OF MASSACHUSETTS.

1909.						
July 3	City Point	Gas. lch., Abbie B.	\$350			
3	do	Sailboat, Annie G.	150	\$5	2	
3	Wood End	Gas. lch., Commodore	700	700	1	
4	Point Allerton	Slp. Clio	500	25	3	
5	City Point	Gas. lch., Orinda	900		3	
5	do	Slp., Alice L.	100		2	
5	do	Gas. lch., no name	150		6	

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Table of casualties, season of 1910—undocumented vessels.

DISTRICT NO. 2.—EMBRACING COAST OF MASSACHUSETTS—Continued.

Date of disaster.	Station near which accident occurred.	Description and name of vessel.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
1909.						
July 8	Gloucester	Slp., Mar	\$250		3	
8	City Point	Sailboat, no name	100	\$5		
8	do	Rowboat, no name	15		3	
8	do	do	10		3	
8	do	Slp., Nora C.	50		5	
8	do	Slp., Rilma	300	15		
8	do	Sailboat, Isabelle	30		4	
8	do	Slp., Boreas	225	5		
8	do	Gas lch., Echo	300			
8	Gurnet	Gas lch., no name	150		5	
16	Coskata	do	500		4	
16	Gurnet	Slp., Alsie	150		1	
17	City Point	Rowboat, no name	30		3	
17	do	Sailboat, Annie G	150		2	
19	Gloucester	Gas lch., Marjorie	600	5	4	
22	City Point	Rowboat, no name	300		6	
24	do	Catboat, Linnet	175			
25	Newburyport	Gas lch., no name	350		3	
30	Gurnet	Sailboat, Hattie W	200		3	
Aug. 1	Point Allerton	Slp., Ina	150		6	
3	Newburyport	Gas lch., Yaarab	700		7	
4	Gloucester	Gas lch., no name	150	5	4	
4	Point Allerton	Gas lch., Waumkatuck	1,000		2	
4	Monomoy Point	Gas lch., no name	300		1	
5	Newburyport	Gas lch., Agnes	400			
7	do	Slp. vt., Pard	450		2	
8	Gloucester	Slp., Caroline	300		2	
9	do	Gas lch., no name	75		2	
9	City Point	Gas lch., Annie T	500		2	
11	Point Allerton	Gas lch., Florence B	500		4	
11	Nauset	Gas lch., no name	75			
15	City Point	do	400		4	
16	do	Gas lch., Etta II	500		3	
16	do	Catboat, Growler	130		1	
16	do	Gas lch., Ada	800	500	1	
17	do	Slp., Clo	500			
17	do	Slp., Cleine	150			
17	do	Slp., Vesta	400			
17	do	Slp., Senator	800			
17	do	Gas lch., Heatherbell	450	25		
17	Point Allerton	Gas lch., Ruth	4,500	100	2	
17	Manomet Point	Gas lch., Andriette	1,000	30		
17	Cuttjhungk	Slp., Shearwater	800		4	
18	Salisbury Beach	Gas lch., Gladiator	350		1	
22	Fourth Cliff	Gas lch., no name	250			
22	do	do	300		5	
24	City Point	Gas lch., Elizabeth	325	20	4	
25	Coskata	Gas lch., Lusitania II	200			
26	Point Allerton	Gas lch., Crescent	500		13	
27	Wood End	Slp., Pisa	75		2	
27	City Point	Catboat, Linnet	175			
27	do	Slp., Gilt Edge	250			
27	do	Gas lch., Boreas	225		3	
27	do	Slp., Grande	750			
27	do	Slp., Sis	100			
28	Newburyport	Gas lch., Robina	600		6	
29	City Point	Gas lch., Dan P.	800		1	
29	Point Allerton	Gas lch., Iola	2,000		3	
29	do	Slp., Tickler	300		8	
31	Gloucester	Gas lch., Hesperus	200		3	
31	Cahoons Hollow	Catboat, Leonora	600		3	
Sept. 2	Newburyport	Gas lch., no name	250		3	
2	City Point	Slp., Nora Sade	75			
3	Gloucester	Small boat, no name	5		3	
3	City Point	Gas lch., no name	1,500		2	
4	do	Slp., no name	125			
4	do	Slp., Boreas	225			
5	Salisbury Beach	Gas lch., no name	350		2	
5	Newburyport	do	300	25	3	
5	City Point	Slp., Cammillia	250	5	3	
5	do	Gas lch., Lottie	150		9	
5	do	Gas lch., Iola	300		12	
5	do	Sailboat, no name	300		5	
5	do	Small boat, no name	45		6	
5	do	Slp., V and I	375	100	6	
5	do	Rowboats (2), no names	70		4	

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Table of casualties, season of 1910—undocumented vessels—Continued.

DISTRICT NO. 2.—EMBRACING COAST OF MASSACHUSETTS—Continued.

Date of disaster.	Station near which accident occurred.	Description and name of vessel.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
1909.						
Sept. 5	City Point.....	Gas lch., no name.....	\$185		5	
5	do.....	Slp., Kittie B.....	150	\$30	9	
5	Point Allerton.....	Slp., Prowler.....	400	100	5	
5	do.....	Gas lch., Helen.....	1,100		6	
5	do.....	Slp., Edith.....	350		3	
5	Manomet Point.....	Slp., Wego.....	700	75	4	
6	Salisbury Beach.....	Gas lch., no name.....	300		2	
9	Gloucester.....	Gas lch., Lucy.....	150		2	
10	Point Allerton.....	Gas lch., Helen.....	1,000		2	
12	Gloucester.....	Gas lch., no name.....	150		3	
12	City Point.....	Gas lch., Noks.....	600	20	13	
19	Gloucester.....	Gas lch., no name.....	250		1	
19	do.....	Gas lch., Defender.....	750		8	
19	Point Allerton.....	Gas lch., Nellie H.....	1,000		8	
19	do.....	Gas lch., Vera B. Boston.....	250	50		
26	North Scituate.....	Gas lch., no name.....	300		3	
29	City Point.....	Gas lch., Halcyon.....	2,000	10	2	
29	Fourth Cliff.....	Small boat, no name.....	20		2	
30	Gloucester.....	Slp., no name.....	35	5		
30	City Point.....	Gas lch., Grace A.....	700		2	
30	do.....	Catboat, Thelma.....	400			
Oct. 2	Orleans.....	Sailboat, no name.....	75			
5	Salisbury Beach.....	Gas lch., Knoxie.....	800	800	1	
14	Gloucester.....	Gas lch., no name.....	150			
14	City Point.....	Slp., Natalie.....	300			
14	do.....	Gas lch., Trude.....	300			
14	do.....	Ywl., Alda II.....	1,000			
14	do.....	Gas lch., no name.....	900			
14	do.....	Slp., Beth.....	150			
17	do.....	Gas lch., Tinker.....	300		4	
17	do.....	Gas lch., First Attempt.....	350		5	
17	do.....	Gas lch., Navito.....	200		3	
17	do.....	Slp., Lillian.....	300	10	8	
17	do.....	Gas lch., Lillian S.....	1,700	15		
17	do.....	Gas lch., Iola.....	300	5	2	
17	do.....	Slp., Vista.....	100		2	
17	do.....	Slp., Cristina.....	250	20	1	
17	Point Allerton.....	Slp., Agnes.....	150		1	
17	do.....	Slp., no name.....	2,500	25	3	
17	do.....	Slp., Cadet.....	2,000	10	6	
17	Gurnet.....	Gas lch., no name.....	200		2	
20	City Point.....	Gas lch., no name.....	600	150	2	
20	Cahoons Hollow.....	Ywl., no name.....	25			
23	Point Allerton.....	Gas lch., Gysmah.....	1,800	1,800	3	
28	City Point.....	Gas lch., Arrow.....	2,500		5	
30	Newburyport.....	Gas lch., Pet.....	800		2	
Nov. 1	City Point.....	Gas lch., My Ladie.....	600		2	
1	Wood End.....	Gas lch., Mamie Costa.....	500		5	
2	Gurnet.....	Gas lch., Priscilla.....	300		3	
24	Gloucester.....	Gas lch., no name.....	500		1	
29	Wood End.....	do.....	475		4	
Dec. 1	Muskeget.....	Small boat, no name.....	40	5	1	
7	Gurnet.....	Gas lch., Frank Brothers.....	11,000	11,000	3	
12	Wood End.....	Gas lch., no name.....	400		3	
29	Point Allerton.....	Gas lch., Big Zeke.....	350		1	
1910.						
Jan. 16	Gloucester.....	Gas lch., Alice W.....	300	50	1	
19	Peaked Hill Bars and Wood End.....	Gas lch., no name.....	350	25	4	
21	Wood End.....	do.....	200		2	
Feb. 22	Newburyport.....	Gas lch., Alice.....	1,500		7	
23	Gloucester.....	Gas lch., Mystery.....	800	10	1	
Mar. 4	Highland.....	Small boat, no name.....	5		2	
15	City Point.....	Gas lch., Nautilus.....	1,500	150		
27	Point Allerton.....	Slp., Bald Eagle.....	60		3	
Apr. 3	do.....	Gas lch., no name.....	150		1	
4	Salisbury Beach.....	Gas lch., Haddock.....	600		3	
8	Gloucester.....	Gas lch., no name.....	350		2	
19	Fourth Cliff.....	do.....	150		2	
21	Gloucester.....	Gas lch., Yankee.....	800		5	
24	Nahant.....	Gas lch., Mischief.....	500		4	
24	Newburyport.....	Gas lch., Mabel G.....	400		1	
26	Fourth Cliff.....	Gas lch., no name.....	200		1	
27	Wood End and Nauset.....	Slp., Asthore.....	500	50	2	

Table of casualties, season of 1910—undocumented vessels—Continued.

DISTRICT NO. 2.—EMBRACING COAST OF MASSACHUSETTS—Continued.

Date of disaster.	Station near which accident occurred.	Description and name of vessel.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
1910.						
May 1	City Point.....	Gas. lch., Raven.....	\$1,000		2	
7	Gloucester.....	Gas. lch., no name.....	125		3	
13	City Point.....	Gas. lch., Squanto.....	1,500		3	
14	Gloucester.....	Gas. lch., Beatrice E.....	800	\$60	6	
17	City Point.....	Slp., Impegia.....	400			
18	Gloucester.....	Gas. lch., no name.....	250		1	
19	City Point.....	Slp., Whynot.....	200		1	
28	Newburyport.....	Gas. lch., Beatrice.....	1,800	40	6	
28	Gloucester.....	Gas. lch., Bud.....	185		4	
29	Point Allerton.....	Gas. lch., Hazel.....	1,000		4	
30	Gloucester.....	Slp., Chicnook.....	500	100	3	
30	City Point.....	Gas. lch., Nine-Ninety-Nine.....	300	10	4	
June 1	do.....	Slp., Heinle.....	150			
5	do.....	Gas. lch., Ester.....	1,500		5	
5	do.....	Gas. lch., Helena S.....	1,000	5	3	
5	do.....	Gas. lch., no name.....	800		3	
8	do.....	Slp. yt., Mistral.....	800		4	
10	do.....	Slp., Oma.....	250			
10	do.....	Gas. lch., no name.....	1,000			
10	do.....	Gas. lch., Bill.....	500			
10	do.....	Slp., no name.....	125			
10	do.....	Gas. lch., Gertrude.....	4,000		1	
10	do.....	Small boat, Red Pepper.....	200			
10	do.....	Slp. yt., Tom Boy.....	4,700			
11	Gloucester.....	Gas. lch., Tibitia.....	250		2	
14	do.....	Gas. lch., no name.....	400		3	
19	Newburyport.....	Gas. lch., Betsy Ross.....	1,000		12	
19	Gloucester.....	Gas. lch., Sally.....	175		1	
19	Newburyport.....	Gas. lch., Elizabeth.....	1,000		3	
21	City Point.....	Gas. lch., Taxie.....	375		6	
25	Gloucester.....	Gas. lch., Tibitia.....	250	5	7	
25	Plum Island.....	Gas. lch., Belle of the Wave.....	200		4	
26	Gloucester.....	Gas. lch., no name.....	350		1	
26	Gurnet.....	Slp., no name.....	45	5	2	
26	Fourth Cliff.....	Gas. lch., no name.....	200		7	
29	City Point.....	Slp., Jessie.....	300			
	Total.....		112,815	16,210	518	

DISTRICT NO. 3.—EMBRACING COASTS OF RHODE ISLAND AND FISHERS ISLAND.

1909.						
Aug. 21	Brenton Point.....	Gas. lch., Allegro.....	\$11,000	\$11,000	8	
23	Fishers Island.....	Gas. lch., Iola.....	700	15	1	
27	Watch Hill.....	Gas. lch., Mary.....	300	10	2	
Sept. 7	Fishers Island.....	Gas. lch., no name.....	300		2	
29	New Shoreham.....	Catboat, no name.....	200			
Oct. 2	Fishers Island.....	Sailboat, no name.....	10	5	3	
13	Block Island.....	Fishboat, no name.....	30		4	
Nov. 15	Sandy Point.....	Gas. lch., Mystery.....	300		1	
1910.						
Apr. 11	Brenton Point.....	Gas. lch., Zephyr.....	500		1	
14	Point Judith.....	Gas. lch., Polly.....	200		2	
17	Fishers Island.....	Gas. lch., Agha.....	400			
May 25	Brenton Point.....	Gas. lch., no name.....	500	500	1	
	Total.....		14,440	11,530	25	

DISTRICT NO. 4.—EMBRACING COAST OF LONG ISLAND.

1909.						
July 5	Short Beach.....	Gas. lch., Tillie.....	\$500		11	
17	do.....	Gas. lch., New Ken.....	700		4	
18	Rockaway Point.....	Gas. lch., Snap Shot.....	2,500		3	
18	Blue Point.....	Catboat, Bonita.....	300		5	
20	do.....	Slp., Cuckoo.....	700		3	

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Table of casualties, season of 1910—undocumented vessels—Continued.

DISTRICT NO. 4.—EMBRACING COAST OF LONG ISLAND—Continued.

Date of disaster.	Station near which accident occurred.	Description and name of vessel.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
1909.						
Aug. 3	Fire Island	Slp., What Is It	\$150	\$20	3	
8	Hither Plain	Gas. lch., no name	300	50	1	
10	Tiara	Catboat, Albatross	300		6	
10	Potunk	Gas. lch., Henrietta B.	500		2	
12	Shinnecock	Catboat, Jealousy	400		4	
16	Point Lookout	Gas. lch., Ceresota	600		1	
17	Point of Woods	Catboat, Wave	75			
17	do.	Catboat, no name	150			
21	Blue Point	Gas. lch., no name	500		3	
21	do.	Rowboat, no name	10		2	
21	do.	Gas. lch., Bit Bad	2,500		2	
21	do.	Gas. lch., Lou	1,500		8	
24	Point of Woods	Gas. lch., E. L. W.	300		3	
25	do.	Catboat, no name	50		1	
26	do.	do.	100			
Sept. 5	Forge River	Gas. lch., Pop Pop	400		5	
5	Point of Woods	Slp. yt., Oseetah	600		3	
5	Jones Beach	Gas. lch., Ruth	750		3	
5	Rockaway	Rowboat, no name	30		8	
6	Tiara	Catboat, no name	300			
9	Fire Island	Gas. lch., Loafer	1,500		6	
10	Eatons Neck	Gas. lch., Bunk	200		5	
12	Short Beach	Gas. lch., Lillie	500		3	
14	do.	Gas. lch., Gypsy	400		2	
24	Tiara	Catboat, no name	100		1	
24	Potunk	Gas. lch., Eronel	2,500		5	
Oct. 9	Quogue	Rowboat, Keep Off	40		1	
3	Point Lookout and Short Beach	Gas. lch., Caroline	2,000		3	
18	Forge River	Gas. lch., Gadabout	500		2	
31	Rockaway Point	Gas. lch., Helena	250		2	
Nov. 10	Forge River	Gas. lch., no name	300		2	
18	Point Lookout	Gas. lch., Nassau	500	10	2	
20	Short Beach	Gas. lch., Edna	500		2	
23	Potunk	Gas. lch., Idylease	3,500		4	
24	Smiths Point	do.	3,500		6	
28	Point Lookout	Gas. lch., Marie	4,500		2	
28	Rockaway	Gas. lch., no name	4,500		12	
Dec. 6	Point of Woods	do.	300		2	
9	Smiths Point	Gas. lch., Peconic	2,000		3	
9	Fire Island	Gas. lch., Dorothy L.	350		3	
9	do.	Gas. lch., Frank	250		5	
21	Fire Island and Potunk	Slp., Erin	1,400		2	
21	Fire Island and Point of Woods	Catboat, Augusta	350		1	
26	Fire Island	do.	350			
28	Rockaway Point	Gas. lch., Lemon	100			
29	Gilgo	Slp., Honey Moon	200			
1910.						
Feb. 1	Fire Island	Gas. lch., Ruffredy	650		4	
2	Point of Woods	Gas. lch., no name	500		1	
6	do.	do.	500		3	
14	Fire Island	Gas. lch., Louise	400		2	
Mar. 26	Rocky Point	Catboat, no name	200	15	2	
Apr. 11	Amagansett	Gas. lch., no name	240		2	
19	Point of Woods	Slp., no name	150			
19	do.	Catboat, no name	75		1	
25	Blue Point	Gas. lch., Amy C.	300		5	
May 14	Oak Island and Fire Island	Gas. lch., Sinbad	2,000		5	
15	Long Beach	Gas. lch., Mildred W.	400		2	
21	Point Lookout	Gas. lch., no name	500		2	
27	Fire Island	Slp. yt., Sunbeam	800	35	2	
29	Short Beach	Slp., Mischief	300		2	
30	Point Lookout	Gas. lch., Fred C. Gilbert	1,500		22	
June 19	Rockaway Point	Gas. lch., C. J. Sherdon	150		2	
25	Short Beach	Gas. lch., Duegee II.	5,000		6	
	Total		54,470	130	217	

Table of casualties, season of 1910—undocumented vessels—Continued.

DISTRICT NO. 5.—EMBRACING COAST OF NEW JERSEY.

Date of disaster.	Station near which accident occurred.	Description and name of vessel.	Estimated value of vessel.	Estimated damage or loss to vessel	Persons on board.	Lives lost.
1909.						
July 3	Tathams.....	Gas. lch., no name.....	\$700		4	
7	Holly Beach.....	Catboat, Columbia.....	100	\$25	1	
10	Two Mile Beach.....	Gas. lch., no name.....	300		2	
12	Great Egg.....	Gas. lch., Marie.....	800	800	6	
14	Atlantic City.....	Gas. lch., Vonnie.....	3,000		3	
17	Cedar Creek.....	Gas. lch., Nix.....	1,500		12	
18	Sandy Hook.....	Gas. lch., Mabel S.....	300		2	
22	Avalon.....	Gas. lch., Maggie.....	400		3	
31	do.....	Sailboat, no name.....	150		4	
Aug. 2	Cape May.....	Gas. lch., Merry Mary.....	1,000		4	
3	do.....	Small boat, no name.....	10	10		
3	do.....	do.....	10		2	
5	Sandy Hook.....	Gas. lch., no name.....	400		1	
5	Two Mile Beach.....	do.....	3,000		2	
5	Cape May.....	Gas. lch., Pauline.....	450	10	1	
7	Atlantic City.....	Gas. lch., Sirius.....	200		2	
10	do.....	Gas. lch., Lizanne.....	10,000		4	
14	Forked River.....	Gas. lch., Mabel.....	4,000		6	
16	South Brigantine.....	Gas. lch., Stag.....	700		8	
17	Cedar Creek.....	Gas. lch., no name.....	200			
17	Hereford Inlet.....	Gas. lch., Southern.....	700		2	
21	Sandy Hook.....	Gas. lch., Dolly.....	200		2	
22	Hereford Inlet.....	Gas. lch., Joe Aler.....	500		7	
29	Corson Inlet.....	Gas. lch., Bonito.....	1,000		6	
30	Spermaceti Cove.....	Sailboat, Sandpiper.....	300	50	1	
31	Corson Inlet.....	Gas. lch., Isam.....	800			
Sept. 1	Cape May.....	Gas. lch., James P. Wells.....	1,000		3	
3	Barnegat.....	Yt., Mollie.....	3,000		3	
4	Sea Isle City.....	Slp., Fly Rod.....	400		3	
5	Sandy Hook.....	Gas. lch., Sport.....	750		8	
5	do.....	Ywl., Dorothy B.....	400		5	
5	Spermaceti Cove.....	Gas. lch., Amity II.....	800		6	
5	do.....	Slp., G. E. Homan.....	1,000		17	
5	Sandy Hook and Spermaceti Cove.....	Gas. lch., Arion.....	2,000		32	
5	Monmouth Beach and Long Branch.....	Gas. lch., Avoca.....	900		10	
5	Cedar Creek and Forked River.....	Slp., no name.....	100	10	4	
6	Spermaceti Cove.....	Gas. lch., Treger.....	500	25	14	
6	Seabright.....	Canoe, no name.....	50		2	
8	Barnegat.....	Catboat, Edna H.....	1,000		15	
9	Hereford Inlet.....	Gas. lch., Sea Serpent.....	400	10	2	
14	Two Mile Beach.....	Gas. lch., Mary.....	200	5	2	
15	Cold Spring and Two Mile Beach.....	Gas. lch., Alone.....	2,000		4	
Oct. 3	Seabright.....	Gas. lch., Henry B.....	700		6	
10	Two Mile Beach.....	Gas. lch., Flora.....	800		2	
14	Two Mile Beach and Cold Spring.....	Bge., No. 19.....	4,000	4,000	1	
31	Atlantic City.....	Gas. lch., Corat.....	500		3	
Nov. 1	do.....	Bateau, no name.....	25		2	
16	Barnegat.....	Small boats (2), no name.....	50			
16	Bonds.....	Sc., Moccasin.....	2,000		3	
20	Little Egg.....	Gas. lch., no name.....	300		2	
25	Barnegat.....	Gas. lch., Hummer.....	700			
25	Atlantic City.....	Gas. lch., Harriet.....	1,500		4	
Dec. 4	Barnegat.....	Gas. lch., Rowena.....	650		3	
4	Tathams.....	Gas. lch., no name.....	250	25	4	
13	Cold Spring and Two Mile Beach.....	Bge., No. 21.....	5,000	5,000	1	1
23	Island Beach.....	Gas. lch., no name.....	200		2	
26	Harvey Cedars.....	Gas. lch., Gladys.....	200		1	
1910.						
Jan. 9	Barnegat.....	Gas. lch., Fred Gilbert.....	2,500	50	3	
15	Forked River.....	Houseboat, no name.....	1,000		3	
15	do.....	do.....	500		1	
Feb. 10	Two Mile Beach.....	Oil lch., no name.....	500		3	
Mar. 18	Forked River.....	Yt., Lou.....	400		1	
24	Harvey Cedars.....	Gas. lch., Iona.....	1,000		3	
Apr. 1	Holly Beach and Two Mile Beach.....	Gas. lch., The Davis.....	800	15	2	
10	Shark River.....	Gas. lch., Flying Fish.....	1,200		2	
10	Cold Spring and Two Mile Beach.....	Gas. lch., The Davis.....	800		2	

Table of casualties, season of 1910—undocumented vessels—Continued.

DISTRICT NO. 5.—EMBRACING COAST OF NEW JERSEY—Continued.

Date of disaster.	Station near which accident occurred.	Description and name of vessel.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
1910.						
Apr. 19	Townsend Inlet.....	Gas. lch., no name.....	\$800	\$50	2	
20	Hereford Inlet and Tathams.	do.....	300		7	3
24	Tathams.....	Gas. lch., Court House.....	800		3	
May 1	Toms River.....	Gas. lch., Flying Fish.....	1,500		2	
11	Atlantic City.....	Gas. lch., no name.....	400			
13	Two Mile Beach.....	do.....	250		2	
11	Hereford Inlet.....	Gas. lch., Harvey.....	500		3	
20	Forked River.....	Yt., no name.....	500		4	
20	Townsend Inlet.....	Gas. lch., Abraetta.....	500		2	
28	Forked River.....	Gas. lch., Emo.....	1,200		6	
June 14	Toms River.....	Gas. lch., no name.....	500		3	
18	Tatham and Hereford Inlet.	Gas. lch., Edna.....	800	30	4	
26	Hereford Inlet.....	Gas. lch., Jeannie.....	1,200		3	
	Total.....		80,045	10,115	315	4

DISTRICT NO. 6.—EMBRACING COAST BETWEEN CAPE HENLOPEN AND CAPE CHARLES.

1909.						
July 14	Cobb Island.....	Gas. lch., Pet.....	\$500		2	
Aug. 16	Lewes.....	Rowboat, Ruth.....	15			
22	do.....	Gas. lch., Ruth L.....	300			
30	do.....	Gas. lch., no name.....	550		26	
Sept. 2	do.....	do.....	550			
2	do.....	do.....	250			
Nov. 24	Hog Island.....	Gas. lch., Wayward Girl.....	600			
Dec. 23	Metomkin Inlet.....	Gas. lch., Piper.....	1,500		1	
24	Hog Island.....	Slp., Margie May.....	400		2	
31	Lewes.....	Rowboat, no name.....	75		2	
1910.						
Jan. 29	Assateague Beach.....	Gas. lch., Fred Gilbert.....	2,500		3	
Feb. 14	North Beach.....	Slp., no name.....	10		3	
25	Hog Island.....	Slp., Gertrude.....	400	\$15	2	
26	Isle of Wight.....	Gas. lch., no name.....	200		2	
Apr. 12	Wachapreague and Parramore Beach.	do.....	300		2	
13	North Beach.....	do.....	200	25		
May 10	Metomkin Inlet.....	Sharpie, no name.....	40		5	
24	Fenwick Island.....	do.....	25		1	
June 3	Metomkin Inlet.....	Fish boat, no name.....	100		9	
	Total.....		8,515	40	60	

DISTRICT NO. 7.—EMBRACING COAST BETWEEN CAPE HENRY AND CAPE FEAR.

1909.						
Aug. 14	Fort Macon.....	Gas. lch., no name.....	\$300		7	
22	Penneys Hill.....	Small boat, no name.....	150			
Sept. 6	Dam Neck Mills.....	Gas. lch., no name.....	350		4	
12	Fort Macon.....	Slp., no name.....	25		2	
Oct. 3	do.....	Gas. lch., Louise.....	500	\$5	1	
14	do.....	Small boat, no name.....	25	25		
Dec. 10	Cape Fear.....	Gas. lch., Fordie.....	600	600	2	
26	Creeds Hill.....	Slp., Little Myrtle.....	200	25		
28	Fort Macon.....	Gas. lch., Ruby.....	500		6	
1910.						
Jan. 8	Gull Shoal.....	Gas. lch., Edna May.....	1,000		6	
Feb. 4	Fort Macon.....	Gas. lch., Mamie.....	1,000		1	
11	Oregon Inlet.....	Gas. lch., Edna May.....	1,000		6	
24	Portsmouth.....	Gas. lch., Katie Estelle.....	500			
Mar. 8	Creeds Hill.....	Fish boat, no name.....	25		3	
21	Fort Macon.....	Naphtha lch., no name.....	200		1	
Apr. 24	Oak Island.....	Sailboat, no name.....	15		2	
June 17	Core Bank.....	Gas. lch., no name.....	300		3	
	Total.....		6,690	655	44	

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Table of casualties, season of 1910—undocumented vessels—Continued.

DISTRICT NO. 8.—EMBRACING COASTS OF SOUTH CAROLINA, GEORGIA, AND EASTERN FLORIDA.

Date of disaster.	Station near which accident occurred.	Description and name of vessel.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
1909.						
Sept. 28	Chester Shoal.....	Gas. lch., Cricket.....	\$150	\$10	1	.....
Oct. 2	Sullivans Island.....	Gas. lch., Mabel.....	500		21	.....
14	do.....	Slp., Teazer.....	350		1	.....
Nov. 8	Gilberts Bar.....	Gas. lch., Adrienne.....	700		2	.....
Dec. 3	Bulow.....	Gas. lch., Alice W.....	800	25	1	.....
9	Fort Lauderdale.....	Gas. lch., Ruffhouse.....	20,000		11	.....
20	Biscayne Bay.....	Gas. lch., no name.....	700		2	.....
23	Mosquito Lagoon.....	Gas. lch., Ilaka.....	500		4	.....
1910.						
Jan. 21	Chester Shoal.....	Gas. lch., Widgeon.....	800		2	.....
Feb. 3	Indian River Inlet.....	Gas. lch., X. P. D. 8.....	935	25	2	.....
3	do.....	Gas. lch., Eagle.....	1,100	50	4	.....
3	Biscayne Bay.....	Bge., no name.....	200		2	.....
4	Indian River Inlet.....	Gas. lch., no name.....	450		2	.....
Mar. 4	do.....	Gas. lch., Rosa Matilda.....	640	25	2	.....
Apr. 15	Bulow.....	Gas. lch., Uno.....	500	50	6	.....
June 7	Fort Lauderdale.....	Gas. lch., Swastika.....	1,500		2	.....
10	do.....	Gas. lch., Mattie.....	5,500	15	3	.....
7	do.....	Gas. lch., no name.....	200		4	.....
24	Biscayne Bay.....	Gas. lch., Fan.....	350		3	.....
27	Fort Lauderdale.....	Gas. lch., Callista (and tow).....	1,000		3	.....
	Total.....		36,875	200	78	

DISTRICT NO. 9.—EMBRACING GULF COAST OF THE UNITED STATES.

1909.						
July 12	Sabine Pass.....	Gas. lch., no name.....	\$250		19	.....
21	San Luis.....	do.....	300	\$50	2	.....
Aug. 4	Santa Rosa.....	Gas. lch., Lena.....	3,000		21	.....
24	do.....	Gas. lch., Schell Creeker.....	300		9	.....
Sept. 24	do.....	Gas. lch., Rex.....	500		1	.....
26	do.....	Gas. lch., no name.....	150		8	.....
Oct. 14	San Luis.....	Slp., Rebel.....	300		2	.....
20	Santa Rosa.....	Gas. lch., Kittie Mitchell.....	250		2	.....
31	Galveston.....	Slp., Carry.....	50			.....
Nov. 3	do.....	Gas. lch., Defender.....	700			.....
13	do.....	Catboat, no name.....	50		3	.....
16	Velasco.....	Gas. lch., Texas.....	1,200	900	2	.....
18	Galveston.....	Slp., Adie S.....	200		2	.....
22	San Luis.....	Gas. lch., Leslie.....	4,000		2	.....
28	Galveston.....	Skiff, no name.....	15		3	.....
Dec. 6	Brazos.....	Slp., "Oh You Kid".....	100			.....
7	Saluria.....	Gas. lch., Alice E.....	1,400		2	.....
8	Aranzas.....	Gas. lch., Leslie.....	3,500	400	2	.....
1910.						
Jan. 6	Galveston.....	Gas. lch., Stranger.....	800		3	.....
28	Aranzas.....	Gas. lch., Alice.....	4,500	25	2	.....
Feb. 1	Galveston.....	Gas. lch., Swearingen.....	200		1	.....
5	Saluria.....	Gas. lch., Merrill.....	2,000		2	.....
7	Santa Rosa.....	Gas. lch., Rex.....	500		3	.....
16	Galveston.....	Skiff, no name.....	25		3	.....
16	San Luis.....	Gas. lch., Bar.....	1,300		8	.....
17	Brazos.....	Slp., "Oh You Kid".....	100			.....
21	Galveston.....	Gas. lch., Willa Belle.....	2,000		3	.....
23	Velasco.....	Gas. lch., Thelma.....	2,000		2	.....
24	Galveston.....	Slp., Hattie E.....	200		1	.....
Mar. 9	Sabine Pass.....	Gas. lch., no name.....	800		7	.....
18	Galveston.....	Gas. lch., Petters.....	1,400		2	.....
20	do.....	Gas. lch., Sea Breeze.....	250		5	.....
22	Aranzas.....	Gas. lch., Ruth.....	4,500	5	45	.....
30	Galveston.....	Catboat, no name.....	75	5	4	.....
Apr. 3	do.....	Gas. lch., Edna D.....	150		2	.....
8	do.....	Gas. lch., Little Dolphin.....	300	15	1	.....
10	Santa Rosa.....	Gas. lch., Vivian L.....	1,000		9	.....
11	Galveston.....	Gas. lch., Morning Light.....	350		1	.....
15	do.....	Gas. lch., Pansy.....	2,000		1	.....
18	Santa Rosa.....	Gas. lch., Lena.....	3,000		6	.....
21	Galveston.....	Catboat, no name.....	50		1
26	do.....	Gas. lch., Minnie Lee.....	200		11
26	do.....	Slp., Toney.....	125	20	2

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Table of casualties, season of 1910—undocumented vessels—Continued.

DISTRICT NO. 9.—EMBRACING GULF COAST OF THE UNITED STATES—Continued.

Date of disaster.	Station near which accident occurred.	Description and name of vessel.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
1910.						
Apr. 26	Sabine Pass.....	Gas. lch., no name.....	\$100		1	
29	Velasco.....	Gas. lch., Estella Hooper	2,000		1	
May 9	Galveston.....	Catboat, Irna.....	75		1	
10	.....do.....	Gas. lch., no name.....	100		6	
15	Santa Rosa.....	Gas. lch., Edna.....	1,000		1	
27	Aransas.....	Gas. lch., Isabel.....	1,800		7	
June 7	Velasco.....	Gas. lch., Thelma.....	2,000	\$200	2	
9	Galveston.....	Gas. lch., no name.....	250		5	
9	.....do.....	Catboat, no name.....	30		3	
16	.....do.....	Gas. lch., Louise.....	700	25	3	
27	.....do.....	Gas. lch., Edna.....	175	5	2	
	Total.....		52,320	1,650	237	

DISTRICT NO. 10.—EMBRACING COASTS OF LAKES ERIE AND ONTARIO.

1909.						
July 3	Buffalo.....	Gas. lch., no name.....	\$150	\$10	4	
3	Cleveland.....	Bge., Kathaleen Bawn.....	10,000	10,000	2	
3	.....do.....	Bge., Port Elaberdine.....	20,000		1	
3	.....do.....	Bge., No. 14.....	10,000	2,500	1	
3	.....do.....	Gas. lch., Lambert.....	400		3	
4	Erie.....	Ywl., no name.....	40		5	2
4	.....do.....	Gas. lch., Fox.....	150			3
4	Louisville.....	Gas. lch., no name.....	400			2
7	Oswego.....	Gas. lch., Rixey.....	400			3
7	.....do.....	Gas. lch., no name.....	200			1
8	Buffalo.....	Gas. lch., North Sea.....	1,500			3
10	Niagara.....	Gas. lch., Ted.....	400			2
10	Louisville.....	Gas. lch., Jimmie.....	500			3
11	Charlotte.....	Gas. lch., Tramp.....	1,350			3
11	Marblehead.....	Gas. lch., Allena.....	700			30
11	.....do.....	Gas. lch., San Jose.....	1,200			4
12	Erie.....	Skiff, no name.....	20			4
13	Oswego.....	Gas. lch., no name.....	200			3
13	.....do.....	Smallboats(2), no names	10			4
13	Buffalo.....	Gas. lch., Dragoon.....	500			3
15	Niagara.....	Gas. lch., no name.....	5,000			7
15	Cleveland.....	Gas. lch., Blumer Gierl.....	500			3
16	Niagara.....	Gas. lch., no name.....	5,000			2
16	Marblehead.....	Gas. lch., Orna.....	200			9
16	Charlotte.....	Gas. lch., Etoile.....	600			4
17	Buffalo.....	Gas. lch., Hubbub.....	500			7
17	.....do.....	Gas. lch., Moccasin.....	900			3
18	Niagara.....	Gas. lch., Ted.....	400			3
22	Marblehead.....	Gas. lch., Tramp.....	100			2
23	Cleveland.....	Gas. lch., Maltocia.....	1,000			1
24	.....do.....	Gas. lch., Searuss.....	1,000			1
25	Ashtabula.....	Gas. lch., no name.....	500			1
26	Oswego.....	Br. ywl., no name.....	75			8
28	.....do.....	Gas. lch., no name.....	500			3
31	.....do.....	Gas. lch., Harriet.....	400			3
31	Buffalo.....	Catboat, Pirate.....	50			2
31	Erie.....	Gas. lch., Oryl.....	200			3
Aug. 1	Charlotte.....	Gas. lch., Beulah.....	500			6
1	Buffalo.....	Gas. lch., Lamy No. 2.....	350			3
1	Erie.....	Slp., Delmar.....	35			3
1	Louisville.....	Skiff, no name.....	20			4
3	Oswego.....	Gas. lch., Water Witch.....	200			1
5	Louisville.....	Flatboat, no name.....	20			6
6	Marblehead.....	Gas. lch., Winifred.....	1,000			5
8	Louisville.....	Skiff, no name.....	10			16
15	Marblehead.....	Gas. lch., Wilmette.....	500			2
15	Louisville.....	Skiff, Dennis Long.....	25			4
16	Buffalo.....	Slp. yt., Flying Wedge.....	300			7
20	Charlotte.....	Gas. lch., Bay View.....	1,500			4
20	Cleveland.....	Gas. lch., no name.....	600			2
21	Niagara.....	Gas. lch., Orion.....	2,500			5
21	.....do.....	Gas. lch., The Iva.....	700			6
22	Oswego.....	Scow, Uncle Paul No. 2.....	2,500			5
22	Cleveland.....	Gas. lch., Sea Gull.....	200	5		5
23	Marblehead.....	Gas. lch., Freak.....	400			1
26	Charlotte.....	Gas. lch., Clarissa.....	1,000	5		

Table of casualties, season of 1910—undocumented vessels—Continued.

DISTRICT NO. 10.—EMBRACING COASTS OF LAKES ERIE AND ONTARIO—Continued.

Date of disaster.	Station near which accident occurred.	Description and name of vessel.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
1909.						
Aug. 26	Buffalo.....	Scows (3), no names.....	\$8,000			
29	Niagara.....	Gas. lch., Boo.....	200		3	
30	Cleveland.....	Gas. lch., Siss.....	1,000			
31	do.....	Gas. lch., Sports Favorite.....	1,000	\$1,000	7	
Sept. 2	Erie.....	Gas. lch., Tempest.....	800		2	
2	Marblehead.....	Gas. lch., Commissioner.....	1,500		4	
2	Louisville.....	Skiff, Corinne.....	30		2	
11	Erie.....	Gas. lch., no name.....	80		2	
19	Charlotte.....	Gas. lch., Ask Lathrop.....	3,000		2	
19	Erie.....	Gas. lch., Katie.....	225		3	
22	Charlotte.....	Ywl., Joker.....	500	50	1	
26	Niagara.....	Rowboat, no name.....	10			
Oct. 2	Buffalo.....	Gas. lch., Arrow.....	400		3	
3	Marblehead.....	Gas. lch., Roberts.....	800		2	
10	Charlotte.....	Gas. lch., Iris.....	300	5	6	
10	Niagara.....	Gas. lch., no name.....	150		2	
11	Buffalo.....	Gas. lch., Viking.....	400	400	3	
14	do.....	Gas. lch., Great Lakes.....	1,000		3	
19	Niagara.....	Rowboat, no name.....	10		1	
21	Oswego.....	Slp., May.....	40		2	
23	Erie.....	Gas. lch., L. M. N.....	50	170	3	
Nov. 1	Buffalo.....	Scow, Shawmut.....	10,000	5,000	5	
25	Marblehead.....	Gas. lch., no name.....	500		1	
Dec. 7	Buffalo.....	Dredge, Pocantico.....	60,000	40,000	7	
17	Cleveland.....	Rowboat, no name.....	20		1	
1910.						
Jan. 19	Louisville.....	Barges (2), no names.....	5,000			
Mar. 13	Cleveland.....	Scow, no name.....	3,000			
13	Louisville.....	Gas. lch., Billie.....	450		6	
23	do.....	Skiff, James.....	30		2	
Apr. 10	Marblehead.....	Gas. lch., Guess.....	500			
11	Fairport.....	Gas. lch., Mary M.....	1,000	100	2	
11	Cleveland.....	Gas. lch., Ballast.....	600			
16	Marblehead.....	Gas. lch., Major Wilcox.....	3,500		13	
19	Fairport.....	Gas. lch., no name.....	250		3	
27	Louisville.....	Gas. lch., X-L-N-T.....	250		2	
May 8	Oswego.....	Gas. lch., no name.....	400		5	
12	Buffalo.....	Gas. lch., Sonny Boy.....	200		1	
13	Niagara.....	Gas. lch., no name.....	200		3	
15	Louisville.....	Flatboat, no name.....	5		2	
17	Cleveland.....	Skiffs (2), no names.....	40		2	
18	Niagara.....	Gas. lch., The Iva.....	700		7	
19	Louisville.....	Skiff, no name.....	25		1	
22	Cleveland.....	Gas. lch., no name.....	600		5	
23	Erie.....	Gas. lch., Fly.....	500		6	
26	Charlotte.....	Gas. lch., Beppo.....	500		4	
27	Louisville.....	Flatboat, no name.....	500		4	
29	Cleveland.....	Sailboat, no name.....	50		3	
29	do.....	do.....	50		4	
June 3	Niagara.....	Gas. lch., no name.....	200		6	
4	Buffalo.....	Gas. lch., Helen M.....	1,500		1	
5	Louisville.....	Skiff, no name.....	5		2	
9	Niagara.....	Gas. lch., no name.....	200		2	
10	Buffalo.....	Ywl. (Br.), no name.....	50		2	
10	Marblehead.....	Gas. lch., Tramp.....	100	20	1	
12	Oswego.....	Gas. lch., E. E. E. E.....	900		6	
12	Erie.....	Gas. lch., Falk.....	800		4	
15	Louisville.....	Gas. lch., Martha Ann.....	200		3	
19	Buffalo.....	Gas. lch., Normanda.....	30,000		12	
19	do.....	Gas. lch., Lamy No. 1.....	500		16	
19	Charlotte.....	Gas. lch., Sylph.....	500	75	1	
21	Louisville.....	Flatboat, Ed.....	400		2	
24	Oswego.....	Gas. lch., Hawk.....	600		3	
25	Buffalo.....	Gas. lch., Silvery Moon.....	3,000		2	
25	Niagara.....	Gas. lch., Ted.....	400		8	
26	Buffalo.....	Gas. lch., Silvery Moon.....	3,000		3	
27	do.....	Slp., Dortha.....	200		2	
	Total.....		228,855	59,340	435	

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Table of casualties, season of 1910—undocumented vessels—Continued.

DISTRICT NO. 11.—EMBRACING COASTS OF LAKES HURON AND SUPERIOR.

Date of disaster.	Station near which accident occurred.	Description and name of vessel.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
1909.						
July 2	Duluth	Gas. lch., Unome	\$500		1	
5	do	Gas. lch., Simba	200		1	
10	Marquette	Gas. lch., The Trinity	1,500	\$25	3	
12	Duluth	Gas. lch., no name	650		1	
14	Grand Marais	Gas. lch., Lilac	210		2	
17	Portage	Gas. lch., Anti	3,000		10	
20	Duluth	Racing shell, no name	50		1	
23	Harbor Beach	Slp. Alene	300			
23	Port Austin	Gas. lch., Jemanna	1,600	500		
25	Duluth	Gas. lch., Halcyon	1,000	1,000	2	
25	do	Gas. lch., Troquois	150		2	
28	do	Gas. lch., Thry	250	20	5	
29	Harbor Beach	Yt., Seminole	800		5	
29	Thunder Bay Island	Slp. yt., Voyager	200		3	
31	Duluth	Gas. lch., no name	250		3	
Aug. 1	do	do	300	25	2	
5	do	do	300		2	
6	Tawas	Gas. lch., Edith G	600		13	
6	Thunder Bay Island	Gas. lch., no name	150		2	
6	Duluth	Slp., Black Cat	150		3	
7	Middle Island	Gas. lch., Armand	1,000	10	6	
7	Duluth	Slp., no name	50		1	
9	do	Canoe, no name	40		2	
10	Grand Marais	Gas. lch., Mollie	500		2	
10	Duluth	Gas. lch., Liester	400		1	
12	do	Gas. lch., no name	100		2	
14	do	Slp. yt., no name	100		2	
14	do	do	180		3	
16	Sturgeon Point	Gas. lch., Mariposa	600		1	
16	Duluth	Gas. lch., no name	200		1	
16	do	do	300		1	
18	do	Gas. lch., Diana	700		1	
19	do	Racing shell, no name	75		1	
19	do	Gas. lch., no name	300		1	
21	Harbor Beach	Skiffs (4), no names	120			
21	Grand Marais	Gas. lch., no name	30		1	
21	Duluth	Slp. yt., Merry Widow	180		3	
21	do	Slp., no name	65			
21	do	Slp. yt., Golden Rod	120			
21	do	Slp. yt., Scud	180	10	3	
22	Grand Marais	Gas. lch., Sunnybrook	500		4	
25	Lake View Beach	Gas. lch., Jim Fechet	300	5	5	
25	Duluth	Gas. lch., U-No-Me	300		1	
28	Grand Marais	Gas. lch., Lilac	200		3	
28	Duluth	Catboat, no name	50		1	
29	do	Gas. lch., Neponset	1,500		2	
30	Portage	Gas. lch., no name	2,000		2	
31	Duluth	Catboat, Aloueze	50		2	
Sept. 1	Harbor Beach	Skiffs (4), no names	120	10		
1	Tawas	Gas. lch., Caribou	800	800	2	
1	Portage	Gas. lch., Dixie	2,500		2	
2	Harbor Beach	Sailboat, no name	100		3	
3	do	Gas. lch., Florida	5,000		6	
4	Duluth	Gas. lch., Lester R	500		1	
5	do	Gas. lch., no name	500	10	2	
12	do	Gas. lch., High Ball	300		2	
16	Middle Island	Gas. lch., Armand	1,000	10	6	
18	Duluth	Slp., Frolic	75		1	
18	do	Gas. lch., Zoe	400		2	
21	do	Slp. yt., Golden Rod	120			
21	do	Slp., no name	65			
25	do	Slp., Brule	50		1	
25	do	Canoe, no name	30		3	
26	do	Gas. lch., no name	500		4	
27	do	do	900		2	
Oct. 10	do	Gas. lch., Butte-Bal- klava	1,500		1	
11	do	Gas. lch., no name	100			
12	do	Gas. lch., Clare	200	20		
12	do	Slp. yt., Viking	180	10		
12	do	Slp. yt., Golden Rod	120			
15	do	Skiff, no name	25			
23	Harbor Beach	Ywl. Green	40		16	
23	do	Ywl. Nyack	35		4	
24	Duluth	Gas. lch., no name	400		2	
26	do	Gas. lch., Satalitte	2,800		1	
Nov. 2	Thunder Bay Island	Fish boat, Martha	200		1	
15	Duluth	Gas. lch., Harold	400			

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Table of casualties, season of 1910—undocumented vessels—Continued.

DISTRICT NO. 11.—EMBRACING COASTS OF LAKES HURON AND SUPERIOR—Con.

Date of disaster.	Station near which accident occurred.	Description and name of vessel.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
1909.						
17	Harbor Beach.....	Ywl., no name.....	\$50		5	
20	Thunder Bay Island.....	Fish boat, Dutch Girl.....	100		1	
Dec. 6	Harbor Beach.....	Gas. lch., Gladys.....	600			
6	Marquette.....	Gas. lch., Mary Ann.....	1,000		4	
1910.						
Apr. 17	Thunder Bay Island.....	Pile driver, no name.....	30			
26	Duluth.....	Gas. lch., P. V.....	1,000		2	
May 5	Harbor Beach.....	Gas. lch., Bully Boy.....	175		2	
5	do.....	Gas. lch., no name.....	600		3	
7	Duluth.....	do.....	150		3	
9	do.....	Gas. lch., Lester.....	400		1	
9	do.....	Gas. lch., Jewel.....	100		1	
9	do.....	Racing shell, no name.....	250		4	
19	do.....	Slp., no name.....	65			
19	Marquette.....	Pile driver, no name.....	4,000	\$1,500	3	
22	Duluth.....	Gas. lch., Lester.....	400		1	
26	do.....	Gas. lch., Clare.....	200		1	
30	Thunder Bay Island.....	Gas. lch., Ark.....	150	25	6	
June 1	Duluth.....	Gas. lch., Diana.....	200		1	
5	do.....	Gas. lch., no name.....	500		3	
6	do.....	Catboat, O-at-ka.....	50		2	
8	do.....	Gas. lch., Sadee.....	300		2	
9	Harbor Beach.....	Str., William D. (Br.).....	800		3	
11	do.....	Lighter, no name.....	3,000		4	
14	do.....	Gas. lch., Kathryn.....	900		2	
14	Duluth.....	Catboat, Pokegame.....	50		2	
21	do.....	Canoe, no name.....	35		1	
22	do.....	Gas. lch., no name.....	150		1	
22	Grand Marais.....	Gas. lch., Sunnybrook (and tow).....	900		5	
24	Duluth.....	Gas. lch., Messenger.....	1,000		2	
24	do.....	Catboat, Oneota.....	50			
24	do.....	Gas. lch., no name.....	600	25	1	
25	do.....	Rowboat, no name.....	45		2	
25	do.....	Slp. yt., Merry Widow.....	180		3	
25	do.....	Canoe, no name.....	35		1	
26	Middle Island.....	Gas. lch., no name.....	300		2	
27	do.....	Gas. lch., Molly Hogan.....	1,500		1	
27	Duluth.....	Gas. lch., no name.....	300		4	
27	Middle Island.....	Sailboat, Jennie.....	200		2	
29	Duluth.....	Gas. lch., no name.....	650		1	
	Total.....		61,975	4,005	258	

DISTRICT No. 12.—EMBRACING COAST OF LAKE MICHIGAN.

1909						
July 2	Michigan City.....	Pile driver, no name.....	\$4,000		5	
2	Kenosha.....	Rowboats (2), no name.....	40			
3	Jackson Park.....	Gas. lch., Trixie.....	300			
3	do.....	Gas. lch., Alice.....	1,000	\$15		
3	Old Chicago.....	Ywl., Delight.....	3,000	70	6	
3	Evanston.....	Sailboat, no name.....	50	20	3	
4	Michigan City.....	Gas. lch., Emma M.....	500	50	2	
4	do.....	Gas. lch., Undine.....	400	150	6	
5	Old Chicago.....	Gas. lch., Clara Ann.....	2,000		4	
5	do.....	Gas. lch., Eleanor.....	750		5	
6	Michigan City.....	Gas. lch., Lulu F.....	400		2	
6	Old Chicago.....	Gas. lch., Evana.....	600		2	
7	White River.....	Slp., Kliekhat II.....	600		3	
7	Grand Haven.....	Canoe, no name.....	10		2	
7	South Chicago.....	Gas. lch., Rambler.....	900		2	
7	Two Rivers.....	Gas. lch., no name.....	1,500		2	
9	White River.....	Canoe, no name.....	30		1	
14	Jackson Park.....	Gas. lch., Ju-Ja.....	300		2	
15	White River.....	Gas. lch., Lugano.....	300		3	
15	Muskegon.....	Gas. lch., Vera.....	225		4	
15	Racine.....	Gas. lch., Kid.....	500		10	
15	do.....	Raft, no name.....	5	5	1	
16	Jackson Park (Farragut Yacht Club).....	Yt., Myrtle.....	75	10	2	
17	Frankfort.....	Gas. lch., no name.....	300		2	
17	Jackson Park.....	Gas. lch., Lois.....	1,000		5	

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Table of casualties, season of 1910—undocumented vessels—Continued.

DISTRICT NO. 12.—EMBRACING COAST OF LAKE MICHIGAN—Continued.

Date of disaster.	Station near which accident occurred.	Description and name of vessel.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
1909.						
July 18	Holland.....	Gas. lch., Fire Fly.....	\$300			
18	do.....	Slp., Cork.....	75		4	
18	Milwaukee.....	Slp., Hilda.....	75		5	
18	do.....	Slp., no name.....	40		1	
19	Plum Island.....	Gas. lch., no name.....	700		1	
20	South Chicago.....	Gas. lch., T. Bradwell.....	700		4	
21	Plum Island.....	Gas. lch., no name.....	700	\$75	1	
25	Michigan City.....	Gas. lch., Maud II.....	800		10	
25	Sheboygan.....	Gas. lch., Star.....	300	10	8	
26	Grande Pointe au Sable.....	Gas. lch., Marie.....	200		6	
27	Holland.....	Canoe, no name.....	40		1	
28	South Chicago.....	Gas. lch., Carrie.....	850		2	
29	Charlevoix.....	Gas. lch., Virginia.....	600	10	4	
29	Holland.....	Gas. lch., Gem.....	90		2	
29	Sheboygan.....	Gas. lch., Bub.....	1,000	5	4	
29	Two Rivers.....	Gas. lch., Elsie.....	500	500	10	
30	Grand Haven.....	Skiff, Yum-Yum.....	10			
31	Michigan City.....	Gas. lch., Etna.....	900		3	
31	Jackson Park (Farragut Yacht Club).	Gas. lch., no name.....	150		5	
Aug. 1	Grand Haven.....	Gas. lch., Nydia.....	800		2	
1	Jackson Park.....	Slp. yt., Valkyria.....	1,200		10	
2	White River.....	Slp., We're Here.....	500		4	
4	Charlevoix.....	Gas. lch., Prince Olaf.....	1,500	50	3	
7	Kenosha.....	Rowboat, no name.....	25			
9	Holland.....	Slp., Budweiser.....	150		2	
13	Muskegon.....	Gas. lch., no name.....	500		6	
14	Evanston (Rogers Park Boat Club).	Slp., Waumpa II.....	1,000	10	2	
15	Jackson Park (Farragut Yacht Club).	Catboat, Adventurer.....	150		2	
15	Racine.....	Skiff, no name.....	15		1	
15	do.....	do.....	15		2	
15	Milwaukee.....	Slp., no name.....	75		2	
16	Holland.....	Slp., Budweiser.....	150		3	
17	Old Chicago.....	Gas. lch., Francesca.....	1,200		11	
18	Michigan City.....	Gas. lch., Dolly E.....	250		2	
19	Holland.....	Gas. lch., Ruth H.....	1,600		3	
20	Jackson Park.....	Gas. lch., New Star.....	1,500		5	
20	Old Chicago.....	Slp., Adventure.....	300		1	
21	Charlevoix.....	Gas. lch., Hazel.....	1,000	50	2	
21	South Haven.....	Gas. lch., Bonita.....	1,400		7	
21	do.....	Skiff, no name.....	15		2	
22	Charlevoix.....	Gas. lch., no name.....	135		2	
22	Holland.....	Slp., Invader.....	200		3	
22	do.....	Slp., Grace.....	75		2	
23	Ludington.....	Gas. lch., no name.....	100		3	
24	White River.....	Sailboat, no name.....	100		7	
24	South Haven.....	Gas. lch., O. K.....	500		1	
24	Milwaukee.....	Skiff, no name.....	15		2	
26	Charlevoix.....	Gas. lch., no name.....	135		2	
27	Holland.....	Gas. lch., Dixie.....	1,000		2	
27	Michigan City.....	Rowboat, no name.....	30		5	
27	Jackson Park.....	Slp. yt., Petrel.....	50		3	
28	Michigan City.....	Gas. lch., Springbluff.....	300		2	
28	Jackson Park.....	Gas. lch., Clara Ann.....	1,000		1	
29	Holland.....	Slp., Invader.....	200		3	
29	Jackson Park.....	Gas. lch., Dutchman.....	800		3	
30	Ludington.....	Gas. lch., no name.....	100		2	
30	South Haven.....	Gas. lch., Loafer.....	1,000		2	
Sept. 1	Pentwater.....	Gas. lch., Fox.....	1,200		6	
1	Jackson Park.....	Gas. lch., Nais.....	6,000		3	
4	Manistee.....	Gas. lch., no name.....	800		3	
4	Michigan City.....	Yt., Pelican.....	350	150	3	
4	do.....	Yt., Anna D. C.....	350	100	3	
4	do.....	Yt., Delight.....	1,200	100	5	
4	Old Chicago.....	Gas. lch., Renetta.....	1,000		2	
5	Grand Haven.....	Gas. lch., Premier.....	500		4	
6	Kenosha.....	Rowboat, no name.....	25		2	
6	Racine.....	Canoe, Cupid.....	25		2	
7	St. Joseph.....	Gas. lch., Swan.....	700		4	
7	Racine.....	Gas. lch., Marlin.....	500	10	2	
14	Jackson Park.....	Gas. lch., Quado.....	500		3	
16	South Manitou Island.....	Sailboat, South Manitou.....	150	5	3	
16	Ludington.....	Gas. lch., Major.....	1,600		3	
17	Kewaunee.....	Scow, no name.....	4,000			
18	Jackson Park.....	Slp. yt., no name.....	300			

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Table of casualties, season of 1910—undocumented vessels—Continued.

DISTRICT NO. 12.—EMBRACING COAST OF LAKE MICHIGAN—Continued.

Date of disaster.	Station near which accident occurred.	Description and name of vessel.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
1909.						
Sept. 18	Milwaukee	Gas. lch., no name.	\$250	\$5		
26	Pentwater	Gas. lch., Otto	900		3	
26	Jackson Park	Sailboat, no name.	150		5	
27	Charlevoix	Gas. lch., Hazel	1,000	10	2	
29	South Chicago	Gas. lch., T. Bradwell	700		3	
30	Jackson Park	Ywl., Huntress	500		2	
30	Old Chicago	Gas. lch., Margaret R.	1,400		3	
Oct. 4	South Chicago	Gas. lch., Eileen H.	300		1	
8	do	Gas. lch., Fox	1,000		2	
10	Grande Pointe au Sable	Gas. lch., Robert Wright	400	25		
10	South Chicago	Gas. lch., no name	65			
19	Evanston	Gas. lch., Iowa	700		1	
20	Holland	Gas. lch., Katherine B	1,000		1	
21	Baileys Harbor	Gas. lch., Nellie	1,200		1	
25	South Chicago	Gas. lch., Minch	500		1	
26	Old Chicago	Gas. lch., Bo Peep	2,500		6	
28	Jackson Park	Gas. lch., Calumet	1,200	10	6	
30	South Chicago	Gas. lch., Vivian	1,800		3	
Nov. 1	Jackson Park	Gas. lch., Calumet	1,200		4	
6	do	Gas. lch., Wizard	900		7	
9	Frankfort	Gas. lch., No name	150		1	
11	Old Chicago	Gas. lch., Bremar	1,600			
13	do	Gas. lch., Sarah	1,200		2	
14	Jackson Park	Gas. lch., Roy	200		3	
16	Michigan City	Fish boat, no name	50		1	
16	do	Gas. lch., No. 999	150		1	
17	Racine	Skiff, no name	20		2	
27	Muskegon	Gas. lch., Racine	2,500		3	
28	Old Chicago	Rowboat, no name	65		2	
Dec. 19	North Manitou Island	Gas. lch., Morning Dip	800		3	
1910.						
Apr. 4	Milwaukee	Skiff, no name	20		3	
6	Old Chicago	do	95			
8	Ludington	Gas. lch., Juel B. Olson (and tow)	300		2	
10	South Chicago	Gas. lch., Wizard	800		8	
11	Jackson Park	Gas. lch., Fawn	500			
24	do	Gas. lch., Wizard	800		5	
25	Muskegon	Gas. lch., Verna	200		2	
29	Frankfort	Gas. lch., no name	650		3	
May 1	Jackson Park	Slp. yt., Susan II.	1,000		5	
2	Holland	Gas. lch., Angler	600		2	
2	Michigan City	Gas. lch., Nautilus	1,800			
2	Jackson Park	Gas. lch., Capri	300			
16	Frankfort	Gas. lch., The Pastigola	350		2	
16	Milwaukee	Gas. lch., Ted	125		4	
18	Racine	Gas. lch., no name	300		1	
22	South Chicago	do	700		2	
22	Jackson Park	do	300		2	
22	do	Gas. lch., Roamer	900		3	
22	Old Chicago	Gas. lch., Banzai	2,000		7	
22	Kenosha	Gas. lch., Jove	300		4	
23	Grand Haven	Ywl. yt., Pahma	4,000	250	5	
25	do	Gas. lch., Ethel B.	400		4	
28	Charlevoix	Gas. lch., South Fox	600		2	
29	Milwaukee	Gas. lch., Anita	175		4	
29	Jackson Park	Slp. yt., Iroquois	1,000		8	
29	do	Gas. lch., Allis	6,000		8	
29	Old Chicago	Rowboat, no name	60		1	
30	Milwaukee	Slp. yt., no name	40		1	
31	Beaver Island	Gas. lch., no name	500		5	
31	Baileys Harbor	Gas. lch., Nellie	1,000		2	
June 1	Michigan City	Gas. lch., No. 999	150		2	
1	Old Chicago	Gas. lch., Jay	900		2	
1	Kenosha	Yt., Black Eagle	200			
2	Grande Pointe au Sable	Gas. lch., no name	150		1	
2	Old Chicago	Rowboat, no name	55		2	
4	Ludington	Gas. lch., no name	500		4	
4	Jackson Park	do	500		1	
5	Kenosha	Skiff, no name	15		2	
6	Michigan City	Yt., no name	150		1	
7	Frankfort	Gas. lch., no name	500	10	3	
7	Jackson Park	Gas. lch., Frank	250		3	
9	do	Yt., no name	300			
10	Sleeping Bear Point	Gas. lch., no name	200			
10	Jackson Park	Slp. yt., Meralla	500			

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Table of casualties, season of 1910—undocumented vessels—Continued.

DISTRICT NO. 12.—EMBRACING COAST OF LAKE MICHIGAN—Continued.

Date of disaster.	Station near which accident occurred.	Description and name of vessel.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
1910.						
June 14	Point Betsie.....	Gas. lch., no name.....	\$700.....	.....	2.....	.....
17	Kenosha.....	Gas lch., Dixie.....	200.....	.....	3.....	.....
18	Holland.....	Gas. lch., Juliet.....	8,000.....	.....	11.....	.....
18	South Chicago.....	Slp., no name.....	75.....	.....	1.....	.....
18	Old Chicago.....	Gas. lch., Viking.....	1,700.....	.....	2.....	.....
18	Jackson Park.....	Gas. lch., no name.....	500.....	.....	4.....	.....
23	do.....	Raft, no name.....	5.....	\$5.....	2.....	.....
25	Milwaukee.....	Gas. lch., Oloha.....	250.....	.....	2.....	.....
26	Ludington.....	Gas. lch., Dido.....	200.....	.....	6.....	.....
29	Racine.....	Skiff, no name.....	15.....	.....	1.....	.....
30	Jackson Park (Farragut Yacht Club).	Gas. lch., Bill Nye.....	300.....	.....	5.....	.....
	Total.....	.....	130,690.....	1,710.....	534.....	.....

DISTRICT NO. 13.—EMBRACING PACIFIC COAST.

1909.						
July 5	Cape Disappointment.....	Fish boat, no name.....	\$500.....	.....	2.....	.....
6	Coos Bay.....	Gas. lch., no name.....	150.....	.....	.....	.....
14	Cape Disappointment.....	Fish boat, no name.....	500.....	.....	2.....	.....
18	Nome.....	Gas. lch., Defender.....	1,500.....	.....	3.....	.....
21	Point Adams.....	Fish boat, no name.....	500.....	.....	2.....	.....
21	do.....	do.....	400.....	.....	2.....	.....
21	do.....	do.....	450.....	.....	2.....	.....
22	Cape Disappointment.....	do.....	500.....	.....	2.....	.....
31	Nome.....	Lighter, no name.....	400.....	.....	.....	.....
Aug. 2	Cape Disappointment.....	Fish boat, no name.....	500.....	.....	2.....	.....
2	do.....	do.....	500.....	.....	2.....	.....
2	do.....	do.....	500.....	.....	2.....	.....
4	do.....	do.....	500.....	.....	2.....	.....
5	Nome.....	Gas. lch., Arctic.....	1,000.....	.....	2.....	.....
9	do.....	Gas. lch., Defender.....	1,500.....	.....	2.....	.....
9	do.....	Lighter, no name.....	400.....	.....	.....	.....
10	do.....	Gas. lch., Defender.....	1,500.....	.....	2.....	.....
11	do.....	Lighter, no name.....	400.....	.....	2.....	.....
11	do.....	Fish boat, no name.....	250.....	.....	3.....	.....
13	do.....	Gas. lch., Defender.....	1,500.....	.....	2.....	.....
14	do.....	Small boat, no name.....	150.....	.....	5.....	.....
14	do.....	Gas. lch., Belvedere.....	2,500.....	.....	2.....	.....
15	do.....	do.....	2,500.....	.....	2.....	.....
15	do.....	Small boat, no name.....	100.....	.....	2.....	.....
18	do.....	Skiff, no name.....	40.....	.....	1.....	.....
18	Point Adams (Alaska-Yukon-Pacific Exposition).	Catboat, no name.....	25.....	.....	3.....	.....
19	Waaddah Island.....	Gas. lch., Iola.....	650.....	.....	2.....	.....
22	Nome.....	Small boat, no name.....	100.....	.....	3.....	.....
Sept. 11	Waaddah Island.....	Gas. lch., no name.....	450.....	\$250.....	1.....	.....
12	Point Adams.....	Fish boat, no name.....	450.....	25.....	2.....	.....
16	Nome.....	Gas. lch., Defender.....	1,500.....	.....	2.....	.....
18	do.....	Lighter, no name.....	500.....	.....	3.....	.....
21	do.....	Small boat, no name.....	450.....	.....	13.....	.....
21	do.....	Lighter, no name.....	450.....	.....	2.....	.....
21	do.....	Lighters (2), no names.....	750.....	.....	1.....	.....
21	do.....	Gas. lch., Defender.....	1,500.....	.....	2.....	.....
23	do.....	Lighter, no name.....	350.....	.....	2.....	.....
24	do.....	Small boat, no name.....	100.....	.....	2.....	.....
26	do.....	Lighter, no name.....	350.....	.....	2.....	.....
Oct. 28	Fort Point.....	Slp. Pinte.....	300.....	.....	3.....	.....
7	Nome.....	Gas. lch., Defender.....	1,500.....	.....	2.....	.....
7	do.....	Lighter, no name.....	450.....	.....	1.....	.....
7	do.....	do.....	350.....	.....	1.....	.....
17	Fort Point.....	Bge., no name.....	8,000.....	8,000.....	.....	.....
21	Nome.....	Gas. lch., Defender.....	1,500.....	.....	2.....	.....
23	Fort Point.....	Gas. lch., "H".....	350.....	350.....	.....	.....
26	Nome.....	Gas. lch., Yorkey.....	2,000.....	.....	2.....	.....
Nov. 1	Grays Harbor.....	Gas. lch., Ferro (and tow).....	1,000.....	.....	2.....	.....
4	Nome.....	Gas. lch., Now Then.....	1,000.....	.....	3.....	.....
5	do.....	do.....	1,000.....	.....	1.....	.....
5	Coos Bay.....	Small boat, no name.....	50.....	.....	.....	.....
Dec. 2	Humboldt Bay.....	Gas. lch., no name.....	500.....	3.....
6	Point Adams.....	Fish boat, no name.....	100.....
8	Willapa Bay.....	Gas. lch., Despatch.....	800.....	1.....

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Table of casualties, season of 1910—undocumented vessels—Continued.

DISTRICT NO. 13.—EMBRACING PACIFIC COAST—Continued.

Date of disaster.	Station near which accident occurred.	Description and name of vessel.	Estimated value of vessel.	Estimated damage or loss to vessel.	Persons on board.	Lives lost.
1909.						
Dec. 8	Coquille River.....	Bge., no name.....	\$300.....		3.....	
28	Humboldt Bay.....	Gas. lch., Sconset.....	2,000.....		2.....	
1910.						
Jan. 16	Fort Point.....	Skiff, no name.....	25.....		3.....	
Mar. 1	Point Adams.....	Catboat, no name.....	100.....		1.....	
6	do.....	Gas. lch., no name.....	400.....		1.....	
10	do.....	Catboat, no name.....	100.....			
13	Fort Point.....	Small boat, Maud.....	100.....		1.....	
15	Humboldt Bay.....	Gas. fish boat, no name.....	1,275.....	\$1,275.....	2.....	2.....
15	do.....	do.....	1,050.....	1,050.....	1.....	1.....
24	Point Bonita.....	Skiff, no name.....	50.....		2.....	
Apr. 3	Fort Point.....	Gas. lch., Red.....	250.....		2.....	
12	Point Bonita.....	Lighter, no name.....	6,000.....		1.....	
30	Humboldt Bay.....	Fish boat, no name.....	750.....		1.....	
May 1	Fort Point.....	Sailboat, no name.....	50.....		3.....	2.....
1	do.....	Slp., Comet.....	1,200.....		7.....	
11	Tillamook Bay.....	Raft, no name.....	5.....		1.....	
13	Point Adams.....	Fish boat, no name.....	450.....		2.....	
13	do.....	do.....	500.....		2.....	
14	Coos Bay.....	Gas. lch., no name.....	300.....		4.....	
23	Point Adams.....	Skiff, no name.....	5.....			
June 1	Cape Disappointment.....	Fish boat, no name.....	500.....	50.....	2.....	2.....
3	Umpqua River.....	Gas. lch., no name.....	800.....	10.....	4.....	
7	Cape Disappointment.....	Fish boat, no name.....	500.....		2.....	1.....
9	do.....	do.....	500.....	200.....	2.....	2.....
16	do.....	Skiff, no name.....	100.....		4.....	
20	Cape Disappointment.....	Fish boat, no name.....	500.....		2.....	
23	do.....	do.....	500.....		2.....	
25	do.....	do.....	500.....		2.....	
25	Point Adams.....	do.....	500.....		2.....	
25	do.....	do.....	500.....		2.....	
25	do.....	do.....	550.....		2.....	
	Total.....		65,625.....	11,210.....	174.....	10.....

TABULAR STATEMENT OF WRECKS AND OTHER
MARINE CASUALTIES OCCURRING ON AND NEAR
THE COASTS AND ON THE RIVERS OF THE
UNITED STATES AND TO AMERICAN VESSELS
AT SEA AND IN FOREIGN WATERS: 1910.

TABULAR STATEMENT¹ OF WRECKS AND OTHER MARINE CASUALTIES OCCURRING ON AND NEAR THE COASTS AND ON THE RIVERS OF THE UNITED STATES AND TO AMERICAN VESSELS AT SEA AND IN FOREIGN WATERS DURING THE FISCAL YEAR ENDING JUNE 30, 1910.

On the 30th of June, 1910, the total number of United States vessels (exclusive of canal boats not propelled by mechanical power) registered, enrolled, and licensed was 25,066, having a combined tonnage of 7,434,014. Of this number, 12,452 were steam and motor vessels; 8,947, sailing vessels; and 3,667, barges.

The number of American vessels reported as having sustained casualties during the year was 1,443. In addition, 47 foreign vessels, having an aggregate tonnage of 107,920, were reported as having been involved in disaster within the year in United States waters. Statistics relating to these vessels, classified by the coasts and rivers upon which they suffered disaster, and showing their respective nationalities, are embraced in tables numbered 8, 20, 32, 45, and 62, appearing on succeeding pages of this chapter. Three foreign vessels, having a total tonnage of 15,774, were also reported as having collided with American vessels at sea, making the total number of vessels included in the year's record of reported casualties to shipping 1,493.

These vessels were valued at \$138,178,755, and their cargoes at \$27,461,325, the total value of property endangered being \$165,640,080. The losses to vessels amounted to \$11,058,840, and to cargoes, \$2,565,580, making the aggregate property loss \$13,624,420. The number of totally lost vessels was 365. Of the 1,493 vessels, 814 carried cargoes.

The amount of insurance reported as carried upon the vessels was \$84,253,790, and upon cargoes, \$12,947,070; the total amount of insurance reported for both classes of property being \$97,200,860.

One hundred and nineteen of the vessels involved in disaster foundered; 342 stranded; 511 were in collision; and 520 sustained miscellaneous casualties, which are classified in the following tables under "Other causes." These vessels carried a total of 38,104 persons (15,464 of whom were passengers and 22,640 crews), 403 of whom were lost.

There was also reported during the year the loss of 190 lives from 185 vessels that were not involved in any casualty. The persons who perished in these instances were lost overboard, capsized from small boats while away from their vessels, or killed by falling from the rigging, being struck by falling spars, swinging booms, tackle, etc. The published statistics relating to these casualties are found only in tables 64 and 65, which also embrace similar data relating to the fatalities from vessels that suffered disaster.

The following is the thirty-seventh tabular 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

¹ Including, also, disasters to documented vessels within the field of operations of the Life-Saving Service.

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's caused by the leaking or capsizing of vessels, but not those resulting from collision, stranding, or striking sunken wrecks, piers, snags, or ice.

2. *Stranding*s.—Embracing disasters caused by running aground, striking rocks, reefs, bars, or other natural objects, although the vessels may have sunk 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.

TABLE 1.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1910, showing by months the number and value of vessels and cargoes involved, and amount of loss to same where known.

Months.	Number and value of vessels.		Vessels, value unknown.	Number and value of cargoes.		Cargoes, value unknown.	Unknown whether laden or not.
	Number.	Value.		Number.	Value.		
July.....	47	\$2,383,590	6	22	\$424,140	3	4
August.....	41	2,318,275	2	12	185,580	.....	2
September.....	61	2,013,360	1	27	250,095	1	.....
October.....	77	2,918,090	3	26	1,022,575	1	2
November.....	38	2,416,800	3	26	719,735	1	3
December.....	63	3,602,450	3	43	1,333,580	.....	3
January.....	62	6,210,030	8	37	2,098,865	3	9
February.....	34	1,722,160	1	24	572,145	1	1
March.....	37	3,314,270	6	18	596,065	.....	5
April.....	37	3,902,020	2	24	752,955	.....	2
May.....	25	2,423,900	1	10	538,200	.....	1
June.....	42	3,783,560	1	25	1,084,870	.....	1
Total.....	564	37,008,505	37	294	9,578,805	10	33

Months.	Loss to vessels.		Casualties involving no damage and unknown damage. ¹	Loss to cargoes.		Number of cargoes not damaged, or damage unknown.
	Number.	Loss.		Number.	Loss.	
July.....	47	\$346,775	6	10	\$66,205	19
August.....	39	82,000	4	4	21,765	10
September.....	57	366,680	5	15	27,655	13
October.....	72	306,830	8	13	27,425	16
November.....	36	229,975	5	9	54,580	21
December.....	58	454,600	8	14	143,715	32
January.....	61	667,130	9	16	209,770	33
February.....	34	325,010	1	14	222,620	12
March.....	34	243,590	9	4	75,710	19
April.....	32	130,205	7	8	30,855	18
May.....	23	134,790	3	5	101,350	6
June.....	36	119,735	7	10	30,130	16
Total.....	529	3,407,320	72	122	1,011,780	215

¹ For separate classification of casualties included in this column see Table 2.

TABLE 2.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1910, showing by months the number of vessels involved in casualties, the number totally lost, the number damaged, and the number sustaining no damage; also their tonnage, the number of persons on board, and the number of lives lost.

Months.	Vessels totally lost.	Vessels damaged only.	Whether lost or damaged not known.	Vessels involved in casualties resulting in no damage.	Total number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including master.	Lives lost.
July.....	15	32	5	1	53	5,325	45,540	813	601	12
August.....	15	24	3	1	43	1,934	24,860	226	482	11
September.....	25	32	1	4	62	5,586	18,213	1,218	557	22
October.....	36	36	4	4	80	4,057	36,608	954	775	15
November.....	10	26	3	2	41	5,787	33,723	183	530	5
December.....	18	40	3	5	66	11,268	38,724	266	756	37
January.....	18	43	8	1	70	10,521	97,218	767	1,029	2
February.....	16	18	1	.....	35	8,838	14,581	2	396	11
March.....	2	32	7	2	43	1,952	42,421	309	543	.....
April.....	3	29	2	5	39	704	32,722	1,049	739	.....
May.....	8	15	1	2	26	397	23,185	389	508	.....
June.....	8	28	1	6	43	1,282	36,052	798	720	1
Total.....	174	355	39	33	601	57,651	443,847	6,974	7,636	116

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TABLE 3.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1910, showing by months 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 bal-last.
	Number.	Amount.	Number.	Amount.		Ves-sels.	Car-goes.	Ves-sels.	Car-goes.	
July.....	21	\$1,597,900	10	\$409,850	\$2,007,750	26	7	6	12	24
August.....	10	462,700	3	14,295	476,995	26	2	7	9	29
September.....	26	1,121,700	8	74,415	1,196,115	32	9	4	11	34
October.....	22	2,082,500	12	844,280	2,926,780	48	4	10	13	51
November.....	18	1,106,200	6	312,795	1,418,995	16	7	7	17	11
December.....	25	2,140,400	18	1,197,790	3,338,190	31	13	10	15	20
January.....	30	4,413,610	12	1,211,045	5,624,655	21	8	19	29	21
February.....	21	1,273,860	8	488,510	1,762,370	10	8	4	10	9
March.....	21	1,966,700	7	449,065	2,415,765	14	6	7	10	20
April.....	18	2,268,000	9	232,525	2,500,525	14	7	7	10	13
May.....	15	1,792,400	7	383,670	2,176,070	8	-----	3	4	15
June.....	17	3,139,795	9	568,140	2,707,935	16	6	10	12	17
Total.....	244	23,365,765	109	6,186,380	29,552,145	262	76	95	152	264

TABLE 4.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1910, distinguishing the nature of the casualties and the months in which they occurred.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered.....	5	5	13	27	5	5	2	3	-----	2	-----	5	72
Stranded.....	12	7	13	18	11	21	21	17	4	13	6	4	147
Collided.....	19	20	18	23	20	21	32	6	30	19	12	22	242
Fire.....	4	8	2	5	4	7	8	6	6	3	5	7	65
Struck bridge, pier, wreck, rock, etc.	4	1	9	3	-----	5	2	-----	2	1	1	-----	28
Damage to machinery.....	3	1	4	1	1	3	1	1	1	-----	1	1	18
Damage to hull, masts, rigging, etc.	3	-----	2	2	-----	3	1	-----	-----	1	-----	2	14
Explosion of gases and gasoline.....	2	-----	1	-----	-----	-----	-----	-----	-----	-----	1	1	5
Capsized.....	-----	-----	-----	1	-----	1	1	-----	-----	-----	-----	1	4
Damage to cargo.....	-----	-----	-----	-----	-----	-----	2	-----	-----	-----	-----	-----	2
Involved in ice.....	-----	-----	-----	-----	-----	-----	-----	2	-----	-----	-----	-----	2
Explosion of boilers.....	-----	1	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	1
Sprung a leak.....	1	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	1
Total.....	53	43	62	80	41	66	70	35	43	39	26	43	601

TABLE 5.—Abstract of returns of disasters (excluding collisions) to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1910, distinguishing the cause of each disaster.

Class and cause of disaster.	Found- derings.	Strand- ings.	Other causes.	Total.
Class 1.—Causes connected with the weather:				
Gales, hurricanes, etc.....	40	48	18	106
Fog.....	30	30		30
Heavy seas.....	4	3	7	14
Snowstorms.....		4		4
Darkness.....		3		3
Calms.....		2		2
Total of class 1.....	44	90	25	159
Class 2.—Causes connected with vessels and equipments:				
Defective chart.....		1		1
Class 3.—Causes connected with navigation and seamanship:				
Error of officers or crews.....		21	1	22
Error of pilots.....		8		8
Total of class 3.....		29	1	30
Class 4.—Causes connected with machinery or boilers:				
Damage to machinery.....			14	14
Explosion of boilers.....			1	1
Total of class 4.....			15	15
Class 5.—Other causes:				
Fire.....			66	66
Struck bridge, pier, wreck, rock, etc.....		5	22	27
Sprung a leak.....	17	6	2	25
Capsized.....	6			6
Explosion of gases and gasoline.....			5	5
Involved in ice.....		2	2	4
Missed stays.....		4		4
Damage to cargo.....			1	1
Miscellaneous.....	5	9	1	15
Unknown.....		1		1
Total of class 5.....	28	27	99	154
Aggregate.....	72	147	140	359

TABLE 6.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1910, showing by months 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 vessels.....	3	5	5	6	7	3	4		11	9	2	4	59
Fog.....	9	1	2		2	2	2		4	6	6	6	40
Unavoidable.....		7	2	5		2	9		4	2		3	34
High and baffling winds.....				6	2	7						2	17
Misunderstanding signals.....		2	2	2	2		2		4		2		16
Tides, currents, etc.....	4	2	2				2		3			2	15
Bad management.....		2	1	2		3	2					1	11
Fault of towing ves- sel.....			2				1						3
Involved in ice.....								2					2
Snowstorm.....								2					2
Want of proper lights.....					1							1	2
Error of judgment.....						1			1			1	3
Unknown.....	3	1	2	2	6	3	10	2	3	1	2	2	37
Miscellaneous.....										1			1
Total.....	19	20	18	23	20	21	32	6	30	19	12	22	242

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TABLE 7.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1910, showing the descriptions of vessels involved, the number of each kind, and the months in which they sustained casualties.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Steamers.....	26	24	27	30	18	21	36	12	26	23	16	23	282
Schooners.....	21	12	30	44	16	43	20	13	9	13	8	14	243
Barges.....	4		1		3		7	6	7	2		4	34
Sloops.....	2	4	1	5	1	1		1			1	1	17
Ferryboats.....			2				2		1	1			6
Steam yachts.....		2			1		2				1		6
Barks.....					2		1	1				1	5
Scows.....							1	1					2
Yachts.....		1	1										2
Barkentine.....							1						1
Ships.....								1					1
Unknown.....				1		1							2
Total.....	53	43	62	80	41	66	70	35	43	39	26	43	601

TABLE 8.—Abstract of returns of disasters to foreign vessels on the Atlantic and Gulf coasts during the year ending June 30, 1910, showing nationality and description of vessels involved, and distinguishing by months those totally lost and those damaged.

Nationality and rig.	July.		Sep-tember.		Octo-ber.		Novem-ber.		Decem-ber.		Janu-ary.	
	Total loss.	Partial loss.										
British steamers.....					1		1					3
British schooners.....					2	1			1	3		
British ship.....												
British bark.....								1				
Norwegian steamers.....	1	1						1				2
German steamers.....	3				1	1		1				
Dutch steamer.....		1										
Italian steamer.....												1
Italian bark.....											1	
Spanish bark.....												
Total.....	4	2			3	2	1	3	1	3	1	6
Aggregate.....	4	2			5	4	4	4	4	7		

Nationality and rig.	Feb-ruary.		March.		April.		May.		Total.		Aggregate.
	Total loss.	Partial loss.									
British steamers.....	1		2				1		2	7	9
British schooners.....	1								4	4	8
British ship.....	1								1	1	1
British bark.....										1	1
Norwegian steamers.....			1		1				1	6	7
German steamers.....									1	4	5
Dutch steamer.....									1	1	1
Italian steamer.....										1	1
Italian bark.....									1	1	1
Spanish bark.....	1								1	1	1
Total.....	4		3		1		1		12	23	35
Aggregate.....	4		3		1		1		35		

NOTE.—No casualties reported for August and June.

TABLE 9.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1910, showing the tonnage of vessels involved, and distinguishing by months 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.....	9	9	12	6	19	12	30	20	4	6	11	10	8	6
Over 100 and not exceeding 200 tons.....	3	3	1	5	6	2	2	2	1	4	1	3	1	5
Over 200 and not exceeding 300 tons.....	1	2	4	1	2	1	3	2	2	2	10	1	2	2
Over 300 and not exceeding 500 tons.....	2	4	1	2	5	1	3	1	2	3	3	1	3	3
Over 500 and not exceeding 700 tons.....	3	3	1	3	2	2	1	1	3	1	6	3	5	3
Over 700 and not exceeding 1,000 tons.....	1	3	1	1	1	4	1	1	1	1	1	1	1	2
Over 1,000 and not exceeding 1,500 tons.....	1	1	2	2	2	1	1	3	3	1	3	1	3	5
Over 1,500 and not exceeding 2,000 tons.....	2	1	1	2	2	2	2	1	3	2	1	1	4	1
Over 2,000 and not exceeding 2,500 tons.....	3	3	1	1	2	2	2	3	3	1	2	2	4	1
Over 2,500 and not exceeding 3,000 tons.....	2	2	1	1	1	1	4	1	1	1	6	2	3	1
Over 3,000 and not exceeding 3,500 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	5	1
Over 3,500 and not exceeding 4,000 tons.....	1	2	1	1	1	1	1	1	1	1	1	1	1	1
Over 4,000 and not exceeding 4,500 tons.....	1	1	1	1	1	1	2	1	1	1	1	1	3	3
Over 4,500 and not exceeding 5,000 tons.....	1	1	2	2	2	2	2	2	2	2	2	2	3	3
Over 5,000 and not exceeding 6,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	2	2
Over 6,000 tons.....	1	2	1	1	1	1	1	1	1	1	1	1	2	2
Unknown.....	2	2	1	1	1	1	1	1	1	1	1	1	2	2
Total.....	15	38	15	28	25	37	36	44	10	31	18	48	18	52
Aggregate.....	53	43	62	80	41	66	70							

Burden of vessels.	February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.											
Not exceeding 100 tons.....	8	4	1	8	1	11	7	3	5	6	115	101	216
Over 100 and not exceeding 200 tons.....	4	4	5	5	1	4	1	3	2	2	10	52	62
Over 200 and not exceeding 300 tons.....	3	5	5	5	2	2	1	3	2	1	7	39	46
Over 300 and not exceeding 500 tons.....	1	1	3	6	3	6	3	3	3	3	7	41	48
Over 500 and not exceeding 700 tons.....	2	2	1	1	2	2	1	1	3	3	2	25	33
Over 700 and not exceeding 1,000 tons.....	1	1	2	2	2	2	1	1	3	7	21	28	30
Over 1,000 and not exceeding 1,500 tons.....	1	1	4	4	1	1	1	1	3	6	24	30	30
Over 1,500 and not exceeding 2,000 tons.....	1	1	2	2	3	3	1	1	1	9	19	28	28
Over 2,000 and not exceeding 2,500 tons.....	1	1	1	1	1	1	1	1	1	1	18	19	19
Over 2,500 and not exceeding 3,000 tons.....	3	3	2	2	1	1	1	1	2	2	26	29	29
Over 3,000 and not exceeding 3,500 tons.....	1	1	1	1	1	1	2	1	1	8	8	8	8
Over 3,500 and not exceeding 4,000 tons.....	1	1	2	2	2	2	2	2	2	1	13	14	14
Over 4,000 and not exceeding 4,500 tons.....	1	1	3	3	3	3	3	3	3	9	9	9	9
Over 4,500 and not exceeding 5,000 tons.....	1	1	1	1	1	1	1	1	1	5	5	5	5
Over 5,000 and not exceeding 6,000 tons.....	1	1	1	1	1	1	2	2	2	9	9	9	9
Over 6,000 tons.....	1	1	3	3	1	1	1	1	1	3	3	3	3
Unknown.....	1	1	3	3	1	1	1	1	1	14	14	14	14
Total.....	16	19	2	41	3	36	8	18	8	35	174	427	601
Aggregate.....	35	43	39	26	43	601							

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

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TABLE 10.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1910, showing by months the number of vessels involved and distinguishing their ages.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	7	6	9	15	4	14	14	7	10	5	3	6	100
Over 5 and not exceeding 10 years.....	12	12	12	13	10	12	12	4	6	7	6	9	115
Over 10 and not exceeding 15 years.....	2	2	16	7	...	1	13	4	6	9	4	1	65
Over 15 and not exceeding 20 years.....	8	6	10	11	4	8	4	4	7	2	...	9	73
Over 20 and not exceeding 25 years.....	3	4	2	7	5	6	8	5	3	4	...	7	54
Over 25 and not exceeding 30 years.....	5	7	3	6	6	9	8	6	3	6	5	4	68
Over 30 and not exceeding 35 years.....	6	2	4	5	1	6	...	2	...	...	1	3	30
Over 35 and not exceeding 40 years.....	3	1	3	9	4	4	3	1	2	1	5	...	36
Over 40 and not exceeding 45 years.....	1	...	2	4	3	2	3	1	2	2	1	...	21
Over 45 and not exceeding 50 years.....	1	1	1	...	1	1	...	...	1	...	1	...	8
Over 50 years.....	3	1	...	...	3	...	3	...	...	2	...	2	14
Unknown.....	2	1	...	3	...	3	2	1	3	1	...	1	17
Total.....	53	43	62	80	41	66	70	35	43	39	26	43	601

TABLE 11.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1910, showing by months the number of laden vessels involved and distinguishing their cargoes.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Coal.....	5	6	5	4	7	14	13	5	5	5	1	2	72
Merchandise.....	7	2	6	7	6	7	10	2	4	5	4	2	68
Lumber.....	6	2	3	7	1	11	7	1	1	2	4	7	54
General cargo.....	1	...	4	3	2	3	1	3	4	3	...	...	24
Fish.....	...	1	3	1	2	1	2	6	2	3	...	2	23
Cement, plaster, sand, etc.....	1	1	...	1	1	1	2	2	...	2	...	1	14
Stone, brick, etc.....	...	2	3	4	2	2	...	1	...	...	...	2	12
Fertilizers.....	...	...	1	1	1	2	3	1	...	1	...	1	11
Petroleum.....	3	...	...	2	...	...	...	...	1	1	1	1	9
Provisions.....	1	...	1	...	...	1	...	...	...	1	...	1	3
Sugar.....	...	...	...	...	...	1	...	...	...	...	...	...	3
Fruit.....	...	...	...	...	2	1	...	...	...	...	...	...	2
Iron ore.....	1	...	...	...	...	...	...	1	...	...	...	...	2
Oil.....	...	...	...	...	...	...	2	...	...	...	...	...	2
Salt.....	...	...	...	...	1	...	...	1	...	...	...	...	2
Wood.....	...	...	...	1	...	...	...	...	1	...	...	...	2
Cotton.....	...	...	...	...	...	...	...	...	1	1	...	...	1
Unknown.....	4	2	...	2	3	3	9	1	5	2	1	1	33
Ballast.....	24	29	34	51	11	20	21	9	20	13	15	17	264
Total.....	53	43	62	80	41	66	70	35	43	39	26	43	601

TABLE 12.—Summary, Atlantic and Gulf coasts.

Nature of casualties.	Vessels involved.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.
Founderings.....	72	12,730	7,143	19,873	33	39
Strandings.....	147	37,178	67,107	104,285	93	54
Vessels collided.....	242	2,805	273,947	276,752	122	87
Other causes.....	140	4,938	95,650	100,588	56	84
Total.....	601	57,651	443,847	501,498	304	264

TABLE 12.—*Summary, Atlantic and Gulf coasts—Continued.*

Nature of casualties.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties resulting in damage only, and in no damage. ¹	Passengers.	Number in crews.	Total number of persons on board.	Lives lost.
Foundering.....		41	31	26	362	388	54
Strandings.....		71	76	651	1,760	2,411	42
Vessels collided.....	33	10	232	5,531	3,655	9,196	10
Other causes.....		52	88	766	1,859	2,625	10
Total.....	33	174	427	6,974	7,636	14,610	116

¹ For separate classification of casualties included in this column, see Table 2.

TABLE 13.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1910, showing by months the number and value of vessels and cargoes involved, and amount of loss to same where known.*

Months.	Number and value of vessels.		Vessels, value unknown.	Number and value of cargoes.		Cargoes, value unknown.	Unknown whether laden or not.
	Number.	Value.		Number.	Value.		
July.....	10	\$692,975		6	\$34,260		
August.....	8	310,000		3	22,500		
September.....	8	640,000		2	11,000		
October.....	17	654,700		8	44,000		
November.....	14	1,075,000	1	6	44,465		1
December.....	16	1,120,800	1	7	28,850	1	1
January.....	8	407,500	2	7	62,000		2
February.....	9	857,900	1	3	103,400		1
March.....	8	739,000		6	86,250		1
April.....	17	893,900	2	8	210,000	1	2
May.....	16	573,150	1	6	38,050		1
June.....	12	1,295,700	1	9	1,149,585	1	
Total.....	143	9,260,625	9	71	1,834,360	3	9

Months.	Loss to vessels.		Casualties involving no damage and unknown damage. ¹	Loss to cargoes.		Number of cargoes not damaged, or damage unknown.
	Number.	Loss.		Number.	Loss.	
July.....	10	\$221,820		3	\$15,850	3
August.....	7	57,450		2	5,500	1
September.....	8	29,365				2
October.....	16	90,490	1	7	25,825	1
November.....	14	288,000	1	3	14,000	4
December.....	14	183,350	3	3	4,500	6
January.....	8	189,500	2	6	29,500	3
February.....	8	278,065	2			4
March.....	7	95,200	1	3	1,900	4
April.....	14	93,350	5	3	75,200	8
May.....	16	126,870	1	4	11,775	3
June.....	12	67,460	1	5	73,035	5
Total.....	134	1,720,920	18	39	257,085	44

¹ For separate classification of casualties included in this column, see Table 14.

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TABLE 14.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1910, showing by months the number of vessels involved in casualties, the number totally lost, the number damaged, and the number sustaining no damage; also, their tonnage, the number of persons on board, and the number of lives lost.

Months.	Vessels totally lost.	Vessels damaged only.	Whether lost or damaged not known.	Vessels involved in casualties resulting in no damage.	Total number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including master.	Lives lost.
July.....	4	6	.....	.....	10	2,419	4,041	333	173	8
August.....	1	6	.....	1	8	15	2,730	.....	129	1
September.....	1	7	.....	.....	8	22	8,212	234	156	1
October.....	5	11	.....	1	17	1,535	4,505	15	135	3
November.....	2	12	1	.....	15	2,203	20,706	365	370	3
December.....	3	11	1	2	17	735	11,612	200	194	2
January.....	3	5	2	.....	10	1,974	1,965	84	145	24
February.....	3	5	.....	1	10	3,543	31,557	204	238	2
March.....	3	4	1	.....	8	408	11,586	55	151	4
April.....	1	13	2	3	19	13	13,160	215	290	.....
May.....	5	11	1	.....	17	1,055	4,977	1,000	153	.....
June.....	2	10	1	.....	13	79	20,466	169	230	.....
Total....	33	101	10	8	152	14,002	135,517	2,874	2,364	45

TABLE 15.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1910, showing by months 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.		Ves-sels.	Car-goes.	Ves-sels.	Car-goes.	
July.....	6	\$270,700	.....	.....	\$270,700	2	4	2	2	4
August.....	4	155,000	.....	.....	155,000	4	3	.....	.....	5
September.....	5	168,000	.....	.....	168,000	2	2	1	.....	6
October.....	4	264,300	3	\$123,500	387,800	12	4	1	1	8
November.....	9	684,000	.....	.....	684,000	2	4	4	3	8
December.....	6	354,000	1	11,000	365,000	4	4	7	4	8
January.....	3	117,340	.....	.....	117,340	3	3	4	6	1
February.....	3	287,500	.....	.....	287,500	5	5	3	3	6
March.....	3	93,500	.....	.....	93,500	3	1	3	4	1
April.....	10	461,400	3	159,000	620,400	6	1	5	7	8
May.....	5	105,250	1	7,900	113,150	3	2	5	4	9
June.....	4	858,500	2	101,000	959,500	7	6	3	2	4
Total.....	62	3,819,490	10	402,400	4,221,890	52	37	38	36	69

TABLE 16.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1910, distinguishing the nature of the casualties and the months in which they occurred.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	1	.....	3
Stranded.....	3	4	4	9	5	4	4	1	3	4	3	3	47
Collided.....	2	2	.....	2	4	8	4	6	2	10	4	4	48
Damage to machinery.....	2	1	3	.....	2	.....	1	2	1	.....	.....	2	14
Fire.....	.....	1	.....	1	1	1	.....	.....	1	2	4	2	13
Damage to hull, masts, rigging, etc.	.....	.....	.....	3	2	.....	.....	.....	.....	1	3	.....	9
Explosion of gases and gasoline.....	1	.....	.....	2	.....	1	.....	.....	.....	.....	.....	.....	4
Struck bridge, pier, wreck, rock, etc.....	.....	.....	1	.....	.....	1	.....	.....	.....	1	1	.....	4
Involved in ice.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	2	3
Damage to cargo.....	.....	.....	.....	.....	.....	2	1	.....	.....	.....	.....	.....	3
Capsized.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	2
Sprung a leak.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Never heard from.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Total.....	10	8	8	17	15	17	10	10	8	19	17	13	152

TABLE 17.—Abstract of returns of disasters (excluding collisions) to vessels on the Pacific coast during the year ending June 30, 1910, distinguishing the cause of each disaster.

Class and cause of disaster.	Founders.	Strandings.	Other causes.	Missing vessels.	Total.
Class 1.—Causes connected with the weather:					
Gales, hurricanes, etc.		11	6		17
Heavy seas	1	5	10		16
Fog		6	1		7
Calms		5			5
Darkness		1			1
Snowstorm		1			1
Total of class 1	1	29	17		47
Class 2.—Causes connected with vessels, equipments, or storage:					
Defective chart		2			2
Class 3.—Causes connected with navigation and seamanship:					
Error of officers or crews		6			6
Class 4.—Causes connected with machinery or boilers:					
Damage to machinery			11		11
Class 5.—Other causes:					
Fire			13		13
Struck bridge, pier, wreck, rock, etc.		6	4		10
Explosion of gases, gasoline, etc.			4		4
Sprung a leak	2	1	1		4
Involved in ice			3		3
Miscellaneous		3			3
Unknown				1	1
Total of class 5	2	10	25	1	38
Aggregate	3	47	53	1	104

TABLE 18.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1910, showing by months the number of vessels collided, and distinguishing the cause of each disaster.

Cause of disaster.	July.	August.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Fog	2				2				8			12
Fault of other vessel			2	1	1		2	1				7
Unavoidable		2			2		2					6
Misunderstanding of signals									2	2		4
Tides, currents, etc.											4	4
Bad management				2	1		1					4
Error of judgment						1						1
Fault of towing vessel						1						1
Heavy sea					1							1
Unknown				1	1	2	1	1		2		8
Total	2	2	2	4	8	4	6	2	10	4	4	48

NOTE.—No collisions reported for September.

TABLE 19.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1910, showing the descriptions of vessels involved, the number of each kind, and the months in which they sustained casualties.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Steamers	8	8	8	11	11	15	6	8	5	14	10	10	114
Schooners	2			6	4	1	2	1	2	3	5	1	27
Sloops						1	1	1			1	2	5
Barks									1	1			2
Barkentines						1				1			2
Barges							1						1
Scows											1		1
Total	10	8	8	17	15	17	10	10	8	19	17	13	152

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TABLE 20.—Abstract of returns of disasters to foreign vessels on the Pacific coast during the year ending June 30, 1910, showing nationality and description of vessels involved, and distinguishing by months those totally lost and those damaged.

Nationality and rig.	February.		March.		Total.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.
British steamer.....		1				1
French bark.....				1		1
Total.....		1		1		2

NOTE.—Casualties reported only for February and March.

TABLE 21.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1910, showing the tonnage of vessels involved, and distinguishing by months 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.....	2	1	1	1	1	.....	4	5	.....	1	2	2	.....	1
Over 100 and not exceeding 200 tons.....								2	.....			1	.....	1
Over 200 and not exceeding 300 tons.....				2				1	1			2		
Over 300 and not exceeding 500 tons.....						2								2
Over 500 and not exceeding 700 tons.....		2		1		3		1				4		2
Over 700 and not exceeding 1,000 tons.....		2		1				1				5		1
Over 1,000 and not exceeding 1,500 tons.....	2	1		1			1	2		1		1		1
Over 1,500 and not exceeding 2,000 tons.....						1			1			2		
Over 2,000 and not exceeding 2,500 tons.....												1		
Over 2,500 and not exceeding 3,000 tons.....														
Over 3,000 and not exceeding 3,500 tons.....										1				
Over 3,500 and not exceeding 4,000 tons.....						1							1	
Over 4,000 and not exceeding 5,000 tons.....														
Over 5,000 and not exceeding 6,000 tons.....														
Over 6,000 tons.....										1				
Unknown.....												1		2
Total.....	4	6	1	7	1	8	7	5	12	2	13	3	14	3
Aggregate.....	10		8		8		17		15		17		10	7

Burden of vessels.	February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.											
Not exceeding 100 tons.....	2	.....	2	.....	1	2	3	2	2	2	20	17	37
Over 100 and not exceeding 200 tons.....			1	.....	1	1	.....	1	.....	1	1	6	7
Over 200 and not exceeding 300 tons.....									1	.....	1	7	8
Over 300 and not exceeding 500 tons.....			1	.....	3	1	4	.....	1	2	17	19	19
Over 500 and not exceeding 700 tons.....		2		.....	1	1	1	.....	1	1	19	20	20
Over 700 and not exceeding 1,000 tons.....				.....	4	.....	1	.....	2	14	16	16	16
Over 1,000 and not exceeding 1,500 tons.....		1		.....	1	.....	.....	.....	4	6	10	10	10
Over 1,500 and not exceeding 2,000 tons.....		1		1	.....	2	.....	1	.....	2	1	10	11
Over 2,000 and not exceeding 2,500 tons.....				2	.....	.....	.....	.....	2	.....	5	5	5
Over 2,500 and not exceeding 3,000 tons.....					1	.....	.....	.....	.....	.....	1	1	1
Over 3,000 and not exceeding 3,500 tons.....		1		.....	.....	.....	.....	.....	1	.....	3	3	3
Over 3,500 and not exceeding 4,000 tons.....	1	1		.....	.....	.....	.....	.....	.....	1	3	4	4
Over 4,000 and not exceeding 5,000 tons.....				1	.....	.....	.....	.....	.....	.....	1	1	1
Over 5,000 and not exceeding 6,000 tons.....					.....	.....	.....	.....	1	.....	3	3	3
Over 6,000 tons.....		1		.....	.....	.....	.....	.....	.....	1	7	7	7
Unknown.....					2	.....	2	.....	.....	.....	.....	.....	.....
Total.....	3	7	3	5	1	18	5	12	2	11	33	119	152
Aggregate.....	10		8		19		17		13		152		

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, and in which the damage is unknown, for the number of which see appropriate column in Table 14. No casualties to vessels over 4,000 and not exceeding 5,000 tons reported for the Pacific coast.

TABLE 22.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1910, showing by months the number of vessels involved and distinguishing their ages.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	3	2	1	4	5	7	1	...	...	5	4	4	36
Over 5 and not exceeding 10 years.....	3	3	4	4	4	...	...	4	4	7	5	3	43
Over 10 and not exceeding 15 years.....	2	2	1	1	2	2	...	...	1	1	4	3	19
Over 15 and not exceeding 20 years.....	...	...	2	1	...	...	1	1	1	1	1	...	8
Over 20 and not exceeding 25 years.....	...	1	1	1	3	3	4	...	1	1	...	...	12
Over 25 and not exceeding 30 years.....	...	...	1	3	3	1	1	2	...	2	2	1	16
Over 30 and not exceeding 35 years.....	1	...	...	...	...	1	1	2	...	...	...	2	7
Over 35 and not exceeding 40 years.....	...	...	...	2	...	...	1	1	1	...	...	...	4
Over 45 and not exceeding 50 years.....	1	...	...	...	...	...	2	...	...	2	1	...	1
Unknown.....	...	...	...	...	...	1	2	...	...	...	...	...	6
Total.....	10	8	8	17	15	17	10	10	8	19	17	13	152

NOTE.—No casualties to vessels between 40 and 45 and over 50 years of age reported for the Pacific coast

TABLE 23.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1910, showing by months the number of laden vessels involved, and distinguishing their cargoes.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Lumber.....	3	3	1	2	3	7	4	1	2	3	6	1	36
General cargo.....	1	...	1	4	2	1	2	1	3	4	...	7	26
Cement, plaster, sand, etc.....	...	...	...	...	...	...	...	...	...	1	...	1	2
Coal.....	...	...	...	...	...	...	1	...	...	...	...	1	2
Copper ore.....	...	...	...	1	...	...	...	...	...	...	...	...	1
Iron.....	1	...	...	...	...	...	...	...	...	...	...	...	1
Petroleum.....	...	...	...	...	...	...	...	1	...	...	...	...	1
Grain.....	...	...	...	...	1	...	...	...	...	...	...	...	1
Fruit.....	...	...	...	...	...	...	...	1	...	...	...	...	1
Fish.....	...	...	...	1	...	...	...	...	...	...	...	...	1
Fertilizers.....	...	...	...	...	...	...	...	...	...	1	...	...	1
Salt.....	1	...	...	...	...	...	...	...	...	...	1	...	1
Unknown.....	...	...	...	...	1	1	2	1	1	2	1	...	9
Ballast.....	4	5	6	9	8	8	1	6	1	8	10	3	69
Total.....	10	8	8	17	15	17	10	10	8	19	17	13	152

TABLE 24.—Summary, Pacific coast.

Nature of casualties.	Vessels involved.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.
Foundering.....	3	9	13	22	1	2
Strandings.....	47	7,523	24,268	31,791	26	21
Vessels collided.....	48	16	71,079	71,095	19	20
Other causes.....	54	6,454	40,157	46,611	28	26
Total.....	152	14,002	135,517	149,519	74	69

Nature of casualties.	Un-known whether laden or not.	Wrecks involving total loss.	Casualties resulting in damage only, and in no damage. ¹	Passengers.	Number in crews.	Total number of persons on board.	Lives lost.
Foundering.....	...	1	2	...	4	4	...
Strandings.....	...	17	30	483	768	1,251	34
Vessels collided.....	9	2	46	1,279	768	2,047	1
Other causes.....	...	13	41	1,112	824	1,936	10
Total.....	9	33	119	2,874	2,364	5,238	45

¹ For separate classification of casualties included in this column, see Table 14.

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TABLE 25.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1910, showing by months the number and value of vessels and cargoes involved, and amount of loss to same where known.

Months.	Number and value of vessels.		Vessels, value unknown.	Number and value of cargoes.		Cargoes, value unknown.	Unknown whether laden or not.
	Number.	Value.		Number.	Value.		
July.....	38	\$6,813,645	1	24	\$447,915	1	1
August.....	50	8,362,600	3	33	641,690	1	3
September.....	49	7,970,000	.....	30	928,395	1	1
October.....	71	14,750,300	1	46	1,654,155	.....	2
November.....	67	11,897,700	2	53	2,499,795	1	2
December.....	32	5,679,500	.....	23	2,391,100	.....	.....
January.....	2	230,000	.....	1	15,000	.....	.....
February.....	5	1,025,000	1	4	127,400	.....	1
March.....	4	317,000	.....	2	37,500	.....	.....
April.....	31	4,514,500	.....	24	1,527,000	.....	.....
May.....	35	5,412,415	.....	23	302,710	.....	1
June.....	31	4,501,500	1	23	410,130	.....	1
Total.....	415	71,474,160	9	286	10,982,790	4	12

Months.	Loss to vessels.		Casualties involving no damage and unknown damage. ¹	Loss to cargoes.		Number of cargoes not damaged, or damage unknown.
	Number.	Loss.		Number.	Loss.	
July.....	36	\$371,565	3	5	\$32,800	21
August.....	49	281,350	4	4	8,800	33
September.....	45	294,505	4	4	137,650	28
October.....	68	349,565	4	6	11,760	42
November.....	57	440,025	12	18	52,145	38
December.....	31	965,610	1	8	475,375	15
January.....	2	1,300	.....	.....	.....	1
February.....	4	13,275	2	1	200	4
March.....	4	178,000	.....	1	34,000	1
April.....	28	103,500	3	7	15,265	17
May.....	34	437,450	1	9	24,660	15
June.....	27	79,450	5	1	3,000	23
Total.....	385	3,515,595	39	64	795,655	238

¹ For casualties involving no damage, 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, 1910, showing by months the number of vessels involved in casualties, the number totally lost, the number damaged, the number sustaining no damage; also, their tonnage, the number of persons on board, and the number of lives lost.

Months.	Vessels totally lost.	Vessels damaged only.	Whether lost or damaged not known.	Vessels involved in casualties resulting in no damage.	Total number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including master.	Lives lost.
July.....	2	34	1	2	39	5,000	110,022	455	878	14
August.....	4	45	3	1	53	923	152,143	162	930	.....
September.....	4	41	1	3	49	3,818	139,337	184	896	4
October.....	5	63	1	3	72	3,915	261,077	28	1,470	6
November.....	6	51	2	10	69	2,773	196,058	29	1,235	2
December.....	7	24	.....	1	32	10,169	84,993	1	552	51
January.....	.....	2	.....	.....	2	.....	1,530	20	83	.....
February.....	.....	4	1	1	6	.....	13,714	12	165	.....
March.....	2	2	.....	.....	4	1,896	3,164	1	42	.....
April.....	.....	28	.....	3	31	.....	80,598	21	581	.....
May.....	4	30	.....	1	35	4,912	82,025	.....	584	18
June.....	1	26	1	4	32	43	81,798	885	650	.....
Total.....	35	350	10	29	424	33,449	1,206,459	1,798	8,066	95

TABLE 27.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1910, showing by months 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.
	Num-ber.	Amount.	Num-ber.	Amount.		Ves-sels.	Car-goes.	Ves-sels.	Car-goes.	
July.....	23	\$4,380,745	9	\$181,045	\$4,561,790	13	8	3	9	13
August.....	31	5,828,800	10	248,200	6,077,000	14	11	8	16	16
September.....	30	5,312,000	13	648,355	5,960,355	13	5	6	14	17
October.....	37	8,837,895	12	483,055	9,320,950	20	10	15	26	24
November.....	34	7,416,650	23	877,490	8,294,140	16	3	19	30	13
December.....	16	3,426,305	10	1,742,725	5,169,030	10	3	6	10	9
January.....	1	60,000	1	15,000	75,000	1	.....	.....	.....	1
February.....	3	675,000	2	50,000	725,000	.....	.....	3	3	1
March.....	1	25,000	.....	.....	25,000	2	1	1	1	2
April.....	17	2,874,300	13	595,110	3,469,410	8	3	6	8	7
May.....	18	3,282,540	6	62,800	3,345,340	13	10	4	8	11
June.....	16	2,781,500	9	125,100	2,906,600	11	7	5	8	8
Total...	227	44,900,735	108	5,028,880	49,929,615	121	61	76	133	122

TABLE 28.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1910, distinguishing the nature of the casualties and the months in which they occurred.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered.....	...	1	1	1	...	3	...	...	...	...	2	...	8
Stranded.....	9	7	9	23	24	8	...	...	...	11	12	5	108
Collided.....	16	24	22	22	26	10	4	...	...	10	12	20	166
Struck bridge, pier, wreck, rock, etc.....	6	4	4	14	4	1	...	...	1	...	5	6	48
Damage to machinery.....	2	8	6	2	2	1	1	...	...	...	1	1	31
Fire.....	4	4	4	2	3	5	...	2	3	2	2	...	31
Damage to hull, masts, rigging, etc.....	1	1	1	1	...	1	...	...	...	2	...	...	12
Damage to cargo.....	...	1	...	...	3	...	...	...	...	...	...	...	4
Involved in ice.....	...	...	...	...	3	1	...	...	...	...	...	...	3
Sprung a leak.....	...	1	...	1	1	...	...	...	...	...	...	...	2
Explosion of boilers.....	...	1	1	...	...	...	...	...	...	...	...	...	2
Bursting of boiler flues.....	1	...	...	...	...	...	...	...	...	1	...	...	2
Bursting of steam pipes.....	1	...	1
Miscellaneous.....	...	1	1	...	1	1	4
Total.....	39	53	49	72	69	32	2	6	4	31	35	32	424

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TABLE 29.—Abstract of returns of disasters (excluding collisions) to vessels on the Great Lakes during the year ending June 30, 1910, distinguishing the cause of each disaster.

Class and cause of disaster.	Foundering.	Strandings.	Other causes.	Total.
Class 1.—Causes connected with the weather:				
Fog.....		23	3	26
Gales.....	2	13	9	24
Heavy seas.....		2	6	8
Snowstorms.....		6		6
Calm.....		3	2	5
Darkness.....		3	1	4
Total of class 1.....	2	50	21	73
Class 2.—Causes connected with vessels and equipments:				
Defective chart.....		2		2
Class 3.—Causes connected with navigation and seamanship:				
Error of officers or crew.....		5	7	12
Error of pilots.....		2		2
Total of class 3.....		7	7	14
Class 4.—Causes connected with machinery or boilers:				
Damage to machinery.....			26	26
Explosion of boilers.....			2	2
Collapse of boiler flues.....			2	2
Bursting of steam pipes.....			1	1
Total of class 4.....			31	31
Class 5.—Other causes:				
Struck bridge, pier, wreck, rock, etc.....		15	40	55
Fire.....			29	29
Sprung a leak.....	4	3	1	8
Involved in ice.....			5	5
Absence of buoys or lights.....		4		4
Capsized.....	2			2
Spontaneous combustion.....			2	2
Miscellaneous.....		25	5	30
Unknown.....		2	1	3
Total of class 5.....	6	49	83	138
Aggregate.....	8	108	142	258

TABLE 30.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1910, showing by months the number of vessels collided, and distinguishing the cause of each disaster.

Cause of disaster.	July.	August.	September.	October.	November.	December.	February.	April.	May.	June.	Total.
Unavoidable.....	2	12	7	7	10		2		6	8	56
Fog.....	3	6	2	2		2		4	4	2	25
Fault of other vessel.....		2	6	4	6	1		1		5	25
Currents.....	5			2	2			2	2		14
Misunderstanding of signals.....	2	2	1			1				4	10
High baffling winds.....	3			2	1	3					9
Involved in ice.....						2	2				4
Bad management.....		1	1	1	1						4
Error of judgment.....			1	1				1			3
Snowstorms.....					2						2
Fault of towing vessel.....			2								2
Miscellaneous.....			1	2							3
Unknown.....	1	1	1	1	4	1					9
Total.....	16	24	22	22	26	10	4	10	12	20	166

NOTE.—No collisions reported for January and March.

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TABLE 31.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1910, showing the descriptions of vessels involved, the number of each kind, and the months in which they sustained casualties.

Description of vessel.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
	Steamers.....	37	44	37	66	59	28	2	6	4	25	26	30	364
Schooners.....	2	7	7	6	8	3	.....	.....	.....	6	8	2	49
Barges.....	.....	2	5	.....	2	1	.....	.....	.....	.....	1	.....	11
Total.....	39	53	49	72	69	32	2	6	4	31	35	32	424

TABLE 32.—Abstract of returns of disasters to foreign vessels on the Great Lakes during the year ending June 30, 1910, showing nationality and description of vessels involved, and distinguishing by months those totally lost and those damaged.

Nationality and rig.	August.		September.		October.		November.		June.		Total.		Aggregate.
	Total loss.	Partial loss.											
British steamers.....	2	1	2	1	6	6
British schooners.....	1	1	1	1	1	2
Total.....	1	2	1	1	1	2	1	1	7	8
Aggregate.....	3	1	1	2	1	8

NOTE.—Casualties reported only for August, September, October, November, and June.

TABLE 33.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1910, showing the tonnage of vessels involved, and distinguishing by months 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.....	2	1	3	.....	1	2	3	.....	4	1	1	.....	.....	.....
Over 100 and not exceeding 200 tons.....	3	1	1	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....
Over 200 and not exceeding 300 tons.....	1	2	1	2	1	1	1	.....	1	.....	1	.....	.....	.....
Over 300 and not exceeding 500 tons.....	.....	2	2	.....	.....	.....	1	2	4	1	1	.....	1	.....
Over 500 and not exceeding 700 tons.....	3	1	1	.....	3	2	2	.....	3	.....	3	.....	.....	.....
Over 700 and not exceeding 1,000 tons.....	2	3	3	.....	1	6	2	.....	3	1	1	.....	.....	.....
Over 1,000 and not exceeding 1,500 tons.....	3	2	3	.....	3	1	3	.....	6	1	.....	.....	1	.....
Over 1,500 and not exceeding 2,000 tons.....	1	2	2	.....	2	2	1	.....	5	1	3	.....	.....	.....
Over 2,000 and not exceeding 2,500 tons.....	2	6	10	.....	10	2	2	.....	3	1	1	.....	.....	.....
Over 2,500 and not exceeding 3,000 tons.....	3	1	1	.....	1	5	.....	1	1	1	.....	.....	.....	.....
Over 3,000 and not exceeding 3,500 tons.....	1	2	2	.....	7	2	.....	.....	.....	1	.....	.....	.....	.....
Over 3,500 and not exceeding 4,000 tons.....	3	2	3	.....	3	8	.....	6	1	1	.....	.....	.....	.....
Over 4,000 and not exceeding 4,500 tons.....	.....	3	3	.....	3	4	.....	4	4	2	.....	.....	.....	.....
Over 4,500 and not exceeding 5,000 tons.....	1	3	3	.....	4	5	.....	6	6	1	.....	.....	.....	.....
Over 5,000 and not exceeding 6,000 tons.....	1	2	2	.....	2	8	.....	8	7	3	.....	.....	.....	.....
Over 6,000 tons.....	9	11	4	.....	16	16	.....	2	2	5	.....	.....	.....	.....
Unknown.....	1	3	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	2	37	4	49	4	45	5	67	6	63	7	25	.....	2
Aggregate.....	39	.....	53	.....	49	.....	72	.....	69	.....	32	.....	.....	.....

TABLE 33.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1910, showing the tonnage of vessels involved, and distinguishing by months those totally lost and those damaged—Continued.

Burden of vessels.	February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.											
Not exceeding 100 tons.....					2	3	3	1	3	8	22		30
Over 100 and not exceeding 200 tons.....					1				2	1	8		9
Over 200 and not exceeding 300 tons.....									1	5	6		11
Over 300 and not exceeding 500 tons.....							2		1	5	15		20
Over 500 and not exceeding 700 tons.....					2		3		2	1	21		21
Over 700 and not exceeding 1,000 tons.....		1	1	1	4		1	1	4	4	24		28
Over 1,000 and not exceeding 1,500 tons.....		1	1		3		1		3	5	23		28
Over 1,500 and not exceeding 2,000 tons.....					1				3	3	21		24
Over 2,000 and not exceeding 2,500 tons.....		2		1	5		6		3	3	41		41
Over 2,500 and not exceeding 3,000 tons.....		2			2				1	1	17		18
Over 3,000 and not exceeding 3,500 tons.....					1		1		1	1	16		16
Over 3,500 and not exceeding 4,000 tons.....		1			2		2		2	1	30		31
Over 4,000 and not exceeding 4,500 tons.....					3		3		2	1	24		24
Over 4,500 and not exceeding 5,000 tons.....					2	1	2		3	2	27		29
Over 5,000 and not exceeding 6,000 tons.....					1		1				25		25
Over 6,000 tons.....					2		3		4		62		62
Unknown.....											7		7
Total.....	6	6	2	2	31	4	31	1	31	35	389		424
Aggregate.....											424		

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage and in which the damage is unknown, for the number of which see appropriate column in Table 26.

TABLE 34.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1910, showing by months the number of vessels involved and distinguishing their ages.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	11	14	5	22	23	10				7	4	9	105
Over 5 and not exceeding 10 years.....	4	6	10	17	16	6		4		5	6	6	80
Over 10 and not exceeding 15 years.....	9	5	11	10	6	2				3	6	5	57
Over 15 and not exceeding 20 years.....	6	9	7	10	8	4	2		2	3	3	3	57
Over 20 and not exceeding 25 years.....	2	6	7	4	3	2			1	6	9	5	45
Over 25 and not exceeding 30 years.....	5	5	2	4	7	3		2		5	3	2	38
Over 30 and not exceeding 35 years.....			3	1	2	1				1			8
Over 35 and not exceeding 40 years.....	1	1		1					1		3	1	10
Over 40 and not exceeding 45 years.....		2	2	1	1	1				1	1	1	10
Over 45 and not exceeding 50 years.....		1		1		1							3
Over 50 years.....		1	1		1								3
Unknown.....	1	3	1	1	2								8
Total.....	39	53	49	72	69	32	2	6	4	31	35	32	424

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TABLE 35.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1910, showing by months the number of laden vessels involved and distinguishing their cargoes.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Iron, iron ore, etc.....	9	16	15	22	19	2	.....	.....	.....	5	7	8	103
Coal.....	8	7	7	11	6	10	.....	1	.....	7	7	8	73
General cargo.....	6	4	4	4	10	2	1	3	.....	4	4	1	41
Lumber.....	.....	4	2	4	11	2	.....	.....	1	2	5	.....	33
Grain.....	.....	.....	2	3	6	6	.....	.....	.....	4	.....	.....	21
Cement, sand, gravel.....	2	1	.....	.....	.....	1	.....	.....	.....	.....	1	.....	5
Provisions.....	.....	.....	.....	1	1	1	.....	.....	1	.....	.....	1	3
Stone, brick, etc.....	.....	1	.....	1	1	.....	.....	.....	.....	.....	.....	1	4
Salt.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	2
Wood.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	1	.....	3
Copper ore.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Fruit.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Unknown.....	1	3	1	2	2	.....	.....	1	.....	.....	1	.....	12
Ballast.....	13	16	17	24	13	9	1	1	2	7	11	8	122
Total.....	39	53	49	72	69	32	2	6	4	31	35	32	424

TABLE 36.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1910, showing by months the number of vessels involved 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.....	15	8	22	23	19	18	1	.....	1	3	3	15	128
Lake Huron.....	1	1	.....	4	5	2	.....	.....	.....	7	.....	.....	28
Lake Michigan.....	10	10	8	14	15	2	1	6	3	8	9	6	92
Lake Ontario.....	.....	2	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Lake Superior.....	6	9	3	7	11	.....	.....	.....	.....	7	7	1	51
Lake St. Clair.....	1	.....	.....	2	2	.....	.....	.....	.....	.....	.....	.....	5
Detroit River.....	3	6	2	6	4	4	.....	.....	.....	.....	.....	2	27
St. Clair River.....	.....	7	7	10	3	.....	.....	.....	.....	.....	1	6	34
St. Marys River.....	3	10	7	6	8	2	.....	.....	.....	6	7	2	51
Straits of Mackinac.....	.....	.....	.....	2	2	2	.....	.....	.....	.....	.....	.....	6
Total.....	39	53	49	72	69	32	2	6	4	31	35	32	424

TABLE 37.—Summary, Great Lakes.

Nature of casualties.	Vessels involved.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties resulting in damage only, and in no damage. ¹	Passengers.	Number in crews.	Total number of persons on board.	Lives lost.
Foundering.....	8	7,292	344	7,636	6	2	.....	5	3	1	85	86	36
Strandings.....	108	5,607	316,846	322,453	83	25	.....	8	100	175	2,031	2,206	7
Vessels collided.....	166	10,065	567,382	577,447	115	40	11	4	162	688	3,542	4,230	35
Other causes.....	142	10,485	321,887	332,372	86	55	1	18	124	934	2,408	3,342	17
Total.....	424	33,449	1,206,459	1,239,908	290	122	12	35	389	1,798	8,066	9,864	95

¹ For separate classification of casualties included in this column, see Table 26.

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TABLE 38.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1910, showing by months the number and value of vessels and cargoes involved, and amount of loss to same where known.

Months.	Number and value of vessels.		Number and value of cargoes.		Cargoes, value unknown.	Un-known whether laden or not.
	Number.	Value.	Number.	Value.		
July.....	10	\$171,100	3	\$13,195		
August.....	12	663,950	6	68,175		
September.....	28	433,200	2	2,200		1
October.....	14	495,450	5	33,000		
November.....	12	647,475	3	153,500	1	
December.....	19	341,000	8	61,960		
January.....	27	464,275	4	55,885		1
February.....	19	834,800	4	157,500		
March.....	15	633,300	1	30,000	1	
April.....	9	1,072,800	4	33,340		
May.....	12	318,350	4	70,600	1	1
June.....	13	312,200	5	31,570		
Total.....	190	6,447,900	49	710,925	3	3

Months.	Loss to vessels.		Casualties involving no damage.	Loss to cargoes.		Number of cargoes not damaged, or damage unknown.
	Number.	Loss.		Number.	Loss.	
July.....	10	\$65,100		2	\$2,380	1
August.....	11	52,160	1	2	5,500	4
September.....	27	137,800	1	2	1,400	1
October.....	12	38,075	2	1	3,220	4
November.....	12	35,725				4
December.....	19	46,285		6	9,060	2
January.....	23	180,175	4	1	35	4
February.....	18	157,015	1	3	30,200	1
March.....	14	50,575	1			2
April.....	7	23,400	2	2	3,300	2
May.....	11	108,240	1	3	9,700	3
June.....	12	197,475	1	3	29,020	2
Total.....	176	1,092,025	14	25	94,315	30

TABLE 39.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1910, showing by months the number of vessels involved in casualties, the number totally lost, the number damaged, and the number sustaining no damage; also their tonnage, the number of persons on board, and the number of lives lost.

Months.	Vessels totally lost.	Vessels damaged only.	Vessels involved in casualties resulting in no damage.	Total number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including master.	Lives lost.
July.....	6	4		10	556	1,608	257	122	1
August.....	5	6	1	12	240	5,481	232	160	1
September.....	11	16	1	28	1,597	2,937	17	165	2
October.....	3	9	2	14	97	6,106	250	141	
November.....	5	7		12	576	6,661	198	102	
December.....	7	12		19	415	4,832	23	148	
January.....	13	10	4	27	2,143	8,763		171	
February.....	9	9	1	19	1,531	5,052	118	219	2
March.....	3	11	1	15	114	6,373	145	195	3
April.....	1	6	2	9	1,136	5,956	175	195	
May.....	7	4	1	12	1,561	1,561	221	116	13
June.....	6	6	1	13	2,463	1,373	1,209	168	2
Total.....	76	100	14	190	10,874	56,703	2,846	1,957	24

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TABLE 40.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1910, showing by months 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.....	5	\$22,300	1	\$10,000	\$32,300	5	2	.....	.....	7
August.....	5	197,750	2	4,000	201,750	5	3	.....	.....	6
September.....	10	84,000	.....	.....	84,000	16	2	.....	.....	25
October.....	9	314,400	2	28,000	342,400	5	2	.....	.....	9
November.....	6	529,250	.....	.....	529,250	4	3	.....	.....	8
December.....	7	35,500	2	25,000	60,500	12	6	.....	.....	11
January.....	11	212,500	2	52,000	264,500	14	1	.....	.....	22
February.....	13	287,300	4	133,500	420,800	4	.....	.....	.....	15
March.....	6	134,000	.....	.....	134,000	8	.....	.....	.....	13
April.....	4	831,000	1	30,000	861,000	5	3	.....	.....	5
May.....	2	144,100	1	9,000	153,100	9	3	.....	.....	6
June.....	8	130,500	4	26,095	156,595	5	1	.....	.....	8
Total.....	86	2,922,600	19	317,595	3,240,195	92	26	12	10	135

TABLE 41.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1910, distinguishing the nature of the casualties, and the months in which they occurred.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered.....	4	15	.....	.....	.....	.....	2	6	.....	1	3	.....	31
Stranded.....	1	2	3	1	3	.....	.....	.....	2	.....	1	1	14
Collided.....	2	2	6	.....	3	8	6	6	4	4	4	2	41
Fire.....	6	3	4	5	5	4	3	6	4	3	1	8	51
Involved in ice.....	.....	.....	.....	.....	1	3	12	.....	3	.....	2	.....	21
Struck bridge, snag, dock, etc.....	2	1	4	.....	3	5	3	1	1	.....	.....	.....	20
Damage to machinery.....	1	1	1	.....	1	1	.....	.....	.....	1	.....	.....	6
Capsized.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Explosion of gases and gasoline.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	2
Damage to hull, masts, etc.....	1	1
Explosion of boilers.....	1	1
Total.....	10	12	28	14	12	19	27	19	15	9	12	13	190

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TABLE 42.—Abstract of returns of disasters (excluding collisions) to vessels on the rivers of the United States during the year ending June 30, 1910, distinguishing the cause of each disaster.

Class and cause of disaster.	Founders.	Strandings.	Other causes.	Total.
Class 1.—Causes connected with the weather:				
Gales, hurricanes, etc.....	13	5	2	20
Darkness.....		2		2
Calms.....		1		1
Total of class 1.....	13	8	2	23
Class 3.—Causes connected with navigation and seamanship:				
Error of officers.....		1		1
Error of pilots.....		1		1
Total of class 3.....		2		2
Class 4.—Causes connected with machinery or boilers:				
Damage to machinery.....			7	7
Explosion of boilers.....			1	1
Total of class 4.....			8	8
Class 5.—Other causes:				
Fire.....			50	50
Involved in ice.....			21	21
Struck bridge, pier, snag, etc.....			18	18
Sprung a leak.....	15			15
Explosion of gases and gasoline.....			2	2
Absence of buoys.....		1		1
Spontaneous combustion.....			1	1
Miscellaneous.....	3	3	2	8
Total of class 5.....	18	4	94	116
Aggregate.....	31	14	104	149

NOTE.—No figures for class 2, "Causes connected with vessels and equipments."

TABLE 43.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1910, showing by months the number of vessels collided, and distinguishing the cause of each disaster.

Cause of disaster.	August.	September.	October.	December.	January.	February.	March.	April.	May.	June.	Total.
Unavoidable.....			6			2				2	10
Fog.....					2	2	2		2		8
Misunderstanding of signals.....	1				2	2					5
Fault of other vessel.....				1				2			3
Bad management.....				1							2
Involved in ice.....					2						2
Tides, currents, etc.....							2				2
Want of proper lights.....				1							2
Error of pilot.....	1							1			2
Fault of tug towing.....		1									1
Unknown.....		1			2				2		5
Total.....	2	2	6	3	8	6	4	4	4	2	41

NOTE.—No collisions reported for July and November.

TABLE 44.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1910, showing the descriptions of vessels involved, the number of each kind, and the months in which they sustained casualties.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
	Steamers.....	10	11	27	12	9	15	25	19	15	9	8	11	171
Schooners.....	.....	.....	1	1	1	4	2	.....	.....	.....	.....	1	10
Barges.....	.....	.....	1	1	2	.....	.....	.....	.....	.....	4	1	8
Sloops.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Total.....	10	12	28	14	12	19	27	19	15	9	12	13	190

TABLE 45.—Abstract of returns of disasters to foreign vessels on the rivers of the United States during the year ending June 30, 1910, showing nationality and description of vessels involved, and distinguishing by months those totally lost and those damaged.

Nationality and rig.	September.		January.		Total.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.
French steamer.....	1	.....	.....	.....	1
Norwegian steamer.....	1	.....	1
Total.....	1	.....	1	.....	2

NOTE.—Casualties reported only for September and January.

TABLE 46.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1910, showing the tonnage of vessels involved, and distinguishing by months 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	4	1	5	8	3	2	4	1	6	3	9	2
Over 100 and not exceeding 200 tons.....	1	1	1	2	3	5	3	3	.....	2	1	4	2	5
Over 200 and not exceeding 300 tons.....	1	.....	.....	2	2	2	.....	1	.....	.....	.....	1	1	.....
Over 300 and not exceeding 500 tons.....	.....	.....	2	.....	.....	.....	.....	1	.....	2	.....	2	.....	2
Over 500 and not exceeding 700 tons.....	.....	1	.....	1	.....	.....	1	.....	1	.....	.....	.....	.....	1
Over 700 and not exceeding 1,000 tons.....	.....	1	.....	.....	.....	.....	.....	.....	1	.....	1	.....	.....	.....
Over 1,000 and not exceeding 1,500 tons.....	2	2	2	1	1	1	4
Unknown.....	1	1
Total.....	6	4	5	7	11	17	3	11	5	7	7	12	13	14
Aggregate.....	10	12	28	14	12	19	27

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TABLE 46—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1910, showing the tonnage of vessels involved, and distinguishing by months those totally lost and those damaged—Continued.

Burden of vessels.	February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.											
Not exceeding 100 tons.....	4	3	3	3	1	4	4	2	1	2	48	22	80
Over 100 and not exceeding 200 tons.....	1	2	2	2	2	2	2	1	3	10	29	39	
Over 200 and not exceeding 300 tons.....	1	1	1	1	1	1	1	1	1	7	7	13	
Over 300 and not exceeding 500 tons.....	3	1	1	1	1	2	1	1	1	7	13	20	
Over 500 and not exceeding 700 tons.....	1	1	1	1	1	1	1	1	1	7	7	13	
Over 700 and not exceeding 1,000 tons.....	1	3	3	3	2	2	1	2	2	2	9	7	15
Over 1,000 and not exceeding 1,500 tons.....	1	1	1	1	2	2	1	1	1	1	17	1	18
Unknown.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Total.....	9	10	3	12	1	8	7	5	6	7	76	114	190
Aggregate.....	19		15		9		12		13		190		

NOTE.—In the columns of "partial loss" in this table are included the casualties in which the vessels sustained no damage and in which the damage is unknown, for the number of which see appropriate column in Table 39.

No casualties to vessels over 1,500 tons reported for rivers of the United States.

TABLE 47.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1910, showing by months the number of vessels involved and distinguishing their ages.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	3	3	4	3	2	4	7	3	5	1	3	1	39
Over 5 and not exceeding 10 years.....	2	2	11	4	3	3	7	5	1	2	2	4	46
Over 10 not exceeding 15 years.....	2	6	6	1	1	3	4	2	4	3	5	1	31
Over 15 not exceeding 20 years.....	1	2	1	3	1	3	3	4	1	1	1	2	22
Over 20 and not exceeding 25 years.....	2	2	1	2	2	1	3	1	1	1	1	1	14
Over 25 and not exceeding 30 years.....	1	1	1	1	1	3	3	3	2	1	1	1	12
Over 30 and not exceeding 35 years.....	1	1	3	1	1	1	1	3	2	1	1	1	11
Over 35 and not exceeding 40 years.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Over 40 and not exceeding 45 years.....	1	1	1	1	1	1	1	1	1	1	1	1	5
Over 45 and not exceeding 50 years.....	1	1	1	1	1	1	1	1	1	1	1	1	5
Over 50 years.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Unknown.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Total.....	10	12	28	14	12	19	27	19	15	9	12	13	190

TABLE 48.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1910, showing by months the number of laden vessels involved and distinguishing their cargoes.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Merchandise.....	2	2	1	2	2	3	3	4	2	2	3	3	24
General cargo.....	1	1	1	1	1	1	1	1	1	1	1	1	6
Lumber.....	1	1	1	2	1	1	2	1	1	1	1	1	5
Provisions.....	1	1	1	1	1	1	1	1	1	1	1	1	5
Petroleum.....	1	1	1	1	1	1	1	1	1	1	1	1	3
Cement, sand, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Coal.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Asphaltum.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Cotton, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Fertilizers.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Grain.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Ice.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Unknown.....	1	1	1	1	1	1	1	1	1	1	1	1	3
Ballast.....	7	6	25	9	8	11	22	15	13	5	6	8	135
Total.....	10	12	28	14	12	19	27	19	15	9	12	13	190

TABLE 49.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1910, distinguishing the rivers on which they occurred.

Name of river, etc.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Allegheny, Pa.			1			1							2
Arkansas						1							1
Atchafalaya	1											1	2
Bay, N. C.												1	1
Bayou Sara, La.			1										1
Black Warrior, Ala.							1						1
Brazos, Tex.						1							1
Boeuf, La.								1					1
Cape Fear, N. C.							2						2
Chattahoochee.								1					1
Columbia		3	2		1								6
Connecticut	1												1
Cooper, S. C.										2			2
Cumberland										1			1
Delaware	1		1	6	2	5	5	5	7		1	2	35
Great Kanawha, W. Va.					1								1
Green, Ky.							1	1			2		4
Houquiam, Wash.			1										1
Hudson		1				1	2			1		3	8
Illinois		1		1									2
James					1						2		3
Kennebec, Me.												1	1
Kentucky						1							1
Kvichak, Alaska									1		1		1
Maumee, Ohio.													1
Mississippi	2	4	14	4	1	1	5	4	1	1	2	2	40
Missouri			1		1	1	3						10
Monongahela, Pa.									1			1	2
Neuse, N. C.		1											1
North Edisto, S. C.										2			2
Osage, Mo.												1	1
Ohio	1		2	1	2	4	6	3	2			1	22
Pamlico, N. C.	1												1
Penobscot, Me.	1												1
Potomac			1										1
Red, La.							1						1
St. Johns, Fla.	1				2	1		3					7
St. Lawrence		1	2	1									5
San Joaquin, Cal.	1									1			2
Schuylkill, Pa.				1									1
Tanana, Alaska											1		1
Taunton, Mass.						1							1
Warroad, Minn.		1											1
Willamette, Oreg.			2		1	2		1	1				7
White, Ark.							1						1
Yukon, Alaska											1		1
Total	10	12	28	14	12	19	27	19	15	9	12	13	190

TABLE 50.—Summary of rivers of the United States.

Nature of casualties.	Vessels involved.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties resulting in damage only and in no damage. ¹	Passengers.	Number in crews.	Total number of persons on board.	Lives lost.
Foundering	31	2,999	1,227	4,226	5	26	.....	17	14	105	197	302	1
Strandings	14	575	9,373	9,948	10	4	.....	4	10	81	222	303	12
Vessels collided	41	675	23,129	23,804	13	25	3	2	39	738	409	1,147	.....
Other causes	104	6,625	22,974	29,599	24	80	.....	53	51	1,922	1,129	3,051	11
Total	190	10,874	56,703	67,577	52	135	3	76	114	2,846	1,957	4,803	24

¹ For separate classification of casualties included in this column see Table 39.

TABLE 51.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1910, showing by months the number and value of vessels and cargoes involved, and amount of loss to same where known.

Months.	Number and value of vessels.		Vessels, value unknown.	Number and value of cargoes.		Cargoes, value unknown.	Unknown whether laden or not.
	Number.	Value.		Number.	Value.		
July.....	8	\$701,500	1	5	\$84,970		1
August.....	13	868,550		6	305,795		
September.....	13	1,368,500		12	919,150		
October.....	8	2,096,050		7	383,900		
November.....	9	436,965		5	50,270		
December.....	26	1,059,200		21	376,590	1	
January.....	8	154,000	1	5	49,500		1
February.....	10	759,000		8	274,800		1
March.....	6	1,208,000	1	6	611,000		1
April.....	9	4,532,000		8	1,180,000		1
May.....	7	255,800		5	80,400		
June.....	6	548,000		5	38,070		
Total.....	123	13,987,565	3	93	4,354,445	1	5

Months.	Loss to vessels.		Casualties involving no damage and unknown damage. ¹	Loss to cargoes.		Number of cargoes not damaged, or damage unknown.
	Number.	Loss.		Number.	Loss.	
July.....	8	\$30,125	1			6
August.....	12	339,800	1	5	\$131,545	1
September.....	12	130,800	1	6	18,500	6
October.....	8	124,210		4	7,500	3
November.....	9	36,750		3	1,975	2
December.....	26	180,850		20	106,130	3
January.....	8	110,250	1	3	27,500	4
February.....	10	156,700		5	58,200	5
March.....	6	58,650	1	2	30,000	6
April.....	8	59,000	1	3	9,750	2
May.....	6	59,300	1	3	4,100	1
June.....	6	36,545		4	11,545	
Total.....	119	1,322,980	7	58	406,745	41

¹ For separate classification of casualties included in this column see Table 52.

TABLE 52.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1910, showing by months the number of vessels involved in casualties, the number totally lost, the number damaged, and the number sustaining no damage; also their tonnage, the number of persons on board, and the number of lives lost.

Months.	Vessels totally lost.	Vessels damaged only.	Whether lost or damaged not known.	Total number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including master.	Lives lost.
July.....	2	7		9	281	19,740	42	95	12
August.....	7	6		13	4,885	6,561	206	245	25
September.....	3	10		13	1,632	17,641	27	227	9
October.....	1	7		8	307	16,851	256	356	
November.....	2	7		9	425	5,642	5	200	
December.....	15	11		26	5,456	11,924	175	354	65
January.....	5	4		9	2,347	5,595		76	8
February.....	4	6		10	2,349	9,466	5	219	
March.....		6	1	7		13,661	141	174	
April.....	2	7		9	288	42,395	57	462	5
May.....	4	3		7	437	3,242	2	99	
June.....	2	4		6	1,022	5,763	56	110	
Total.....	47	78	1	126	19,329	158,471	972	2,617	124

TABLE 53.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1910, showing by months 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.....	3	\$607,950	1	\$75,000	\$682,950	4	3	2	2	3
August.....	7	735,250	2	34,500	769,750	5	.....	1	4	7
September.....	5	1,119,500	3	76,650	1,196,150	3	2	5	7	1
October.....	4	1,973,000	1	5,500	1,978,500	4	1	.....	5	1
November.....	6	338,500	.....	.....	338,500	3	3	.....	2	4
December.....	15	555,400	12	126,040	681,440	10	5	1	5	4
January.....	4	50,000	3	32,500	82,500	3	.....	2	3	3
February.....	6	427,000	3	88,625	515,625	1	1	3	5	1
March.....	3	406,000	1	300,000	706,000	1	1	3	5	.....
April.....	4	2,586,500	2	258,000	2,844,500	4	.....	1	7	.....
May.....	6	209,100	1	1,000	210,100	1	1	.....	3	2
June.....	6	237,000	2	14,000	251,000	.....	.....	.....	3	1
Total.....	69	9,245,200	31	1,011,815	10,257,015	39	17	18	51	27

TABLE 54.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1910, distinguishing the nature of the casualties and the months in which they occurred.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered.....	.....	2	.....	.....	.....	.....	1	.....	.....	.....	1	1	5
Stranded.....	2	1	2	3	2	7	.....	2	.....	3	.....	1	26
Collided.....	2	2	2	.....	.....	.....	2	.....	4	.....	.....	.....	14
Damage to hull, masts, rigging, etc.....	3	1	2	1	4	6	3	2	1	2	.....	.....	25
Abandoned.....	.....	1	1	1	.....	4	2	4	.....	.....	.....	.....	13
Damage to machinery.....	1	1	1	2	2	.....	.....	.....	.....	1	2	.....	11
Never heard from.....	1	1	1	.....	.....	7	.....	.....	.....	.....	.....	.....	10
Damage to cargo.....	.....	1	1	1	.....	1	.....	1	.....	1	1	.....	7
Fire.....	.....	3	.....	.....	1	.....	1	.....	1	.....	.....	.....	6
Sprung a leak.....	.....	.....	2	.....	.....	1	.....	.....	1	.....	.....	.....	4
Struck wreck, rock, or other obstruction.....	1	1	1	3
Capsized.....	1	1
Explosion of steam pipes.....	1	1
Total.....	9	13	13	8	9	26	9	10	7	9	7	6	126

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TABLE 55.—Abstract of returns of disasters (excluding collisions) to American vessels at sea and in foreign waters during the year ending June 30, 1910, distinguishing the cause of each disaster.

Class and cause of disaster.	Foundering.	Strandings.	Other causes.	Missing vessels.	Total.
Class 1.—Causes connected with the weather:					
Gales, hurricanes, etc.....	1	11	21		33
Heavy seas.....			11		11
Fog.....		6			6
Calms.....		1			1
Total of class 1.....	1	18	32		51
Class 3.—Causes connected with navigation and seamanship:					
Error of pilots.....		2			2
Error of officers.....		1			1
Defective charts.....		1			1
Total of class 3.....		4			4
Class 4.—Causes connected with machinery or boilers:					
Damage to machinery.....			12		12
Explosion of steam pipes.....			1		1
Total of class 4.....			13		13
Class 5.—Other causes:					
Waterlogged.....			11		11
Struck bridge, pier, wreck, rock, etc.....		3	3		6
Fire.....			6		6
Sprung a leak.....	2		3		5
Capsized.....	2		1		3
Spontaneous combustion.....			1		1
Missed stays.....		1			1
Unknown.....				11	11
Total of class 5.....	4	4	25	11	44
Aggregate.....	5	26	70	11	112

NOTE.—No figures for class 2, "Causes connected with vessels and equipments."

TABLE 56.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1910, showing by months the number of vessels collided, and distinguishing the cause of each disaster.

Cause of disaster.	July.	August.	September.	January.	March.	June.	Total.
Fog.....	2				4	2	8
Accidental.....			2				2
Fault of towing vessel.....		2					2
Unknown.....				2			2
Total.....	2	2	2	2	4	2	14

NOTE.—Casualties reported only for July, August, September, January, March, and June.

TABLE 57.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1910, showing the descriptions of vessels involved, the number of each kind, and the months in which they sustained casualties.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Schooners.....	5	9	3	5	3	17	6	5	2	3	3	3	70
Steamers.....	3	4	5	3	4	6	1	3	5	5	3	3	44
Ships.....							1	2					4
Barkentines.....					1	1	1			1		1	4
Barks.....	1				1	1							3
Brigantines.....	1					1							3
Total.....	9	13	13	8	9	26	9	10	7	9	7	6	126

TABLE 58.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1910, showing the tonnage of vessels involved, and distinguishing by months those totally lost and those damaged.

Burden of vessels.	July.		August.		Septem-ber.		Octo-ber.		Novem-ber.		Decem-ber.		Janu-ary.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.
Not exceeding 100 tons.....	1	2	2	1	1	1	2	1	1	1	5	1	1	1
Over 100 and not exceeding 200 tons.....	1	1	1	1	1	1	1	1	2	1	1	1	1	1
Over 200 and not exceeding 300 tons.....	1	1	1	1	1	1	1	1	1	2	1	1	1	1
Over 300 and not exceeding 500 tons.....	2	1	1	1	2	1	1	1	1	5	5	3	3	1
Over 500 and not exceeding 700 tons.....	1	1	2	1	1	1	1	1	1	2	3	3	2	1
Over 700 and not exceeding 1,000 tons.....	1	1	1	1	2	2	2	2	3	1	2	2	1	1
Over 1,000 and not exceeding 1,500 tons.....	1	1	1	1	1	1	1	1	1	1	2	2	1	1
Over 1,500 and not exceeding 2,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 2,000 and not exceeding 2,500 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 2,500 and not exceeding 3,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 3,000 and not exceeding 3,500 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 3,500 and not exceeding 4,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 4,000 and not exceeding 4,500 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 4,500 and not exceeding 5,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 5,000 and not exceeding 6,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 6,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Unknown.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Total.....	2	7	7	6	3	10	1	7	2	7	15	11	5	4
Aggregate.....	9	13	13	8	9	26	9	9	26	9	9	9	9	9

Burden of vessels.	Febru-ary.		March.		April.		May.		June.		Total.		Aggre-gate.
	Total loss.	Partial loss.											
Not exceeding 100 tons.....	1	2	1	1	1	2	1	1	1	1	7	4	11
Over 100 and not exceeding 200 tons.....	1	1	1	1	1	2	1	1	1	1	9	5	14
Over 200 and not exceeding 300 tons.....	1	1	1	1	1	1	1	1	1	1	7	5	15
Over 300 and not exceeding 500 tons.....	1	1	1	1	1	1	1	1	1	1	14	7	22
Over 500 and not exceeding 700 tons.....	1	1	1	1	1	2	1	1	1	1	5	7	12
Over 700 and not exceeding 1,000 tons.....	1	1	1	1	1	2	1	1	1	1	4	12	16
Over 1,000 and not exceeding 1,500 tons.....	1	1	1	1	1	1	1	1	1	1	6	6	6
Over 1,500 and not exceeding 2,000 tons.....	1	1	1	1	1	1	1	1	1	1	5	5	5
Over 2,000 and not exceeding 2,500 tons.....	1	1	1	1	1	1	1	1	1	1	5	5	5
Over 2,500 and not exceeding 3,000 tons.....	1	1	1	1	1	1	1	1	1	1	5	5	5
Over 3,000 and not exceeding 3,500 tons.....	1	1	1	1	1	1	1	1	1	1	3	3	4
Over 3,500 and not exceeding 4,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 4,000 and not exceeding 4,500 tons.....	1	1	1	1	1	1	1	1	1	1	2	2	2
Over 4,500 and not exceeding 5,000 tons.....	1	1	1	1	1	1	1	1	1	1	2	2	2
Over 5,000 and not exceeding 6,000 tons.....	1	1	1	1	1	1	1	1	1	1	3	3	3
Over 6,000 tons.....	1	1	1	1	1	2	1	1	1	1	6	6	6
Unknown.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Total.....	4	6	7	7	2	7	4	3	2	4	47	79	126
Aggregate.....	10	7	9	7	6	126	6	126	6	126	6	126	126

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessel sustained no damage and in which the damage is unknown, 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, 1910, showing by months the number of vessels involved and distinguishing their ages.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	2	1	1	1	1	2	1	2	1	1	1	1	14
Over 5 and not exceeding 10 years.....	4	4	6	2	2	3	2	2	2	3	3	1	36
Over 10 and not exceeding 15 years.....	.....	.....	.....	1	2	1	.....	.....	.....	.....	1	1	8
Over 15 and not exceeding 20 years.....	1	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
Over 20 and not exceeding 25 years.....	.....	2	.....	.....	1	.....	.....	.....	.....	.....	1	.....	11
Over 25 and not exceeding 30 years.....	.....	2	3	2	1	5	1	2	1	3	.....	2	22
Over 30 and not exceeding 35 years.....	.....	1	1	1	.....	.....	.....	.....	.....	.....	1	.....	9
Over 35 and not exceeding 40 years.....	1	3	1	.....	.....	2	1	.....	.....	1	.....	.....	9
Over 40 and not exceeding 45 years.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	3
Over 50 years.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	3
Unknown.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	3
Total.....	9	13	13	8	9	26	9	10	7	9	7	6	126

NOTE.—No casualties to vessels between 45 and 50 years of age reported.

TABLE 60.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1910, showing by months the number of laden vessels involved and distinguishing their cargoes.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Lumber.....	1	1	4	3	3	13	4	2	1	4	1	1	38
General cargo.....	.....	2	3	3	.....	.....	.....	1	1	4	.....	1	13
Fish.....	1	.....	1	1	.....	.....	.....	2	.....	.....	2	.....	10
Fertilizers.....	1	1	.....	.....	.....	3	.....	.....	.....	.....	.....	.....	9
Coal.....	.....	.....	2	.....	1	.....	1	1	.....	.....	1	2	8
Petroleum.....	1	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	3
Cement.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	2
Sugar.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Asphalt.....	.....	1	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	1
Fruit.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Ice.....	1	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Salt.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Unknown.....	1	.....	.....	.....	.....	.....	1	1	1	1	.....	.....	5
Ballast.....	3	7	1	1	4	4	3	1	.....	.....	2	1	27
Total.....	9	13	13	8	9	26	9	10	7	9	7	6	126

TABLE 61.—Summary, American vessels at sea and in foreign waters.

Nature of casualties.	Vessels involved.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties resulting in damage only, and in no damage. ¹	Passengers.	Number in crews.	Total number of persons on board.	Lives lost.
Foundering.....	5	1,910	.....	1,910	4	1	.....	5	.....	.....	49	49	13
Strandings.....	26	5,988	11,459	17,447	19	7	.....	13	13	216	551	767	4
Vessels collided.....	14	682	35,631	36,313	8	3	.....	2	12	141	234	375	.....
Other causes.....	81	10,749	111,381	122,130	63	16	.....	27	54	615	1,783	2,398	107
Total.....	126	19,329	158,471	177,800	94	27	5	47	79	972	2,617	3,589	124

¹ For separate classification of casualties included in this column, see 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, 1910.

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	Total.
Number of vessels.....	35	2	8	2	47
Tonnage of vessels totally lost.....	11,431	.....	317	.....	11,748
Tonnage of vessels damaged.....	69,400	23,201	1,625	1,946	96,172
Aggregate.....	80,831	23,201	1,942	1,946	107,920
Laden.....	12	.....	1	.....	13
Ballast.....	5	.....	1	.....	6
Unknown whether laden or not.....	18	.....	6	2	27
Wrecks involving total loss.....	11	.....	.....	.....	11
Casualties involving partial and unknown damage.....	24	2	1	2	29
Number of passengers.....	220	.....	.....	.....	220
Number in crews.....	243	.....	83	.....	326
Total on board.....	463	.....	83	.....	546
Number of lives lost.....	11	.....	.....	.....	11
Value of vessels..... dollars.....	798,960	.....	156,600	.....	955,560
Value of cargoes..... do.....	268,760	.....	110,000	.....	378,760
Aggregate..... do.....	1,067,730	.....	266,600	.....	1,334,320
Losses to vessels..... do.....	512,460	.....	8,200	.....	520,660
Losses to cargoes..... do.....	242,510	.....	.....	.....	242,510
Aggregate..... do.....	754,970	.....	8,200	.....	763,170
Insurance on vessels..... do.....	153,160	.....	.....	.....	153,160
Insurance on cargoes..... do.....	194,500	.....	.....	.....	194,500
Aggregate..... do.....	347,660	.....	.....	.....	347,660

NOTE.—Besides the foreign vessels above reported, 3 others collided with American vessels at sea, involving a tonnage of 15,774.

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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 in foreign waters during the year ending June 30, 1910.

Coasts, etc., and nature of casualties.	Vessels involved.	Tonnage.		Total value of property involved.		Value of property lost.	
		Of vessels totally lost.	Of vessels damaged only.	Vessels.	Cargoes.	Vessels.	Cargoes.
Atlantic and Gulf coasts:							
Founderings.....	72	12,730	7,143	\$936,540	\$175,325	\$522,115	\$88,785
Strandings.....	147	37,178	67,107	7,917,510	1,893,465	1,685,710	471,140
Vessels in collision.....	242	2,805	273,947	18,788,775	4,157,325	4,669,615	39,015
Other causes.....	140	4,938	95,650	9,365,680	3,352,690	729,880	412,840
Total.....	601	57,651	443,847	37,008,505	9,578,805	3,407,320	1,011,780
Aggregate.....		501,498		46,587,310		4,419,100	
Pacific coast:							
Founderings.....	3	9	13	5,700	700	4,150	350
Strandings.....	47	7,523	24,268	2,349,375	287,345	867,410	93,760
Vessels in collision.....	48	16	71,079	2,942,900	295,065	55,130	650
Other causes.....	54	6,454	40,157	3,962,650	1,251,250	794,230	162,325
Total.....	152	14,002	135,517	9,260,625	1,834,360	1,720,920	257,085
Aggregate.....		149,519		11,094,985		1,978,005	
Great Lakes:							
Founderings.....	8	7,292	344	567,875	317,000	555,575	316,060
Strandings.....	108	5,607	316,846	17,909,800	3,370,330	869,720	144,840
Vessels in collision.....	166	10,065	567,382	34,985,540	4,921,850	1,227,065	127,300
Other causes.....	142	10,485	321,887	18,010,945	2,373,610	863,235	207,455
Total.....	424	33,449	1,206,459	71,474,160	10,982,790	3,515,595	795,655
Aggregate.....		1,239,908		82,456,950		4,311,250	
Rivers:							
Founderings.....	31	2,999	1,227	311,150	8,150	231,450	5,200
Strandings.....	14	575	9,373	582,750	55,535	82,850	8,460
Vessels in collision.....	41	675	23,129	2,313,800	274,725	79,015	7,220
Other causes.....	104	6,625	22,974	3,240,200	372,515	698,710	73,435
Total.....	190	10,874	56,703	6,447,900	710,925	1,092,025	94,315
Aggregate.....		67,577		7,158,825		1,186,340	
At sea and in foreign waters:							
Founderings.....	5	1,910	.....	50,700	19,000	50,700	19,000
Strandings.....	26	5,988	11,459	1,527,350	306,655	439,105	139,615
Vessels in collision.....	14	682	35,631	1,750,400	1,198,300	80,475	33,000
Other causes.....	81	10,749	111,381	10,659,115	2,830,490	752,700	215,130
Total.....	126	19,329	158,471	13,987,565	4,354,445	1,322,980	406,745
Aggregate.....		177,800		18,342,010		1,729,725	
Recapitulation by nature of casualties:							
Founderings.....	119	24,940	8,727	1,871,965	520,175	1,363,990	429,395
Strandings.....	342	56,871	429,053	30,286,785	5,913,330	3,944,795	857,815
Vessels in collision.....	511	14,243	971,168	60,781,415	10,847,265	1,911,300	207,185
Other causes.....	521	39,251	592,049	45,238,590	10,180,555	3,838,755	1,071,185
Grand total.....	1,493	135,305	2,000,997	138,178,755	27,461,325	11,058,840	2,565,580
Grand aggregate.....		2,136,302		165,640,080		13,624,420	

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 in foreign waters during the year ending June 30, 1910—Continued.

Coasts, etc., and nature of casualties.	Amount of insurance carried. ¹		Vessels laden or in ballast.			Vessels lost or damaged.		Persons on board.		Lives lost.
	Vessels.	Cargoes.	Laden.	In ballast.	Unknown.	Totally lost.	Damaged. ²	Passengers.	Crews.	
Atlantic and Gulf coasts:										
Foundering.....	\$312,000	\$41,565	33	39	.....	41	31	26	362	54
Strandings.....	4,223,460	1,307,660	93	54	.....	71	76	651	1,760	42
Vessels in collision.....	12,419,505	2,438,665	122	87	33	10	232	5,531	3,655	10
Other causes.....	6,410,800	2,378,490	56	84	.....	52	88	766	1,859	10
Total.....	23,365,765	6,186,380	304	264	33	174	427	6,974	7,636	116
Aggregate.....	29,552,145			601		601		14,610		....
Pacific coast:										
Foundering.....	1,400	.....	1	2	.....	1	2	.....	4	.....
Strandings.....	801,000	89,000	26	21	.....	17	30	483	768	33
Vessels in collision.....	817,400	101,000	19	20	9	2	46	1,279	768	1
Other causes.....	2,199,690	212,400	28	26	.....	13	41	1,112	824	10
Total.....	3,819,490	402,400	74	69	9	33	119	2,874	2,364	44
Aggregate.....	4,221,890			152		152		5,238		....
Great Lakes:										
Foundering.....	504,265	296,000	6	2	.....	5	3	1	85	36
Strandings.....	12,615,800	1,168,360	83	25	.....	8	100	175	2,031	7
Vessels in collision.....	21,596,230	2,213,855	115	40	11	4	162	688	3,542	35
Other causes.....	10,184,440	1,350,665	86	55	1	18	124	934	2,408	17
Total.....	44,900,735	5,028,880	290	122	12	35	389	1,793	8,066	95
Aggregate.....	49,929,615			424		424		9,864		....
Rivers:										
Foundering.....	85,000	5,500	5	26	.....	17	14	105	197	1
Strandings.....	149,500	19,000	10	4	.....	4	10	81	222	12
Vessels in collision.....	682,500	144,000	13	25	3	2	39	738	409	.....
Other causes.....	2,005,600	149,095	24	80	.....	53	51	1,922	1,129	11
Total.....	2,922,600	317,595	52	135	3	76	114	2,846	1,957	24
Aggregate.....	3,240,195			190		190		4,803		....
At sea and in foreign waters:										
Foundering.....	25,250	8,000	4	1	.....	5	.....	.....	49	13
Strandings.....	1,294,300	10,000	19	7	.....	13	13	216	551	4
Vessels in collision.....	1,471,450	310,500	8	3	3	2	12	141	234	.....
Other causes.....	6,454,200	683,315	63	16	2	27	54	615	1,783	109
Total.....	9,245,200	1,011,815	94	27	5	47	79	972	2,617	124
Aggregate.....	10,257,015			126		126		3,589		....
Recapitulation by nature of casualties:										
Foundering.....	927,915	351,065	49	70	.....	69	50	132	697	104
Strandings.....	19,084,060	2,594,020	231	111	.....	113	229	1,606	5,332	98
Vessels in collision.....	36,987,085	5,228,020	277	175	59	20	491	8,377	8,608	46
Other causes.....	27,254,730	4,773,965	257	261	3	163	358	5,349	8,003	155
Grand total.....	84,253,790	12,947,070	814	617	62	365	1,128	15,464	22,640	403
Grand aggregate.....	97,200,860			1,493		1,493		38,104		....

¹ Amount of insurance is on 639 vessels and 287 cargoes.

² Including vessels suffering unknown damage and no damage.

In addition to the losses of life included in the above table, the loss of 190 lives was reported as having occurred from 180 vessels not involved in disaster. Statistics relating to these cases are found only in Tables 64 and 65.

TABLE 64.—*Wrecks and other marine casualties on and near the coasts and 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, 1910, classified as follows: Foundering, strandings, collisions, and other causes; scowring in each case, where known, date of casualty, description of vessel, nature of cargo, number of persons on board, number of lives lost, locality of casualty, and circumstances of fatality.*

[NOTE.—Besides the cases of loss of life embraced in the preceding statistics, Table 64 includes the loss of 190 lives from 180 vessels not involved in any disaster. These 180 vessels are not included in any other table in this report except Table 65.]

FOUNDERRINGS.

Date of disaster.	Description and name of vessel.	Tons.	Where from and where bound.	Whether resulting in total or partial loss.	Nature of cargo.	Persons on board.		Lives lost.	Place of disaster.
						Passen- gers.	Crew.		
1909.									
July 15	Slip Roxanna.....	9	Ulmer Park N. Y. to New York Bay..	Total.....	Ballast.....	20	2	9	New York Harbor.
Aug. 17	Sc. Carrie and Belle.....	104	Baltimore, Md., to Hampton, Va.	Partial.....	Coal.....	.....	4	4	Chesapeake Bay
18	Sc. Shawmont.....	954	Philadelphia, Pa. to Portsmouth, N. H.	Total.....	do.....	.....	5	5	Off Shinnecock, N. Y.
25	Sc. Orinoco.....	120	Argyle, O. to Cape, Nova Scotia..	do.....	Ballast.....	.....	17	11	Azores
25	Sc. Isaac I. Campbell.....	537	Tulacah, West Indies, to New Orleans, La.	do.....	Asphalt.....	.....	8	2	Gulf of Mexico.
Sept. 20	Str. Harvester.....	6	Paducah, Ky., to New Orleans, La.	do.....	Ballast.....	.....	4	1	Mississippi River.
20	Slip St. Joseph.....	9	do.....	do.....	do.....	.....	1	1	Grand Lake, La.
20	Str. Grant.....	8	do.....	do.....	do.....	.....	1	1	do.....
20	Str. F. Pair Si Monon.....	754	New Orleans to Terrebonne La.	do.....	Ballast.....	.....	6	4	Bay Jones, La.
25	Str. Gere.....	67	Philadelphia, Pa., to Segua la Grande, Cuba.	do.....	Coal.....	.....	15	8	Near Winter Quarter Shoal, Va.
28	Str. Riverside.....	2, 514	Conneaut, Ohio, to Port Stanley, Ontario.	Partial.....	General.....	.....	4	1	New York Harbor.
Dec. 7	Marquette and Bessemer No. 2.....	3, 818	Duluth, Minn., to Buffalo, N. Y.	Total.....	do.....	1	30	31	Lake Erie.
8	Str. W. C. Richardson.....	2, 086	Norfolk, Va., to Boston, Mass.	do.....	Grain.....	.....	19	5	Do.
25	Sc. John A. Briggs.....	2, 965	Newport News, Va., to Boston, Mass.	do.....	Coal.....	.....	6	6	Near Barnegat
26	Sc. Davis Palmer.....	10	Potomac River to Crisfield, Md.	do.....	do.....	.....	14	14	Broad Sound, Mass.
1910.									
Feb. 1	Sc. Effie C. Smith.....	140	Norfolk to Smithfield, Va.	do.....	Oysters.....	.....	3	3	Chesapeake Bay
June 2	Bce. Stag.....	9	do.....	Partial.....	Sugar.....	.....	1	1	New York Harbor
11	Sc. Hendricks.....	140	do.....	No damage.....	Ballast.....	.....	3	1	Hampton Roads, Va.

Total for founderrings: Vessels, 18; tonnage, 14,689; total losses, 14; partial losses, 3; no damage, 1; number of passengers, 21; number in crews, 149; number of lives lost, 105.

STRANDINGS.

1909.									
July 21	Gas str. Herbert.....	6	Galveston, Tex., to fishing grounds.....	Total.....	Ballast.....	.....	4	2	Galveston Bay.
Aug. 26	Str. Ohio.....	3, 488	Seattle, Wash., to Prince William Sound, Alaska.	do.....	General.....	131	88	4	Finlayson Channel, British Columbia.

Sept. 20	Str. Charles W. Mackie.....	11	Morgan City to Atchafalaya Bay, La.....	Partial.....	Ballast.....	6	Atchafalaya Bay, La.....
Oct. 11	Str. Sybil.....	75	E. C. Railway services Florida Reefs.....	Total.....	Gravel.....	14	Bain, Florida Key, Fla.....
Oct. 13	Sc. Redford.....	1,851	Baltimore, Md., to Key West, Fla.....	Total.....	Coal.....	18	Key West, Fla.....
Oct. 13	Sc. George Stone.....	1,841	St. Andrews, Ont., to Racine, Wis.....	Partial.....	General.....	2	Point Pelee, Lake Erie.....
Nov. 31	Gas. str. Dittrop.....	4,795	Fort William, Ontario, to Ashland, Wis.....	Total.....	Ballast.....	22	Nunivak Island, Alaska.....
Nov. 10	Str. Argo.....	210	Astoria to Tillamook, Ore.....	Total.....	General.....	11	Red River, Wis., Lake Superior.....
Dec. 2	Br. sc. Mizpah.....	99	Prince Edward Island, Nova Scotia, to Boston, Mass.....	do.....	Provisions.....	7	Tillamook Bay, Cape Cod.....
Dec. 13	Sc. Gov. Ames.....	1,778	Brunswick, Ga., to New York, N. Y.....	do.....	Railroad ties.....	1	Peaked Bill Bar, Cape Cod.....
1910.	Gas. str. Capela.....	12	Wrangel to Petersburg, Alaska.....	do.....	Ballast.....	1	Vank Island, Stikine Strait, Alaska.....
Jan. 12	Str. Czarina.....	1,045	Marshfield, Ore., to San Francisco, Cal.....	do.....	Coal and lumber.....	1	Coco Bay, Ore.....
Feb. 1	Sc. Frances.....	677	New York, N. Y., to Jacksonville, Fla.....	do.....	Cement.....	8	Cape Hatteras, N. C.....
Feb. 10	Slp. Restless.....	99	Wrangel to Baranoff Island, Alaska.....	do.....	Ballast.....	2	Shipley Bay, Alaska.....
Mar. 28	Sc. Stanley.....	355	San Francisco, Cal., to Pauloff, Sannak, Alaska.....	do.....	Salt, lumber, etc.....	8	Sannak Island, Alaska.....
May 11	Str. City of Salthillo.....	372	St. Louis, Mo., to Waterloo, Ala.....	do.....	General.....	27	Glen Park, Mo., Mississippi River.....

Total for strandings: Vessels, 17; tonnage, 16,139; total losses, 15; partial losses, 2; passengers, 171; number in crews, 277; lives lost, 98.

COLLISIONS.

1909.	Rowboat (no name) ¹	4,731	Two Harbors, Minn., to Cleveland, Ohio.....	No damage.....	Ballast.....	1	Lake St. Clair.....
July 12	Str. John B. Cowle.....	13	do.....	Total.....	Iron ore.....	24	Lake Superior.....
July 17	Gas. lch. (no name) ²	do.	Trenton, N. J., to New York, N. Y.....	No damage.....	Ballast.....	1	Baltimore Harbor, Md.....
July 17	do.....	283	do.....	do.....	do.....	1	Willamette River, Ore.....
Aug. 31	Str. Martha Stevens.....	99	Hoboken, N. J., up Hudson River.....	Total.....	General.....	10	New York Harbor.....
Sept. 1	Gas. lch. Gertrude.....	do.	do.....	Partial.....	Ballast.....	1	Delaware River.....
Sept. 1	Str. R. B. Little.....	99	do.....	No damage.....	do.....	9	New York Harbor.....
Oct. 12	Sailboat (no name) ⁴	988	do.....	No damage.....	do.....	1	Portsmouth, Va.....
Oct. 12	Ferryboat Hopatcong.....	317	do.....	Partial.....	do.....	16	New York Harbor.....
Oct. 27	Br. sc. C. T. Van Straubenzie.....	841	do.....	Total.....	do.....	6	Lake Erie.....
Oct. 29	Sc. Shenandoah.....	191	Philadelphia, Pa., to Portland, Me.....	do.....	Coal.....	4	Near Cape Cod, Mass.....
Nov. 7	Str. Merrill C. Hart.....	20	Vinal Haven, Me., to New York, N. Y.....	do.....	Stone.....	5	Block Island Sound.....
Dec. 18	Str. Rescue.....	9	Brooklyn, N. Y., to Jersey City, N. J.....	Partial.....	Ballast.....	3	New York Harbor.....
1910.	Rowboat (no name) ⁵	4,815	Tacoma, Wash., on pleasure cruise.....	No damage.....	do.....	3	Cairo, Ill.....
Jan. 20	Gas. str. Arrow.....	do.	do.....	Total.....	do.....	2	Puget Sound, Wash.....
Feb. 11	File driver (no name) ⁶	do.	Duluth, Minn., to Cleveland, Ohio.....	No damage.....	do.....	1	Chicago, Ill.....
Apr. 11	Rowboat (no name) ⁷	do.	do.....	No damage.....	do.....	1	Portland, Ore.....
May 23	Str. Frank H. Goodyear.....	do.	do.....	Total.....	Iron ore.....	22	Lake Huron.....

Total for collisions: Vessels, 18; tonnage, 12,294; total losses, 7; partial losses, 3; no damage, 8; passengers, 954; number in crews, 111; lives lost, 56.
¹ Collided with steamer State of New York.
² Collided with steamer Huyster.
³ Collided with steamer Enterprise.
⁴ Collided with steamer Chester.
⁵ Collided with steamer Starlight.
⁶ Collided with steamer Roger C. Sullivan.

TABLE 64.—*Wrecks and other marine casualties on and near the coasts and 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, 1910, etc.*—Continued.

OTHER CAUSES.

Date of disaster.	Description and name of vessel.	Tons.	Where from and where bound.	Whether resulting in total or partial loss.	Nature of cargo.	Persons on board.		Lives lost.	Place of disaster.	Nature of casualty.
						Passengers.	Crew.			
1909.										
July 2	Sc. L. B. Platt.....	39	Philadelphia, Pa., to Baltimore, Md.	No damage.	Ballast.....	.....	3	1	Chesapeake Bay.....	Fell overboard.
2	Str. Albert Hanson.....	92	Franklin, across Grand Lake.	Partial.....	Provisions.....	.....	13	1	Grand Lake, La.....	Vessel capsized.
4	Str. North Wind.....	2,476	At Superior, Wis.....	No damage.	Ballast.....	.....	22	1	Superior, Wis.....	Fell into flood.
4	Str. Harry Watson.....	23	Chicago to Lockport, Ill.	do.....	do.....	12	108	1	Illinois River.....	Fell overboard.
5	Str. Quincy.....	806	Muscataine, Iowa, to St. Paul, Minn.	do.....	do.....	.....	.....	1	Mississippi River.....	Do.
5	Str. Commander.....	160	Whitestone, N. Y., to New York City.	do.....	do.....	.....	394	7	East River, N. Y.....	Do.
8	Str. Alabama.....	137	Gadsden, Ala., to Rome, Ga.	do.....	General.....	.....	22	1	Coosa River, Ga.....	Slipped on wet deck and fell overboard.
11	Str. Clara P.....	13	Baton Rouge to Arlington, La.	do.....	Ballast.....	.....	.....	1	Mississippi River.....	Fell overboard.
11	Str. City of Saitillo.....	372	Johnsonville, Tenn., to Waterbury, Vt.	do.....	do.....	50	46	1	Tennessee River.....	Jumped overboard on being awaked from sleep.
12	Str. Queen City.....	42	In Grassy Sound Harbor, N. J.	do.....	do.....	.....	1	1	Grassy Sound, N. J.....	Fell overboard.
12	Sc. Adigue.....	121	In Boston Harbor.	do.....	Fish.....	.....	.....	1	Boston Harbor, Mass.....	Do.
13	Sc. Lily.....	142	San Francisco, Cal., to Umpqua River, Oreg.	do.....	Ballast.....	.....	6	1	San Francisco Bay.....	Do.
13	Str. Harry Lee.....	200	Memphis to Ashport, Tenn.	do.....	do.....	.....	40	1	Mississippi River.....	Jumped overboard to swim ashore.
15	Str. J. L. Dykes.....	26	Knoxville to Hodges Ferry, Tenn.	do.....	do.....	.....	17	10	Tennessee River.....	Fell overboard.
15	Str. Queen City.....	42	Grassy Sound, N. J., to fishing banks.	do.....	do.....	.....	68	4	Off Hereford Inlet, N. J.....	Do.
16	Str. Clivedon.....	150	Savannah, Ga., to Beaufort, S. C.	do.....	do.....	.....	125	12	Savannah River.....	Do.
16	Str. Sadie Lee.....	247	Memphis, Tenn., to Vicksburg, Miss.	do.....	General.....	.....	40	31	Mississippi River.....	Do.
17	Str. Sylvan Glen.....	330	Washington Park, N. J., to Philadelphia, Pa.	do.....	Ballast.....	.....	185	13	Delaware River.....	Jumped overboard.
18	Str. R. Dunbar.....	252	Paducah, Ky., to Cairo, Ill.	do.....	do.....	.....	300	17	Ohio River.....	Fell overboard by giving way of capstan bar.
20	Sc. Minnie W.....	45	Pensacola, Fla., to fishing banks.	Partial.....	do.....	.....	7	3	Gulf of Mexico.....	Swept overboard by sea.
21	Str. Vashon.....	132	Monte Vista to Tacoma, Wash.	No damage.	do.....	.....	174	7	Puget Sound.....	Accidentally fell overboard.

21	Sc. Bonita.....	44	Galveston, Tex., to fishing banks.	Total.....	do.....	9	Gulf of Mexico.....	Vessel never heard from.
22	Str. Newtown, No. 2.....	217	Stockton to Port Costa, Cal.	No damage.....	Grain.....	20	San Francisco Bay.....	Fell overboard.
23	Sc. Enterprise.....	901	Philadelphia, Pa., to New Bedford, Mass.	do.....	Ballast.....	5	Do.....	Do.
24	Sc. Theodore Roosevelt.....	62	Petaluma to San Francisco, Cal.	do.....	do.....	2	San Francisco, Cal.....	Fell through hatch.
26	Str. J. J. H. Brown.....	5,069	Buffalo, N. Y., to Superior, Wis.	do.....	Coal.....	23	Superior, Wis.....	Fell from aloft to deck.
27	Str. Katie.....	530	Savannah, Ga., to Beaufort, S. C.	do.....	Ballast.....	14	Off Dutch Lake Id., S. C.....	Fell overboard while intoxicated.
28	Str. Progress.....	195	Pittsburg to Dixmont, Pa.	do.....	do.....	16	Ohio River.....	Do.
29	Str. Washburn.....	57	At Maddens Landing, Mo.	do.....	do.....	7	Missouri River.....	Do.
28	Str. Island Belle.....	89	Clayton to Ogdensburg, N. Y.	do.....	do.....	8	St. Lawrence River.....	Do.
—	Sc. Ada.....	27	Panauhau to Honolulu, Hawaii.	Total.....	Scrap iron.....	2	Hawaii.....	Vessel never heard from.
Aug 2	Str. Helen Blair.....	213	No damage.	No damage.....	Ballast.....	6	Mississippi River.....	Fell overboard while sitting on rail.
3	Str. Japan.....	1,239	In Erie Harbor, Pa.	do.....	do.....	1	Erie, Pa.....	Fell overboard in jumping from deck to vessel.
3	Sc. Fortuna.....	612	In Stonington Harbor, Me.	do.....	Stone.....	6	Stonington, Me.....	Fell from aloft to deck.
4	Str. Nettie Denessen.....	54	Green Bay, Wis., to Menominee, Mich.	do.....	Ballast.....	1	Green Bay, Lake Mich.....	Fell overboard while sitting on rail.
8	Str. Henry Koerber, Jr.....	84	Buffalo to Grand Island, N. Y.	do.....	do.....	300	Niagara River.....	Fell overboard while intoxicated.
9	Str. Annadell.....	13	Chamois to Portland, Mo.	do.....	do.....	9	Missouri River.....	Fell overboard.
11	Sc. Corona.....	119	Provincetown, Mass., to fishing banks.	do.....	do.....	22	At sea.....	Dory capsized.
11	Str. Bailey Gatzert.....	642	Dalles to Portland, Oreg.	do.....	General.....	34	Columbia River.....	Fell overboard.
12	Page Mars.....	312	Philadelphia, Pa., to Bayside, S. C.	do.....	Ballast.....	2	Delaware River.....	Do.
13	Gas. str. Edna B.....	10	Harrisburg to Lynchburg, Tex.	Total.....	do.....	2	Green Bayou, Tex.....	Vessel burned.
16	Sc. Albert Meyer.....	459	San Francisco, Cal., to Wilapa Bay, Wash.	No damage.....	do.....	9	Wilapa Bay, Wash.....	Fell overboard while furling sail.
17	Str. John A. Donaldson.....	4,315	Orange Park to Jacksonville, Fla.	do.....	do.....	28	Lake Erie.....	Fell overboard.
17	Str. Wenona.....	6	Northport to Charlevoix, Mich.	do.....	General.....	54	Lake Michigan.....	Do.
18	Str. Chequamegon.....	141	Marquette, Mich., to Buffalo, N. Y.	do.....	Ballast.....	21	Sault Ste. Marie, Mich.....	Crushed between vessel and wreck.
19	Str. J. T. Hutchinson.....	3,734	At Conneaut, Ohio.	do.....	do.....	24	Conneaut, Ohio.....	Fell overboard while painting steamer.
20	Str. James H. Reed.....	5,598	Oak Bluffs, Mass., to Bridgeport, Conn.	Total.....	do.....	1	Bridgeport, Conn.....	Vessel burned.
22	Gas. str. Wawa.....	13	Portland, Oreg., to Columbia River.	No damage.....	do.....	12	Columbia River.....	Fell overboard.
23	Str. M. F. Henderson.....	534	New York Harbor	Partial.....	do.....	11	New York Harbor.....	Explosion of boilers.
25	Str. Bee.....	241	Dunkirk, N. Y., to fishing grounds.	No damage.....	do.....	6	Lake Erie.....	Fell overboard while handling freight.
27	Str. Jennie A. Desmond.....	14	Oakland to Port Costa, Cal.	Total.....	do.....	2	San Pablo Bay, Cal.....	Vessel burned.
30	Str. Tacoma.....	276	No damage.	No damage.....	do.....	32	Cincinnati, Ohio.....	Fell overboard while scuffing.

TABLE 64.—Wrecks and other marine casualties on and near the coasts and 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, 1910, etc.—Continued.

OTHER CAUSES—Continued.

Date of disaster.	Description and name of vessel.	Tons.	Where from and where bound.	Whether resulting in total or partial loss.	Nature of cargo.	Persons on board.		Lives lost.	Place of disaster.	Nature of casualty.
						Passengers.	Crew.			
1909. Aug. —	Gas. str. Eldorado.....	12	Memphis Tenn., to Massey Springs, Ky.	Total.....	Ballast.....	.....	2	1	Mississippi River.....	Vessel burned.
—	Sc. Frances H.....	46	Panama, Fla., on fishing cruise.	do.....	do.....	.....	8	8	At sea.....	Vessel never heard from.
Sept. 1	Str. Maude Kilgore.....	82	.....	No damage.....	do.....	.....	8	1	White River, Ark.....	Fell overboard while carrying coal.
1	Str. City of Providence.....	1,303	At St. Louis, Mo.....	do.....	do.....	391	49	1	St. Louis, Mo.....	Fell overboard in jumping from steamer to wharf.
5	Str. Clifford F. Moll.....	5,141	.....	do.....	do.....	.....	23	1	Niagara River.....	Fell between vessel and dock.
7	Sc. Libbie Nan.....	236	Michigan City, Ind., to Glen Haven, Mich.	do.....	Ballast.....	.....	6	1	Lake Michigan.....	Do.
9	Str. Courier.....	65	Maysville, Ky., to Cincinnati, Ohio.	do.....	do.....	.....	.....	1	Ohio River.....	Do.
11	Str. Breakwater.....	1,065	Coca Bay to Portland, Oreg.	do.....	Mdse.....	65	38	1	At sea.....	Do.
14	Str. Admiral Farragut.....	2,104	At Kingston, Jamaica.	do.....	do.....	4	54	1	Kingston, Jamaica.....	Do.
18	Str. Conestoga.....	1,726	Bozons City, Mich., to Milwaukee, Wis.	do.....	Mdse.....	.....	21	1	Lake Michigan.....	Do.
16	Str. Caldonia.....	2,107	Chicago, Ill., to Buffalo, N. Y.	do.....	Oats.....	.....	16	1	Lake Huron.....	Do.
18	Sc. Mistral.....	33	Chicago, Ill., to Milwaukee, Wis.	do.....	Ballast.....	.....	3	1	Lake Michigan.....	Do.
19	Str. S. G. Simpson.....	266	Seattle to Shelton, Wash.	do.....	do.....	157	11	1	Puget Sound.....	Missed footing and fell overboard.
20	Sc. Clementine.....	19	Biloxi to Henderson Pt., Miss.	Total.....	do.....	.....	5	1	Bay St. Louis, Miss.....	Vessel destroyed by striking bridge during hurricane.
20	Sc. Kate Peore.....	332	Mobile, Ala., to Matanzas, Cuba.	do.....	Lumber.....	.....	7	2	At sea.....	Died from exposure after rescue from wreck.
22	Sc. Charles W.....	80	Fresport to San Francisco, Cal.	No damage.....	Ballast.....	.....	3	1	Suisun Bay, Cal.....	Fell overboard.
22	Str. Lockport.....	54	New Orleans to Lockport, La.	do.....	do.....	.....	.....	1	Lake Salvador, La.....	Do.
23	Str. Calhoun.....	48	Wenahatchie to River Junction.	do.....	do.....	.....	9	1	Apalachicola River, Fla.....	Drowned on leaving vessel to swim.
24	Sc. Lucinda Sutton.....	1,486	Newport News, Va., to Bangor, Me.	do.....	do.....	.....	9	1	At sea.....	Thrown overboard while handling foresheet in gale.
25	Sc. Thomas B. Schall.....	55	Chesapeake City to Chester town, Md.	do.....	do.....	.....	4	1	Chester River, Md.....	Knocked overboard by parting of jib sheet.

29	Gas. str. Pearl.	23	Charleston, S. C.	do.	do.	do.	do.	do.	Charleston Harbor, S. C.	1	Fell overboard.
30	Str. Ethel.	266	Ranocosa Creek to Wilmington, Del.	Partial.	Sand.	5	5	5	Delaware River.	1	Vessel struck buoy and sank.
	Sc. Wm. A. Parks.	14	Washington, D. C., to Broad Creek, Md.	No damage.	Wood.	2	2	2	Potomac River.	1	Fell overboard.
	Sc. George Taulane, Jr.	465	Bellast, Ga., to Philadelphia, Pa.	Total.	Lumber.	7	7	7	At sea.	7	Vessel never heard from.
Oct.	Str. Tupper.	60	May Port to Jacksonville, Fla.	No damage.	Ballast.	12	8	8	St. Johns River, Fla.	1	Fell overboard.
1	Sc. Jennie and Edna.	63	Miners Slough to San Francisco, Cal.	do.	do.	3	3	3	Sacramento River, Cal.	1	Drowned by sinking of ship's small boat.
2	Str. New Shoreham.	503	Providence to Block Island, R. I.	do.	do.	38	20	20	Block Island Sound.	1	Fell overboard.
3	Str. Swan.	281	Augusta to Savannah, Ga.	do.	General.	24	24	24	Savannah River.	1	Stepped overboard in darkness.
10	Str. Twin Cities.	418	Lewiston, Idaho, to Kennewick, Wash.	do.	Grain & mdse.	10	25	25	Snake River, Wash.	1	Fell overboard.
12	Str. Cecilia.	98	In Charleston Harbor, S. C.	do.	Ballast.	5	5	5	Charleston Harbor, S. C.	1	Swamping of vessel's small boat in tow.
16	Str. Frances Widlar.	4,682	At Marquette, Mich.	do.	do.	22	22	22	Marquette, Mich.	1	Fell overboard while boarding vessel.
16	Str. Ward Ames.	5,750	Marquette, Mich., to Buffalo, N. Y.	do.	do.	23	23	23	Detroit River.	1	Killed by deck engine.
23	Str. Ionis.	1,418	Chicago, Ill., to Holland, Mich.	do.	Pig iron.	14	14	14	Marquette, Mich.	1	Fell through hatch.
23	Str. Puritan.	1,762	Chicago, Ill., to Holland, Mich.	do.	Mdse.	20	40	40	Lake Michigan.	1	Lost overboard.
25	Str. Sr. Henry Bessemer.	4,321	Pittsburg, Pa., down the Ohio River.	do.	Ballast.	50	50	50	Duluth, Minn.	1	Caught by revolving shaft.
25	Str. Harry Brown.	604	Pittsburg, Pa., down the Ohio River.	do.	do.	50	50	50	Ohio River.	1	Jumped overboard while intoxicated.
27	Sc. Robert Lewers.	732	Port Townsend, Wash., to Honolulu, Hawaii.	do.	Lumber.	12	12	12	At sea.	1	Swept overboard by sea.
Nov.	Str. Noeau.	294	Port Townsend, Wash., to Honolulu, Hawaii.	do.	Ballast.	31	31	31	At sea.	1	Jumped overboard while intoxicated.
5	Str. Wm. Nottingham.	4,224	South Chicago, Ill., to Escanaba, Mich.	do.	do.	10	10	10	Kilauea, Hawaii.	1	Capsize of steamer's small boat.
6	Sc. Maid of Orleans.	180	Squaw Harbor to Seattle, Wash.	do.	do.	7	7	7	Chicago Harbor.	1	Jumped overboard while insane.
7	Gas. str. Oakkosh.	123	Portland to Astoria, Oreg.	do.	do.	10	10	10	At sea.	1	Swept overboard by sea.
8	Str. John W. Love.	88	Mount Vernon, Ind., to Henderson, Ky.	do.	do.	13	10	10	Astoria, Oreg.	1	Struck by starting bar of engine.
10	Str. St. Croix.	1,963	San Pedro, Cal., to San Francisco, Cal.	do.	do.	51	73	73	Ohio River.	1	Fell overboard.
10	Slip. Toy.	7	Kalawassie Island to Beaufort, N. C.	do.	Cotton and corn.	11	2	2	San Pedro, Cal.	1	Accidentally walked overboard.
10	Str. H. E. Rannels.	889	Cedar River to Escanaba, Mich.	do.	Lumber.	1	13	13	Near Rose Island, S. C.	1	Scalded by blowing out of steam valves.
11	Sc. St. Bartolomeo.	27	Scranon to Biloxi, Miss.	do.	Gasoline.	4	4	4	Green Bay, Mich.	1	Fell overboard.
11	Sc. Almeida.	68	Gloucester, Mass., to fishing banks.	do.	Ballast.	12	12	12	Mississippi Sound.	1	Do.
13	Str. Bessie Smith.	127	Cincinnati, Ohio, to Huntington, W. Va.	do.	General.	20	35	35	At sea.	1	Do.
16	Str. Louis Fahlow.	366	Wells, Mich., to Chicago, Ill.	Partial.	Lumber.	23	23	23	Ohio River.	1	Accidentally walked overboard.
16	Str. Hendrik S. Holden.	4,444	Lorain, O., to Duluth, Minn.	No damage.	Coal.	23	1	1	Green Bay, Mich.	1	Swept overboard by sea.
18	Str. Hartford.	59	Lorain, O., to Duluth, Minn.	do.	Ballast.	6	6	6	Lake Superior.	1	Do.
				do.					Port Richmond, N. Y.	1	Fell overboard.

TABLE 64.—*Wrecks and other marine casualties on and near the coasts and 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, 1910, etc.—Continued.*

OTHER CAUSES—Continued.

Date of disaster.	Description and name of vessel.	Tons.	Where from and where bound.	Whether resulting in total or partial loss.	Nature of cargo.	Persons on board.		Places of disaster.	Nature of casualty.
						Passengers.	Crew.		
1909.							Lives lost.		
Nov. 18	Str. Greenwood.....	270		No damage...	Ballast.....		24	Cincinnati, Ohio.....	Accidentally walked overboard.
20	Slp. Cecrops.....	7	Baltimore, Md., to oyster beds.	do.....	do.....		5	Chesapeake Bay.....	Vessel capsized.
23	Sc. William Aldrich.....	177	Milwaukee, Wis., to Charlevoix, Mich.	do.....	do.....		6	Charlevoix, Mich.....	Fell into hold.
23	Slp. Elisha Morgan.....	22	James River to oyster grounds.	do.....	do.....		0	Warwick River, Va.....	Fell overboard from skiff.
24	Sc. Number Fifteen.....	912	Boston, Mass., to Baltimore, Md.	do.....	do.....		5	At sea.....	Jumped overboard.
24	Sc. Edgar W. Murdock.....	1,215	Port Tampa, Fla., to Baltimore, Md.	do.....	do.....		11	do.....	Swept overboard by sea.
24	Str. Robert L. Fryer.....	1,810	Chicago, Ill., to Escanaba, Mich.	do.....	do.....		17	Escanaba, Mich.....	Slipped off dock while handling steamer's lines.
25	Str. Indiana.....	886	Cincinnati, Ohio, to Louisville, Ky.	do.....	General.....	20	50	Ohio River.....	Fell overboard from gang-plank.
Dec. 1	Str. Isaac M. Scott.....	6,372	At Ashland, Wis.....	do.....	Ballast.....		20	Ashland, Wis.....	Fell into hold.
1	Str. Louise.....	286	West Point, to Walkerton, Va.	do.....	do.....	10	9	Matapony River, Va.....	Fell overboard.
2	Gas. str. Nevada.....	9	At San Francisco, Cal.....	Partial.....	do.....		1	San Francisco, Cal.....	Killed by explosion of gas-line.
3	Str. Solano.....	3,067	Port Costa, to Benicia, Cal.....	No damage.....	do.....		200	Port Costa, Cal.....	Fell overboard while trying to board steamer.
4	Str. Jimmie.....	21	Sabine Pass to Galveston, Tex.	Total.....	do.....		5	At sea.....	Vessel never heard from.
6	Sc. Polaris.....	790	Tacoma, Wash., to Fort Pirie, Australia.	Partial.....	Lumber.....		10	do.....	Swept overboard by sea.
8	Str. Clarion.....	1,711	Chicago, Ill., to Erie, Pa.....	Total.....	Flour, etc.....		21	Lake Erie.....	Vessel burned; crew put off in lifeboat and never reached shore.
8	Str. J. N. Harbin.....	142	Memphis, Tenn., to Pine Bluff, Ark.	No damage.....	General.....		27	Mississippi River.....	Do.
11	Str. Vulcan.....	1,769	Tledo, Ohio, to Milwaukee, Wis.	do.....	Coal.....		17	Lake Michigan.....	Swept overboard by sea.
13	Str. Tormentor.....	226	Baltimore, Md., to Cristobal, Panama.	do.....	Ballast.....		13	At sea.....	Fell overboard while working with anchor.
13	Sc. Independent.....	1,167	Jacksonville, Fla., to Boston, Mass.	do.....	Lumber.....		0	St. Johns River, Fla.....	

18	Str. L. C. Waldo.....	4,466	Buffalo, N. Y., to Milwaukee, Wis.	No damage.....	Ballast.....		1	Lake Michigan.....	Fell into hold.
22	Str. Mary S. Bless.....	214	Mobile to Rembert's Landing, Ala.	.....do.....	.....do.....	50	48	Tombigbee River, Ala.	Fell overboard.
24	Gas. str. Helen W.....	14	Charleston, S. C., up Cooper River.	.....do.....	.....do.....	27	4	Cooper River, S. C.....	Do.
25	Gas. str. Addie L.....	7	Ile of Hope to Lacy, Ga.....	Total.....	Merchandise.....		3	St. Catherine's Sound, Ga.	Vessel burned.
26	Sc. Henry Wardell.....	69	Perth Amboy, N. J., to New York City.	.....do.....	Stone.....		4	Raritan Bay, N. J.....	Vessel capsized in storm.
31	Str. Crescent City.....	154	Apalachicola to Carrabelle, Fla.	No damage.....	Ballast.....	19	14	St. George Id., Fla.....	Fell overboard.
31	Gas. str. Ashpoo.....	14	Charleston, S. C., up Cooper River.	.....do.....	.....do.....	4	3	Cooper River, S. C.....	Do.
—	Sc. Maggie S. Hart.....	679	Jacksonville, Fla., to New York City.	Total.....	Lumber.....		8	At sea.....	Vessel never heard from.
—	Sc. Anna R. Bishop.....	448	Jacksonville, Fla., to Elizabethport, N. J.	.....do.....	.....do.....		7	.....do.....	Do.
—	Sc. Martha S. Bement.....	479	Jacksonville, Fla., to Philadelphia, Pa.	.....do.....	.....do.....		7	.....do.....	Do.
—	Sc. Auburn.....	623	New London, Conn., to Charleston, S. C.	.....do.....	.....do.....	1	9	.....do.....	Do.
—	Sc. Robert C. McQuillen.....	464	New York City to Port au Prince, Haiti.	.....do.....	Fish scrap.....		7	.....do.....	Do.
—	Str. Columbia.....	174	New York City to San Pedro, Everett, Wash., to San Pedro, Cal.	.....do.....	Ballast.....		11	.....do.....	Do.
—	Sc. Susie M. Plummer.....	920	New York City to Baltimore, Md.	.....do.....	Lumber.....		10	.....do.....	Vessel abandoned, crew never heard from.
1910.	Str. D. N. Luckenbach.....	2,929	New York City to Baltimore, Md.	Partial.....	Cotton, ties.....		29	Baltimore, Md.....	Deck collapsed while loading.
5	Sc. Edgar C. Ross.....	389	Charleston, S. C., to New York, N. Y.	No damage.....	Lumber.....		7	At sea.....	Died of injuries received at the wheel by a heavy sea.
5	Sc. Centurian.....	44	Norfolk to Hampton, Va.....	.....do.....	Ballast.....		4	Hampton Roads, Va.....	Fell overboard while handling sail.
10	Sc. Snauggler.....	119	Bonne Bay, N. F., to Gloucester, Mass.	.....do.....	.....do.....		8	At sea.....	Swept overboard by sea.
14	Bkn. James Johnson.....	1,149	Eureka, Cal., to Sydney, Australia.	.....do.....	.....do.....		14	.....do.....	Fell overboard.
16	Gas. str. City of Anacortes.....	14	Orcas Landing to Waldron Island, Wash.	.....do.....	.....do.....	48	3	Washington Sound, Wash.	Fell overboard while intoxicated.
17	Str. Estelle Randall.....	211	Elizabeth City to Columbia, N. C.	Total.....	Merchandise.....		14	Columbia, N. C.....	Vessel burned.
23	Sc. Henry B. Fiske.....	847	Boston, Mass., to Jacksonville, Fla.	.....do.....	Ballast.....		8	At sea.....	Vessel found capsized; crew never heard from.
24	Sc. Paragon.....	115	Gloucester, Mass., to Quero Bank.	No damage.....	.....do.....		18	.....do.....	Lost from dory while attending trawls.
25	Str. Providence.....	4,365	Fall River, Mass., to New York City.	.....do.....	Miscellaneous.....	297	195	Block Island Sound.....	Supposed to have jumped overboard in a fit of insanity.
28	Bkn. Mary Winkelman.....	522	Port Townsend, Wash., to Friendly Islands.	.....do.....	Lumber.....		10	Tongatabu, Friendly Islands.	Lost overboard.
30	Sc. Waldo L. Stream.....	122	Gloucester, Mass., to fishing banks	.....do.....	Ballast.....		18	At sea.....	Dory capsized in gale while fishing.

TABLE 64.—Wrecks and other marine casualties on and near the coasts and 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, 1910, etc.—Continued.

OTHER CAUSES—Continued.

Date of disaster.	Description and name of vessel.	Tons.	Where from and where bound.	Whether resulting in total or partial loss.	Nature of cargo.	Persons on board.		Lives lost.	Place of disaster.	Nature of casualty.
						Passengers.	Crew.			
1910. Feb.	2 Sc. Elizabeth Gilbert.	576	Portland, Me., to Norfolk, Va.	No damage.	Ballast.	7	7	1	At sea.	Fell overboard.
	5 Str. Martha Helen.	75	Mayport to Jacksonville, Fla.	Total.	do.	6	6	1	Jacksonville, Fla.	Vessel burned.
	6 Sc. Thalia.	82	Gloucester, Mass., to fishing banks.	No damage.	do.	14	14	1	At sea.	Dory capsized while fishing.
10	Str. Ann Arbor No. 2.	1,144	Manitowoc, Wis., to Frankfort, Mich.	do.	Freight cars.	26	26	1	Manitowoc, Wis.	Slipped on ice and fell overboard.
10	Str. Viva.	30	Shell Bank to Beaumont, Tex.	do.	Ballast.	5	5	1	Sabine River, Tex.	Fell overboard while dipping a bucket of water.
14	Gas. str. Irene.	11	Atlantic City, N. J., to fishing grounds.	do.	do.	5	5	2	At sea.	Dory capsized while fishing.
15	Str. Mitchelle C.	97	Seattle to Burley, Wash.	do.	do.	10	10	1	Waccamau River, S. C.	Fell overboard.
20	Gas. str. Hioma.	14	Boston, Mass., to Port Johnson, N. J.	do.	do.	3	3	1	Puget Sound, Wash.	Do.
23	Ege. C. R. R. of N. J., No. 9.	685	New Orleans, La., to Ouachita River.	Total.	Mdse.	4	4	1	Boston, Mass.	Caught by hawser, and died from injuries received.
26	Str. Columbia.	139	San Pedro, Cal., to Port Townsend, Wash.	No damage.	Ballast.	6	28	1	Mississippi River.	Vessel sunk and upper works caught fire.
Mar.	5 Sc. Robert R. Hind.	564	Gloucester Mass., to fishing banks.	do.	do.	10	10	1	At sea.	Fell overboard from rail.
8	Sc. Juno.	119	Jeffersonville, Ind., to Cincinnati, Ohio.	Partial.	do.	18	18	1	do.	Swept overboard by sea.
14	Str. R. L. Aubrey.	99	Baltimore, Md., to Washington, D. C.	No damage.	do.	14	14	3	Ohio River.	Explosion of boilers.
15	Str. Three Rivers.	1,110	At Philadelphia, Pa.	No damage.	do.	19	34	1	Potomac River.	Fell overboard.
16	Sc. St. Nicholas.	841	Rappahannock River to Baltimore, Md.	do.	do.	4	4	1	Philadelphia, Pa.	Do.
19	Sc. Ufoana.	105	Memphis, Tenn., to Vicksburg, Miss.	do.	Lumber.	40	31	1	Chesapeake Bay.	Slipped and fell overboard.
19	Str. Sadie Lee.	247	Fairmont, W. Va., to Pittsburg, Pa.	do.	General.	6	30	1	Mississippi River.	Fell overboard.
20	Str. I. C. Woodward.	282	Philadelphia, Pa., to Guanica, P. R.	do.	do.	10	10	1	Ohio River.	Do.
20	Sc. Lewis H. Goward.	1,191	Charleston to Edisto Island, S. C.	do.	Coal.	8	8	2	At sea.	Swept overboard by sea.
24	Sc. Susac A. Bryan.	44		do.	Ballast.	3	3	2	Edisto River, S. C.	Capsizing of vessel's small boat.

26	Apr. 8	Sc. Elva L. Spurling ..	74	Boston, Mass., to fishing grounds.	No damage ..	Fish.....	15	1	At sea.....	Dory capsized while fishing.
10		Str. Robert Pettis.....	31	Bullocks Pt. to Providence, R. I.	.....do.....	Ballast.....	5	1	Narragansett Bay.....	Capsizing of vessel's small boat.
12		Str. Wetchepee.....	150	Isleton to Sacramento, Cal.	.....do.....	.....do.....	39	1	Sacramento River.....	Lost overboard.
23		Gas str. Vesta.....	19	Ketchikan, Alaska, to Seattle, Wash.	.....do.....	.....do.....	5	1	Hecate Strait, British Columbia.	Knocked overboard by entangling of cable.
26		Str. El Albes.....	2,897	Galveston, Tex., to New York, N. Y.	Partial.....	General.....	61	5	At sea.....	Explosion of steam pipes.
10		Sc. Ira B. Eilems.....	305	New York City to Winter Harbor, Me.	No damage ..	Coal.....	6	1	Vineyard Haven, Mass	Fell from aloft to deck.
16		Gas str. Hazel.....	36	New Orleans to Bayou Barataria, La.	.....do.....	Ballast.....	10	9	Bayou Barataria, La...	Fell overboard.
18		Str. Helen Blair.....	681	Bellingham, Wash., to San Francisco, Cal.	.....do.....	Lumber.....	11	1	San Francisco Bay, Cal.	Do.
20		Str. Jennie Louise.....	213	Rock Island, Ill., to Burlington, Iowa.	.....do.....	Ballast.....	27	1	Mississippi River.....	Fell overboard while intoxicated.
20		Bge. Chattanooga.....	2,339	China Pt. to Berwick, La.	.....do.....	.....do.....	25	1	Bayou Wax, La.....	Fell overboard while dipping a bucket of water.
24		Sc. John M. Keen.....	64	Cleveland, Ohio, to Marquette, Mich.	.....do.....	.....do.....	10	1	Lake Superior.....	Died from burns received in fire room.
26		Gas str. Mizpah.....	64	Pensacola, Fla., to fishing grounds.	.....do.....	.....do.....	8	1	Pensacola Bay, Fla....	Accidentally shot by soldier at target practice.
26		Str. Point Arens.....	223	San Francisco, Cal., to Kvichak River, Alaska.	Partial.....	Fuel oil.....	8	1	Kvichak River, Alaska	Explosion of gasoline.
27		Sc. Gilbert Stanciliff...	117	San Francisco to Monroe Landing, Bangor, Me., to Provincetown, Mass.	No damage ..	Ballast.....	18	2	Monroe Landing, Cal..	Vessel's small boat capsized in surf.
28		Str. J. J. Sullivan.....	7,077	In Cleveland Harbor, Ohio.....	.....do.....	Lumber.....	3	1	Winterport, Me.....	Fell overboard.
29		Gas str. Winhaven.....	18	Stockton to Isleton, Cal.	.....do.....	Ballast.....	22	1	Cleveland, Ohio.....	Fell overboard from vessel's small boat.
29		Str. Columbia.....	222	Davenport to Muscatine, Iowa.	.....do.....	.....do.....	44	3	Stockton, Cal.....	Fell overboard.
30		Str. Bulgaria.....	1,888	Buffalo, N. Y., to Ashland, Wis.	Partial.....	Coal.....	221	18	Mississippi River.....	Crushed by pitman of engine.
31		Str. Apache.....	938	Sacramento to San Francisco, Cal.	No damage ..	General.....	80	1	Lake Huron.....	Bursting of steam pipes.
June 6		Str. Samuel H. Taggart.	310	In Baltimore Harbor.....	.....do.....	Ballast.....	10	5	Sacramento River, Cal.	Fell overboard.
6		Sc. Mettée.....	58	Providence, R. I., to Rockaway, N. Y.	.....do.....	Ballast.....	4	2	Baltimore Harbor.....	Jumped overboard; cause unknown.
7		Str. Wisconsin.....	4,558	Ashtabula, Ohio, to Superior, Wis.	.....do.....	.....do.....	22	1	Jamaica Bay, N. Y....	Capsizing of vessel's small boat.
8		Gas str. Fannie Brewar.	9	New Bern to Dawsons Creek, N. C.	.....do.....	.....do.....	4	2	Superior, Wis.....	Fell from staging while painting vessel.
10		Str. Alice.....	132	Stella Plantation to New Orleans, La.	.....do.....	.....do.....	.....	.....	Nense River, N. C....	Stumbled and fell overboard.
11		Sc. M. A. Achorn.....	908	Sagua, Cuba, to Mobile, Ala.	.....do.....	.....do.....	.....	.....	Mississippi River.....	Lost overboard.
14		Sc. Game Cook.....	67	Columbia Falls, Me., to Boston, Mass.	.....do.....	Lumber.....	.....	.....	At sea.....	Knocked overboard by flipping sail.
					.....do.....		9	1	Rockland Harbor, Me.	Jumped overboard while intoxicated.

TABLE 64.—Wrecks and other marine casualties on and near the coasts and 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, 1910, etc.—Continued.

OTHER CAUSES—Continued.

Date of disaster.	Description and name of vessel.	Tons.	Where from and where bound.	Whether resulting in total or partial loss.	Nature of cargo.	Persons on board.		Lives lost.	Place of disaster.	Nature of casualty.
						Passengers.	Crew.			
1910.										
June 15	Gas. str. America.....	25	Seattle, Wash., to fishing banks.	No damage....	Ballast.....	11	11	1	Off Vancouver Island.	Swept overboard by sea.
16	Str. America.....	73		.....do.....	.....do.....	8	8	1	Narragansett Bay.....	Thrown overboard by heavy sea. Fell overboard.
17	Sc. Kwasind.....	65	Pensacola, Fla., to fishing grounds.	.....do.....	.....do.....	15	46	1	Pensacola, Fla.....	Do.
21	Str. Mary E. Staples..	201	Mobile to Selma, Ala.....	.....do.....	.....do.....	12	12	1	Mobile River.....	Fell from raft in tow.
22	Str. Cascades.....	451	Beaver to Portland, Oreg..	.....do.....	.....do.....	20	20	1	Willamette River, Oreg.	Fell from gang plank.
23	Str. Centurion.....	3,401	Cleveland, Ohio, to Marquette, Mich.	.....do.....	.....do.....	29	29	1	Marquette, Mich.....	Crushed by an express truck.
24	Str. Berkeley.....	1,945	Oakland to San Francisco, Cal.	.....do.....	.....do.....	1,185	34	2	San Francisco, Cal.....	Vessel burned.
25	Str. J. L.....	232	La Crosse, Wis., to Lansing, Iowa.	Total.....	.....do.....	2	2	1	Mississippi River.....	Fell overboard.
27	Str. Silver Chief.....	10	Cheboygan to Mackinac Island, Mich.	No damage....	Hay, etc.....	5	5	1	Straits of Mackinac...	Do.
28	Sc. Richmond.....	288	Gr. Wicomco River to Norfolk, Va.	.....do.....	Ballast.....	13	13	2	Hampton Roads, Va...	One fell from staging while painting, the other drowned trying to rescue him.
29	Sc. Edward B. Winslow.	3,424	Norfolk, Va., to Portland Me.	.....do.....	Coal.....	6	7	1	Portland, Me.....	Fell overboard.
29	Sc. B. L. Pennington..	1,142	Pensacola, Fla., to fishing banks.	.....do.....	Ballast.....	1	1	1	Lake Erie.....	Slipped and fell overboard.
30	Sc. Angelienna.....	40		.....do.....	Fish.....				At sea.....	

Total for other causes: Vessels, 209; tonnage, 164,789; total losses, 26; partial losses, 12; no damage, 171; number of passengers, 5,935; number in crews, 3,010; number of lives lost, 334.

TABLE 65.—*Summary of Table 64, showing wrecks and other marine casualties involving loss of life on and near the coasts and on the rivers of the United States, and including such disasters to American vessels at sea and in foreign waters, during the fiscal year ending June 30, 1910.*

Coasts and nature of casualties.	Vessels.	Tonnage.	Passen- gers.	Crews.	Lives lost.
Atlantic and Gulf coasts:					
Foundering.....	13	7,120	20	65	55
Strandings.....	7	3,998	1	59	42
Vessels in collision.....	8	2,422	950	49	12
Other causes.....	40	16,847	1,188	442	44
Total.....	68	30,387	2,159	615	153
Pacific coast:					
Foundering.....					
Strandings.....	6	1,645	12	51	33
Vessels in collision.....	1	9	4	2	1
Other causes.....	19	9,755	632	258	27
Total.....	26	11,409	648	311	61
Great Lakes:					
Foundering.....	2	6,332	1	49	36
Strandings.....	2	6,636		40	7
Vessels in collision.....	5	9,863		54	37
Other causes.....	38	98,077	383	560	52
Total.....	47	120,908	384	703	132
Rivers:					
Foundering.....	1	530		4	1
Strandings.....	1	372	27	39	12
Vessels in collision.....	4			6	6
Other causes.....	69	17,244	3,666	1,218	73
Total.....	75	18,146	3,693	1,267	92
At sea and in foreign waters:					
Foundering.....	2	707		25	13
Strandings.....	1	3,488	131	88	4
Vessels in collision.....					
Other causes.....	43	22,866	66	532	138
Total.....	46	27,061	197	645	155
Recapitulation by nature of casualties:					
Foundering.....	18	14,689	21	143	105
Strandings.....	17	16,139	171	277	98
Vessels in collision.....	18	12,294	954	111	56
Other causes.....	209	164,789	5,935	3,010	334
Grand total.....	262	207,911	7,081	3,541	593
The following classification shows the number of persons who perished from totally lost vessels, the number from vessels suffering damage only, and the number from vessels not involved in disaster, with accompanying statistics:					
Fatalities from totally lost vessels—					
Atlantic and Gulf coasts.....	24	12,366	22	146	93
Pacific coast.....	9	1,696	18	61	43
Great Lakes.....	7	19,747	1	140	92
Rivers.....	6	1,420	1,218	113	18
At sea and in foreign waters.....	16	9,787	132	215	115
Total.....	62	45,016	1,391	675	361
Fatalities from vessels damaged only—					
Atlantic and Gulf coasts.....	9	4,664	950	91	23
Pacific coast.....	1	9		1	1
Great Lakes.....	3	7,049		52	3
Rivers.....	4	521		27	6
At sea and in foreign waters.....	3	3,732		68	9
Total.....	20	15,975	950	239	42
Fatalities from vessels not involved in disaster—					
Atlantic and Gulf coasts.....	35	13,357	1,187	378	37
Pacific coast.....	16	9,704	630	249	17
Great Lakes.....	37	94,112	383	511	37
Rivers.....	65	16,205	2,475	1,127	68
At sea and in foreign waters.....	27	13,542	65	362	31
Total.....	180	146,920	4,740	2,627	190

NOTE.—Of the 403 lives lost on vessels involved in casualty, 206 were lost on steamers and 197 on sailing vessels, as follows: Atlantic and Gulf coasts, steamers 35, sailing vessels 81; Pacific coast, steamers 31, sailing vessels 13; Great Lakes, steamers 91, sailing vessels 4; rivers, steamers 24; at sea and in foreign waters, steamers 25, sailing vessels 99.

SUPPLEMENTAL STATISTICS OF MARINE CASUAL-
TIES FOR THE FISCAL YEAR ENDED
JUNE 30, 1909.

SUPPLEMENTAL STATISTICS OF MARINE CASUALTIES FOR THE FISCAL YEAR ENDING JUNE 30, 1909.

After the wreck statistics published in the service report for 1909 were tabulated, reports were received of the loss of 45 lives from 38 vessels suffering no disaster, making a total of 38 instances in which life was lost from vessels during 1909 that were not included in the report for that year. The usual statistics relating to these cases are presented in the following table, which is a continuation of table 64 of last year's report, and completes the record of loss of life from aboard vessels within the fiscal year ending June 30, 1909.

TABLE 1.—Supplemental to Table 64 of last year's report, now completed by including statistics for that year since collected relating to loss of life from aboard vessels.

Date of disaster.	Description and name of vessel.	Tons.	Where from and where bound.	Persons on board.		Lives lost.	Place of disaster.	Nature of casualty.
				Passengers.	Crew.			
1908.								
July 4	Sstr. Hazel L. Watson.....	10	Rices Landing to Brownsville, Pa.....	4	2	1	Monongahela River, Pa.....	Fell overboard.
July 16	Sstr. San Joaquin No. 3.....	220	Colonial Beach to Occoquan, Va.....	15	15	1	Sacramento River, Cal.....	Do.
Aug 9	Sstr. River Queen.....	573	Walnut Grove to Sacramento, Cal.....	10	5	1	Sacramento River, Cal.....	Fell overboard while taking in gang-plank.
Aug 23	Sstr. Weitchpec.....	150	Portland to Astoria, Ore.....	60	43	2	Willamette River, Ore.....	Fell overboard.
Sept. 10	Sstr. Hassalo.....	561	.....	2	2	2	Mobile Bay Ala.....	Collided with steamer Dorothy.
Nov. 1	Sstr. (no name).....	156	.....	34	34	1	Mississippi River.....	Fell between steamer and wharf.
1909.								
Jan. 7	Sstr. Kanawha.....	429	Charlestown, W. Va., to Pittsburg, Pa.....	12	25	1	Great Kanawha River, W. Va.....	Fell overboard.
Jan. 17	Sstr. Fred'k de Bary.....	395	Jacksonville to Sanford, Fla.....	32	32	1	St. Johns River, Fla.....	Do.
Feb. 2	Sstr. Twilight.....	119	Lying at landing at Duquesne, Pa.....	14	14	1	Monongahela River, Pa.....	Do.
Feb. 5	Sstr. Alameda.....	3,158	San Francisco, Cal., to Honolulu, Hawaii.....	85	82	1	At sea.....	Lost overboard.
10	Sstr. Commander.....	99	Employed in New York Harbor.....	8	8	1	New York Harbor.....	Crushed between cars on float.
13	Sstr. O'Brien.....	59	Raymond to South Bend, Wash.....	4	4	1	Willapa, Wash.....	Fell overboard from scow in tow.
15	Sstr. Chas. J. Smith.....	119	San Juan Harbor, P. R.....	13	13	1	San Juan Harbor, P. R.....	Crushed between steamer and scow.
20	Sstr. Philadelphia.....	1,300	New York, N. Y., to Jersey City, N. J.....	9	9	1	New York Harbor.....	Caught between boat and dock.
23	Sstr. General Lee.....	199	Doings to Hampton Roads, Va.....	450	19	1	Norfolk, Va.....	Fell overboard.
25	Sstr. Fred Hartweg.....	391	Doing local towing on the Mississippi River.....	4	4	1	Greenville, Miss.....	Do.
Mar. 5	Sstr. Le Baron.....	102	In harbor at Philadelphia, Pa.....	28	28	1	Mobile Bay Ala.....	Dragged overboard by anchor.
Mar. 9	Sstr. New Orleans.....	1,564	Pomeroy to Cincinnati, Ohio.....	21	47	1	Philadelphia, Pa.....	Secured by blowing out of gates.
Mar. 11	Sstr. Greenland.....	207	Norfolk to the James River.....	12	12	1	James River.....	Fell overboard while intoxicated.
Apr. 3	Sstr. Mary.....	77	Peduncch, Ky., to Metropolis, Ill.....	20	12	1	Ohio River.....	Fell overboard.
Apr. 26	Sstr. George Covling.....	206	Florence to Riverton, Ala.....	4	17	1	Tennessee River.....	Do.
Apr. 27	Sstr. J. T. Reeder.....	54	Peduncch, Ky., to Cumberland River.....	104	10	1	Accidentally knocked overboard by falling spar.	Accidentally knocked overboard by falling spar.
May 14	Sstr. Concrete.....	1,962	Boston, Mass., to Gardiner, Me.....	80	80	2	Cumberland River.....	Fell off of spar.
May 15	Sstr. Ransom B. Fuller.....	1,252	Seattle, Wash., to Bering Sea.....	104	85	6	Off coast of Maine.....	Lost overboard.
May 15	Brig. Harriet G.....	1,952	.....	104	85	6	At sea.....	Lost in gale while fishing from dories.
May 20	Sstr. Carolina.....	1,304	.....	87	87	1	Lake Michigan.....	Fell from scaffold into engine room.

22	Sir. Levi H. Patton.	46	Working in Bahis Honda Channel, Fla.	11	1	Bahis Honda Channel, Fla.	Fell overboard.
24	Sir. John S. Hopkins.	583	Evansville, Ind., to Paducah, Ky.	83	1	Ohio River.	Drowned in jumping from wharf to steamer.
25	Sir. Ruth E.	34	Jacksonville to Horse Landing, Fla.	8	1	St. Johns River, Fla.	Fell overboard.
10	Small boat (no name)	3,082	Baltimore Harbor, Md.	8	1	Ohio River.	Collided with steamer Vestal.
16	Sir. Ontario.	3,322	Newport to Iona, Wash.	1	1	Baltimore Harbor, Md.	Knocked overboard by hook of boat No. 1.
18	Sir. Spokane.	7,014	Chicago, Ill., to Superior, Wis.	60	12	Point d'Oraille River, Wash.	Fell overboard while intoxicated.
19	Sir. Arthur Andrew.	2,998	Baltimore, Md., to Seattle, Wash.	28	1	Lake Michigan.	Fell into crank pit.
21	Ship Arctose M. Phelps.	126	Towing at St. Mary, Mich.	28	1	At sea.	Lost overboard.
27	Sir. F. C. Schenck.	130	Antwerp, Ohio, to Houghton, Mich.	6	1	St. Marys River.	Fell overboard.
28	Sir. John Stanton.	6,123	Fort Huron to Detroit, Mich.	21	1	Houghton, Mich.	Fell overboard while intoxicated.
29	Sir. Douglas.	97		8	1	Lake St. Clair.	Fell overboard.

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TABLE 2.—*Supplemental to Table 65 of last year's report, now completed by including statistics for that year since collected relating to loss of life from aboard vessels.*

Nature of disasters.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
Cases in which the vessels were lost or damaged:						
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 ¹	13		52	8	36	109
Strandings—						
Vessels.....	5	5	1		1	12
Tonnage.....	2,091	3,640	790		767	7,288
Passengers.....	2	117				121
Crews.....	28	69	7		12	116
Lives lost ¹	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			25	13	132
Lives lost ¹	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 ¹	11	3	14	20	68	116
Totals—						
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 ¹	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 ¹	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 ¹	16	5	19	5	3	48
Cases in which the vessels were not damaged:						
Vessels.....	58	22	31	70	43	224
Tonnage.....	22,001	21,130	53,642	22,371	50,451	169,595
Passengers.....	977	185	990	1,611	547	4,310
Crews.....	507	434	554	1,386	1,133	4,014
Lives lost.....	62	24	33	74	58	251
Aggregate for all vessels from which life was lost:						
Vessels.....	76	30	44	80	58	288
Tonnage.....	32,294	28,466	67,319	26,161	64,420	218,660
Passengers.....	1,091	1,624	992	1,647	700	6,054
Crews.....	670	543	673	1,573	1,382	4,841
Lives lost.....	122	144	109	106	173	654

¹ Exclusive of lives lost on vessels not involved in casualty.

Besides the 38 additional casualties involving loss of life, mentioned in the explanatory remark preceding supplemental Table 1, there were received, after the tabulation for 1909 had been completed, 98 other reports of casualties occurring during that year unattended by loss of life. It would be obviously impracticable to publish supplemental tables classifying the information contained in these reports in the detail in which similar data for 1909 appears in Tables 1 to 62; but Table 63 of last year's report, which is a general summary of all disasters included in Tables 1 to 62 of that volume, is reproduced below (Table 3), amended to embrace all statistics pertinent thereto collected since the report for 1909 was prepared.

TABLE 3.—*Supplemental to Table 63 of last year's report.—A complete general 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 in foreign waters, during the fiscal year ending June 30, 1909.*

Coasts, etc., and nature of casualties.	Vessels involved.		Tonnage—		Total value of property involved.		Value of property lost.		Amount of insurance carried.		Vessels laden or in ballast.		Vessels lost or damaged.		Persons on board.		Lives lost.
	Of vessels totally lost.	Of vessels damaged only.	Vessels.	Cargoes.	Vessels.	Cargoes.	Vessels.	Cargoes.	Vessels.	Cargoes.	Laden.	In ballast.	Unknown.	Damaged.	Passengers.	Crews.	
Atlantic and Gulf coasts:																	
Foundering.....	35	5,662	\$214,800	\$49,085	\$143,500	\$33,405	\$116,750	\$28,805	21	14	16	19	2	127	13		
Strandings.....	141	27,595	9,006,870	2,625,675	1,537,810	698,810	5,670,000	1,474,785	99	42	53	88	1,203	2,005	18		
Vessels in collision.....	248	13,382	21,119,330	4,700,665	1,243,280	554,590	12,583,570	3,098,335	95	120	33	12	8,710	3,932	18		
Other causes.....	115	1,374	8,049,805	1,757,685	455,235	90,490	5,658,770	1,231,700	55	60	22	93	1,809	1,559	11		
Total.....	539	48,013	38,390,305	9,133,110	3,379,825	1,377,295	24,039,090	5,833,625	270	236	33	103	436	11,724	7,623	60	
Aggregate.....	443,388	47,523,415	4,757,120	29,872,715	539	539	539	19,347	19,347	19,347	19,347	19,347	19,347	19,347	19,347	19,347	19,347
Pacific coast:																	
Foundering.....	3	380	32,500	8,400	10,000	8,400	10,000	8,400	1	2	2	1	.....	19	.....	.....
Strandings.....	60	12,589	4,508,050	369,225	963,890	523,615	1,823,300	153,500	34	26	19	41	324	1,086	117	.....
Vessels in collision.....	52	186	4,030,770	689,225	1,076,670	16,500	1,344,450	55,000	25	23	4	1	51	3,144	900	.....
Other causes.....	49	591	6,745,250	493,300	151,525	14,070	2,778,575	350,725	20	29	6	43	2,223	1,023	3	.....
Total.....	164	13,746	15,313,570	1,646,035	1,233,085	562,585	5,956,325	567,625	80	80	4	28	136	5,691	3,028	120	
Aggregate.....	171,387	16,961,605	1,796,670	6,523,950	164	164	6,523,950	6,523,950	164	164	164	164	164	8,719	8,719	8,719	8,719
Great Lakes:																	
Foundering.....	10	8,803	431,000	39,025	430,100	39,025	395,000	10,000	7	3	9	1	3	70	62	7	
Strandings.....	122	7,808	19,912,900	3,641,350	802,225	122,020	13,276,000	1,797,715	101	21	15	107	179	2,211	7	.....
Vessels in collision.....	115	3,241	18,190,700	2,271,840	511,090	112,515	12,223,135	909,435	72	34	9	5	110	1,854	2,501	3	.....
Other causes.....	118	10,120	11,515,325	1,905,830	791,625	106,320	6,703,000	484,105	69	49	19	99	465	1,536	14	.....
Total.....	365	29,972	50,047,925	7,858,045	2,535,040	379,880	32,597,135	3,201,235	249	107	9	48	317	2,491	6,627	76	
Aggregate.....	863,694	87,905,570	2,914,920	36,798,390	365	365	36,798,390	36,798,390	365	365	365	365	365	9,118	9,118	9,118	9,118

TABLE 3.—Supplemental to Table 63 of last year's report.—A complete general 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 in foreign waters, during the fiscal year ending June 30, 1909.—Continued.

Coasts, etc., and nature of casualties.	Vessels Involved.		Tonnage—		Total value of property involved.		Value of property lost.		Amount of insurance carried.		Vessels lost or damaged.			Persons on board.		
	Of vessels totally lost.	Of vessels damaged only.	Vessels.	Cargoes.	Vessels.	Cargoes.	Vessels.	Cargoes.	Vessels.	Cargoes.	Laden.	In ballast.	Unknown.	Damaged. ¹	Passengers.	Crews.
Rivers:																
Foundering.....	19	866	85,708	660	45,185	660	22,000	.....	.....	2	17	.....	10	.....	76	8
Strandings.....	15	31	714,500	82,700	47,660	82,700	602,500	.....	.....	3	7	.....	2	.....	62	224
Vessels in collision.....	46	182	2,336,785	422,840	174,366	1,000	1,546,375	.....	.....	17	22	.....	1	.....	885	665
Other causes.....	90	5,374	1,523,325	178,970	662,470	46,686	846,060	.....	.....	27	63	.....	42	.....	498	1,063
Total.....	170	6,463	4,958,110	704,860	830,190	47,686	2,912,726	127,860	127,860	54	109	7	55	115	1,450	2,039
Aggregate.....	70,634		5,662,970		877,876		3,040,826			170			170		3,489	
At sea and in foreign waters:																
Foundering.....	9	5,118	188,000	32,739	185,000	32,739	72,765	17,000	17,000	7	2	.....	9	.....	65	36
Strandings.....	27	6,112	1,238,600	656,345	368,560	416,725	795,700	16,635	16,635	19	1	.....	13	.....	166	445
Vessels in collision.....	20	284	1,023,000	457,700	91,158	.....	613,438	119,000	119,000	6	6	.....	3	.....	249	2
Other causes.....	121	12,472	185,824	4,687,845	868,710	514,878	12,466,285	1,248,549	1,248,549	108	13	.....	22	.....	1,631	3,530
Total.....	177	23,966	20,967,510	5,692,670	1,513,495	963,380	13,890,035	1,401,075	1,401,075	140	30	7	48	129	1,787	4,270
Aggregate.....	273,187		26,660,180		2,476,875		15,291,110			177			177		6,066	
Reconciliation by nature of casualties:																
Foundering.....	76	20,810	957,600	129,940	823,785	114,260	616,515	64,205	64,205	28	38	.....	46	.....	5	266
Strandings.....	240	24,112	35,280,620	7,762,180	3,720,165	1,769,520	22,070,300	3,447,035	3,447,035	102	102	.....	162	.....	1,024	5,071
Vessels in collision.....	491	17,245	48,569,533	8,210,370	2,028,120	684,605	28,222,835	4,223,870	4,223,870	215	207	.....	92	.....	449	1,144
Other causes.....	483	29,631	46,739,213	8,983,630	2,919,565	771,440	28,385,660	3,894,470	3,894,470	279	214	.....	112	.....	6,011	5,991
Grand total.....	1,415	122,180	1,699,940	129,677,020	95,036,720	9,491,635	3,330,825	79,395,310	11,131,380	793	562	60	282	1,133	23,143	23,566
Grand aggregate.....	1,882,090		154,713,740		12,822,460		90,526,690			1,415			1,415		46,739	

¹ Including vessels suffering unknown damage and no damage.

In addition to the losses of life included in the above table, 251 lives were lost from 224 vessels suffering no casualty. Statistics relating to these cases are found in supplemental Tables I and 2.

PLACES IN UNITED STATES WATERS WHERE
VESSELS HAVE STRANDED DURING THE LAST
10 YEARS; ALSO, WHERE AMERICAN VESSELS
HAVE STRANDED AT SEA AND IN FOREIGN
WATERS DURING THE SAME PERIOD.

Places in United States waters where vessels have stranded during the last 10 years.

ATLANTIC AND GULF COASTS.¹

Name of place.	Fiscal year ending June 30—										Total.
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	
MAINE.											
Blue Hill Bay:											
Bartlett Narrows.....			2								2
Brooklin.....	1										1
Eagle Island.....									1		1
Ellsworth.....	1										1
Gotts Island.....				2							2
Green Island Ledge.....								1			1
Horseshoe Ledge.....				1							1
Long Island.....									1		1
Moose Island.....	1										1
Oak Point.....										1	1
Staples Ledge.....				1							1
Swan Island.....										1	1
Tuppers Ledge.....						1					1
York Narrows.....								1			1
Blue Hill Bay approaches:					1						1
Black Ledge.....						1					2
Johns Island Ledge.....			1								1
Little Duck Island.....								1			1
Srag Island.....		1									1
Boothbay:											
Boothbay and Townsend Harbor.....	4										4
Spruce Point.....	1										1
Squirrel Island.....							1				1
Tumblers Island.....			1								1
Cape Elizabeth.....	1		1		1						3
Broad Cove.....	1										1
Richmond Island.....	1					1				1	3
Trundys Reef.....	1		1				1				4
Zeps Cove.....						1					1
Cape Neddick.....								1			1
Boon Island Ledge.....		1									1
Cape Porpoise.....		1									2
Bumpkin Island.....	1								1		1
Goat Island.....		1									2
Green Island.....				1					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
Balleys Island.....											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
Ragged Island.....		1									1
Ram Island and Ledge.....			2		1				1		4
Turnip Island.....					1						1
Yarmouth River.....								1			1
Cranberry Island, Great.....	1		2			1			1		5
Sperlin Rock.....						1					1
West Bunkers Ledge.....						1	1				2
Cranberry Island, Little.....		2		1		1	1				4
Bakers Island and Bar.....					1			1	1		3
Hardings Ledge.....								1			1
Cutler and approaches.....	1						1	1			3

¹ In a few instances the number of stranded vessels in this table does not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

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Places in United States waters where vessels have stranded during the last 10 years—Contd.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	
MAINE—continued.											
Damariscotta River and approaches:											
Bantam Rock.....					1		1	1			3
Damiscope Island.....	3	3						1	1		8
Hypoerites, The.....		1									1
Linekins Neck.....	1	1									1
Pumpkin Ledges.....						1		1			2
Ram Island.....	1		1								2
Spruce Point Ledges.....									1		1
Thrumbeap Island.....		1									1
Deer Island Thoroughfare.....									1	1	2
Russ Island.....		1									1
Deer Isle:											
Greens Landing.....					1						1
North West Harbor.....										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
Fishermans Island Passage. (See Moosabec Reach.)											
Fletchers Neck.....	4		3	1	3	2	4			1	18
Dansburys Ledge.....										1	1
Fox Island Thoroughfare.....										1	1
Browns Cove.....			1								1
Stimpsons Island.....							1				1
Frenchmans Bay:											
Crabtree Ledge.....									1		1
Egg Rock.....				1							1
Forcupine Island.....	1										1
Sullivan Harbor.....								1			1
Turtle Island.....							1				1
Winter Harbor.....				1			1				2
Frenchmans Bay approaches:											
Schoodie Island.....				1							1
Gouldsboro Harbor.....					1			1	1		3
Jericho Bay:											
Long Ledge.....										1	1
Kennebec River (mouth of).....	1	2			1		1			1	6
Hunnwells Beach.....		2	2	1			1				6
Hunnwells Point.....				1							1
Pond Island.....	1										1
Stage Island.....	2										2
Sugar Loaves, The.....	1		1				2				4
Whales Back.....	1							1			2
Wood Island.....										1	1
Kennebec River approaches:											
Jackknife Ledge.....							1				1
Kennebunkport.....		1									1
Lubec Narrows.....	3										3
Machias Bay:											
Cross Island.....	1	1	1			1					4
Fosters Island.....							1				1
Libbey Islands.....			1				1		3		5
Machias.....							2				2
Starboard Island Ledge.....						1		1			2
Yellow Island.....									1		1
Machias Bay, Little:											
Double Headed or Double Shot Island.....					1						1
Machias Seal Island.....									1		1
Moosabec Reach and approaches.....	1					1	1				3
Beals Island.....				1							1
Duck Ledges.....									1		1
Egg Rock.....									1		1
Fishermans Island Passage:											
Browney Island.....	1	1		1					1		4
Stevens Island.....							1				1
Freemans Rock.....				1	1						2
Great Wass Island.....			1								1
Head Harbor Island.....				1							1
Indian River.....		1									1

Places in United States waters where vessels have stranded during the last 10 years—Contd.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	
MAINE—continued.											
Moosabec Reach and approaches— Continued.											
Jonesport.....	1	1		1							3
Mistake Island.....					1						1
Seal Cove.....								1			1
Stanleys Ledge.....							1				1
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
Rodicks 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
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									2
Grindstone Ledge.....	4	2						1			7
Hay Island Ledge.....	1					1					2
High Island.....					1						1
Long Ledge, Seal Harbor.....			1						1		2
Monroe Island.....		1									1
Otter Island Ledge.....	1										1
Pleasant Island.....										1	1
Seal Harbor.....	1				2					2	5
Sheep Island and Shoals.....					1		1				2
Spruce Head Island.....			1		1			1			3
Stallion Ledge.....								1			1
Sunken Ledge.....						1					1
Upper Gangway Ledges.....			1	1							2
White Head Island.....			1	1		1				1	4
Yellow Ledge.....					1	1					2
Muscongus Bay:											
Egg Rock.....										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:											
Black Ledge.....								1			1
Millbridge.....								2			2
Penobscot Bay:											
Browns Head.....					1						1
Cape Jellison.....							1				1
Isle au Haut.....	1				1		1				3
Long Island.....		1		1						1	3
Odoms Ledge.....			1								1
Seal Island.....		1				1					2
Vinal Haven Island.....			1		1	1		1		2	6
Wooden Ball Island.....								1			1
Penobscot Bay, East:											
Atrys Ledge.....					1						1
Birch Island.....										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

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Places in United States waters where vessels have stranded during the last 10 years—Contd.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	
MAINE—continued.											
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
Metinic Island.....							1				1
Roaring Bull Ledges.....					1						1
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:											
Petit Manan Island and Point.....			2		1						3
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		1	2
Kittery Point.....						1	1	1		4	7
Logys Ledge.....					3			1			4
Phillips Rocks.....		1						1			1
West Sister.....				1							1
White Islands.....		1									1
Wood Island.....	1	1	1					1	1		4
Prospect Harbor.....		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.....							1				1
West Quoddy Head.....			1				3	1		1	6
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	2
Davis Island.....					1						1
Fort Point.....									1		1
Harts Island Bar and Ledges.....	2	2	2	1	2	1				3	13
Hay Ledge.....			1	1							2
Hoopers Island.....					1						1
Little Seavey Island.....						1	1				2
Marshalls Point.....	1	1			1				2	1	6
Mosquito Island.....						1				1	2
Old Man Ledge.....			1		1						2
Port Clyde.....	2		1								4
Sisters, The.....		1							1		1
Stone Island.....	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
Tennant Harbor.....	1										1
Southern Island.....					1		1			1	3
Wheelers Bay:											
Clarks Island.....						1					1
Southern Island Reef.....				1							1

Places in United States waters where vessels have stranded during the last 10 years—Contd.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	
MAINE—continued.											
York River and approaches:											
Godfreys Cove.....			1								1
Stones Rock.....									1	1	2
NEW HAMPSHIRE.											
Foss Ledges.....			1					1			2
Hampton:											
Great Boars Head.....	1										1
Isles of Shoals:											
Duck Island.....	1				1						2
Portsmouth Harbor (New Hampshire side).....							1				1
Fort Point.....			2								2
Frost Point.....							1				1
Great Island.....			1				1				2
Jerrys Point.....			2	2							4
Odiornes Point.....					1			1			3
Rye Beach and Ledge.....		1		1							3
Stielmans Rocks.....	1		1		1						4
Wallis Sands.....	1				1						2
Western Ledges.....		1									1
MASSACHUSETTS.											
Beverly Bay.....	4										4
Boston Bay and Harbor.....	1					1		1			3
Bird Island Flats.....			1					1			2
Black Rock and Channel.....					1	1					2
Brewsters, The.....					1	2	3	2	1		9
Bumkin Island.....						1					1
Castle Island.....		2		2							4
Deer Island.....		1		1							2
Devils Back.....		1			2	1	2				6
Dorchester Bay.....	1	1			1	1		2		1	6
Gallups Island.....			1	3	1	1					6
Georges Island.....			2	1		1	7	2	6	5	24
Graves, The.....							1				1
Great Fawn Bar.....					1						1
Hardings Ledge.....				2		1					3
Hunts Ledge.....		1									1
Long Island.....		1			1						2
Lovells Island.....		1	1	1	4	3		3			13
Lower Middle.....	2			1			1				4
Middle Ground.....		1	2		1						4
Minots Ledge.....	1										1
Nixs Mate.....					3	1		1			5
Peddocks Island.....		1				1					2
Pig Rocks.....			1								1
Pleasure Bay.....	1						1				2
Point Allerton.....			1	2			1	1	1		6
Quincy Beach.....							1				1
Ram Head.....		1	1		1	3	3	1		2	12
Shag Rocks.....	1	2									3
Thompsons Island.....					1						1
Toddy Rocks.....		1							1		2
Winthrop.....								1			1
Brant or Green Harbor Point.....			2								2
Buzzards Bay:											
Cuttyhunk Harbor.....		1		1			1				3
Dumpling Rock.....					2						2
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
Cape Ann:											
Annisquam.....				1						1	2
Bay View.....						1					1
Braces Cove.....				1							1
Dog Bar.....	2	2	1	1	1						7
Dollivers Neck.....						1	1				2

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Places in United States waters where vessels have stranded during the last 10 years—Contd.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	
MASSACHUSETTS—continued.											
Cape Ann—Continued.											
Eastern Point.....	1	1	1	2	1					2	8
Gap Head.....				1							1
Gloucester.....		1	1			1		2	1		6
Hallbut Point.....									1		1
Kettle Island.....				1							1
Lanesville.....	1						1				2
Londoner, The.....			1	1		2			1		5
Long Beach.....		1									1
Milk Island.....		1	1						1		4
Muscle Point.....				1			1		1		4
Pigeon Cove.....		1	1		1				1		4
Rockport.....	1	1	1		2	1		1	1	1	9
Salvage, The.....	1						2				3
Straitsmouth Island.....		1				1					2
Thatchers Island.....		1						1			2
Cape Cod:											
Bearses Shoal.....			1					2			3
Cahoons Hollow.....		1									1
Chatham.....					1					1	2
Chatham Bar.....			1		3	1	1	1			7
Highland Light.....	1		1				2	1			5
Little Round Shoal.....									1	1	2
Monomoy Point.....	1		1	1	1						5
Nauset Beach.....	1	1	1	1	1	1	2	1	1		9
Orleans Beach.....		2		1							3
Pamet River.....							2				2
Peaked Hill Bar.....	2	2	1		3	1	2	1		1	13
Pollock Rip.....	1	1			3	1	2	1	2	4	15
Race Point.....	2	4		3	2		6	6	3	1	27
Shovelful Shoal.....	6	6	2	3	3	2	1	2	1		26
Stone Horse Shoal.....		1	1	2			1		2	1	8
Cape Cod Bay:											
Barnstable.....			2		2						4
Beach Point.....	1										1
Long Point.....		1	1						1		3
Provincetown.....			2	2		1			1		7
Sandwich.....					1					1	2
Sandy Neck.....			1								1
Truro.....				1			1	1	1		3
Wood End.....	2	5	2	7	3		1	9	5	3	37
Duxbury Beach.....			1								1
Fall River.....								2			2
Gurnet Point.....		1		3			1	1			6
Ipswich Bay:											
Essex Bar.....							2	1			3
Ipswich Bar.....		1		2	2	4	2	1	3	3	18
Lynna Harbor.....											
Marblehead and approaches.....				1				1			2
Marthas Vineyard:											
Cape Poge.....						2	1				3
Cedar Tree Neck.....	1							2	1		4
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		1	10
No Mans Land.....				1			1		1		3
Vineyard Haven.....	3	2	1		1	2	1			3	12
Wasque Shoal.....		2								1	3
West Chop.....	1	1	1	1						1	5
Nahant Bay:											
Nahant.....	1					1		1			3
Nantucket:											
Bar and Bay.....	2	1	1	2	2			1		1	10
Coskata.....			1	1	1			1			5
Great Point and Great Rip.....	1		1		1			3	1	1	8
Maddaket.....					2					1	3
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		1			3
Handkerchief Shoal.....	3	3	2	3	4		3	1	2	4	25

Places in United States waters where vessels have stranded during the last 10 years—Contd.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.	
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910		
MASSACHUSETTS—continued.												
Nantucket Sound—Continued.												
Hardings Beach.....		1					1					2
Hawes Shoal.....					1		1					2
Horseshoe Shoal.....					1	1					1	3
Hyannis.....	1	1						1				3
Kill Pond Bar.....			1			1		1				3
Long Shoal.....					1							1
Muskeget Island.....		2						2	3			7
Skiff Island Shoal.....							1					1
Tuckernuck Shoal.....	1	2									2	5
Newburyport approaches:												
Newburyport Bar.....	3	8	3	5	4	4		3			2	32
Sallsbury Point.....					1							1
Plum Island.....		2	2			1			1	2		8
Plymouth Bay:												
Browns Bank and Shoal.....	7	2		2		2	2	2	5	1		23
Cow Yard, The.....									1			1
Dicks Flat.....				1	1							2
Plymouth.....		1									3	4
Saquish Head.....	3										1	4
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
The Breakers.....											1	1
Scituate.....	1											2
Fourth Cliff.....	1					2	1		1			5
North Scituate.....	1		1					1		1		4
Vineyard Sound:												
Cuttyhunk Island.....		1	1	2	1				2			7
Falmouth.....		2										2
Half Moon Shoal.....									1			1
Hedge Fence Shoal.....	2				1		2					5
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		1		5
Nobska Point.....	1					1		1	2			5
Nomaneset Island.....								1				1
Pasque Island.....					1		1			2		4
Robinsons Hole.....		1										1
Sow and Pigs.....	2					1		1		1		5
Tarpullin Cove.....			1		1							2
Woods Hole.....			3			1						4
RHODE ISLAND.												
Block Island:												
Block Island Breakwater.....	1	1	1		2							5
East side of.....	1	2										3
Grove Point.....			1						1			2
New Harbor.....	1	1		2								5
New Shoreham.....				1	3	3	1	2		1		11
Sandy Point.....					1					4		5
South Shore.....			1	1	3		1	1	2	2		11
West side of.....				2								2
Charlestown Beach.												
Charlestown Beach.....								1				1
Narragansett Bay:												
Adams Point.....					1							1
Bonnet Point.....					1							1
Brenton Point and Reef.....					1							1
Buttonwood Beach.....								2				2
Church Point.....			1									1
Coal Mine Point.....						1						1
Conanicut Island.....				1	1				1			3
Cormorant Rock.....					1							1
Dumpling Rock.....							1					1
Dutch Island.....			1	2				1		1		5
Eastons Beach.....	2											2
Goat Island.....		1				1				1		3

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Places in United States waters where vessels have stranded during the last 10 years—Contd.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	
RHODE ISLAND—continued.											
Narragansett Bay—Continued.											
James Ledge.....					1						1
Jones Ledge.....	1										1
Nayat Point.....			1								1
Newport.....		1		2	1	1					5
Patience Island.....	1										1
Pine Tree Beach.....							1				1
Portsmouth.....								1			1
Providence River.....						1		1			2
Prudence Island.....		1	1					1	2		5
Rose Island.....								1			1
Sachusset Neck and Beach.....	1										1
Sakonnet Point.....						1					1
Sakonnet River.....								1			1
Warwick Neck.....			1		2						3
Whale Rock.....			1								1
Point Judith.....	2			1	2	1	3	3	2	1	15
Quonochontaug Beach.....			1								1
Watch Hill.....			1			1	1	3			6
Catumb Reef.....	1						1				2
Napatree Point.....							3				3
Pleasant View Beach.....								5			5
Spindle Reef.....				1							1
Sugar Reef.....					1				1	1	3
CONNECTICUT.											
Branford Harbor.											
Bridgeport.....				1		1	1				3
Cedar Point.....		1						1	2	3	7
Connecticut River (mouth of):								1			1
Saybrook Bar.....		1		1	2						4
Fishers Island Sound:											
Lathmers Reef.....								1	1		2
Middle Clump.....	1								2		1
Mumford Point.....											2
Noyes Rock.....		1									1
Ram Island Reef.....					1						1
Seaflower Reef.....										1	1
Greenwich.....			1								1
Long Island Sound (near coast of Connecticut):											
Bartletts Reef.....	1										1
Captain Islands.....				1		1					2
Duck Island.....			1		2		1	1			5
Faulkners Island.....		2				1			3	2	8
Flat Island.....						1					1
Greens Ledge.....						1					1
Goose Island.....		1									2
Hen and Chickens Shoal.....										1	1
Long Sand Shoal.....						1					1
Norwalk Islands.....					1			3			4
Penfields Reef.....					1				1		2
Smiths Reef.....					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.											
Black or Southeast Ledge.....	1			1					1		3
Eastern Point.....		1						1			2
Goshen Ledge.....		1									2
Quinnepeg Rocks.....									2		1
Southwest Ledge.....									1		1
Sachems Head.....									1		1
Saugatuck River (mouth of).....									1		1
Shippan Point.....				1						1	3
Stamford Harbor.....		2						1	1	1	5
Stonington Harbor.....		2				1		1			4
Stratford Point.....		1									1
Wilson Point.....	1										1

Places in United States waters where vessels have stranded during the last 10 years—Contd.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	
NEW YORK.											
Block Island Sound:											
Fort Pond Bay.....					2						2
Gardiners Island.....					1						1
Napeague Bay.....						1					1
East River:											
Astoria.....	1								2		3
Blackwells Island.....			1								1
Bowery Bay.....					1						1
College Point.....										1	1
Hell Gate.....	5	2	1	3	1	1		2	2	4	21
Mill Rock.....									1	1	2
Negro Head.....										1	1
The Hogs Back.....		2							1		3
Lawrence Point.....					2						2
Man-of-War Rock.....					1						1
North Brother.....	1	3	1			2		1			8
Randalls Island.....			1							1	2
Rikers Island.....		1							1		3
Sunken Meadows, The.....		2					1	1	1		4
Wards Island.....		1		1	1		1	1	1	1	7
Gardiners Bay:											
Gardiners Island (see Block Island Sound).											
Sag Harbor.....					1						1
Long Island (outside):											
Amagansett.....			1			1					2
Coney Island.....				1		1	1				3
Fire Island Beach.....	1			3	3	1	1	3	2	3	17
Fire Island Inlet.....	5	6	9	6	6	1	2	3	1	7	46
Gilgo Inlet.....						2					2
Great South Bay.....			3	6	11	21	10	11	4	6	72
Jamaica Bay.....							1				1
Jones Beach.....			1					2			3
Jones or New Inlet.....	2	5	1	1	2	1			4	6	22
Long Beach.....	3	3	1		2	1				1	11
Montauk Point.....				1		2		2			5
Moriches Beach.....		1						2	2		5
Moriches Bay.....						1	1	2			2
Napeague.....			1								1
Quogue.....				1							1
Rockaway Beach.....	1		1	2		1			1		6
Rockaway Inlet and Shoals.....	3	7	1	3	1		1			1	17
Shagwong Point and Reef.....				1						1	2
Shinnecock Beach.....					1		1	1			3
Short Beach.....							1	2		1	4
Zachs Inlet.....				1				1		1	3
Long Island Sound:											
Bayville.....							1	1			2
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	3	2		1	1		1		9
Execution Rocks.....				2	1	1	1	1	2	1	9
Fishers Island.....	2	1	1		5	1	2	2	1	2	17
Glen Cove.....								1			1
Great Gull Island.....					1	1				1	3
Hallocks Landing.....		1									1
Hart Island.....		1	1				1	1			4
Hortons Point.....	1				1		1				3
Huntington Bay.....									1		1
Little Gull Island.....		2	1			1		1			5
Lloyds Neck.....			2								2
Manursing Island.....							1				1
Matinecock Point.....	1									1	2
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.....						1					1
Port Jefferson.....	3		1			1		1		2	8
Port Washington.....	1										1
Race Rock.....					1	3	1				5

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Places in United States waters where vessels have stranded during the last 10 years—Contd.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	
NEW YORK—continued.											
Long Island Sound—Continued.											
Rocky Point.....								1			1
Rodmans Neck.....						1					2
Rye Point.....		1						1			1
Sands Point.....									1		1
Stepping Stones.....							1				1
Throggs Point.....								1			1
Wicopessett Island.....						1					1
New York Bay and Harbor.....	1				1	1			1		4
Bay Ridge.....							1				1
Bedloes Island.....					1						1
East Bank.....		1									1
Governors Island.....				1					1		2
Gravesend Bay.....				6							6
Great Kills.....		1									1
Nortons Point.....	1							1			2
Oyster Island.....		1									1
Robbins Reef.....										1	1
Romer Shoal.....	4	2			1	2		2	1		12
Staten Island.....			1	2	1				1	1	7
Swash Channel.....	1						1				2
West Bank.....	1	1			1				1		4
NEW JERSEY.											
Absecon Inlet.....	2	2	7	3	1	2	6	1	3	4	31
Atlantic City.....	1		2		1		1	1	2	1	9
Barnegat Inlet.....	2	4	1	1	3	4	4	6	4	3	32
Brigantine Beach and Shoals.....		1	1	4	1	2			2	2	13
Cape May.....	1						1	1	1		4
Cold Spring Inlet.....	2	1						1	3	3	10
Delaware Bay (see also Delaware):											
Ben Davis Shoal.....	1	1									2
Cross Ledge.....										1	1
East Point.....		1									1
Egg Island Point.....							3	1			4
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.....	10	4	3	1	2		1				21
Hereford Inlet.....	3	4	4	4	6		3	14	7	18	59
Highlands.....			1	2							3
Island Beach.....	2	2	2	1		1	2	1		3	14
Little Egg Harbor.....		2		2	2	1			1		8
Little Egg Harbor Inlet or New Inlet.....	5	2	3	1	2	5		4		4	26
Long Beach.....	2	3	2	1	1		2	1		2	14
Long Branch.....		1		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.....	3	2	6	3				5		3	23
Flynn's Knoll.....		2			1						3
Horse Shoe.....	1		1	7		3	1				13
Spermaceti Cove.....										1	1
Seabright.....						1				1	2
Shrewsbury River.....	1	1	1	1	1	2		1			8
Squan Beach.....					1	1		2			4
Tathams.....			1								1
Townsend's Inlet.....	3		2			1	2	2	1		11
Tuckers Beach.....				1							1
Turtle Gut Inlet.....	1		1								2
DELAWARE.											
Cape Henlopen.....	3	3	2		1					2	11
Hen and Chickens Shoal.....		1							1	1	3
Delaware Bay (see also New Jersey):											
Brandywine Shoal.....			1					1			1
Bombay Hook.....					1						1

Places in United States waters where vessels have stranded during the last 10 years—Contd.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	
DELAWARE—continued.											
Delaware Bay—Continued.											
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		2		7
Indian River Inlet.....		2	3	1					1		8
Lewes.....	2			1	5	1	3	3	1	1	17
Rehoboth Beach.....	1			1							2
MARYLAND.											
Chesapeake Bay:											
Bush River.....					1						1
Cedar Point.....		2	1			1					4
Chester River (mouth of).....			1								1
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
Nanticoke River (mouth of).....									1		1
Parkers Island.....			1								1
Patapsco River (mouth of).....							1	1	1	2	5
Patuxent River (mouth of).....									1		1
Point Lookout.....							1				1
Point No Point.....		1								1	2
Pooles Island.....										1	1
Poplar Island.....		1			1						2
Plum Point.....						1				1	2
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					1	3
Thomas Point Shoal.....				1	1					1	3
Green Run Inlet.....		1	1								2
Isle of Wight.....	1										1
North Beach.....	1			1		1					4
North Beach, Sinepuxent Bay.....	1								1		1
Ocean City.....							1				1
VIRGINIA.											
Assateague Island.....	2			1	1		2	3	1		10
Fishing Point.....	1	5	6	3	3	1	2	2			23
Ship Shoal.....		1	1								2
Turners Shoals.....	1	1	1				1		1		5
Assawoman Inlet.....					1						1
Cape Charles.....							1				1
Cape Henry.....	2	1				2	3				8
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.....							1				1
Old Point Comfort.....							1				1
Piankatank River (mouth of).....	1									1	1
Smiths Point.....	1				1		1				4
Stingray Point.....	1				1					1	4
Tail of the Horse Shoe.....	1										1
Thimble Shoal.....						1		1			2

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ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	
VIRGINIA—continued.											
Chesapeake Bay—Continued.											
Willoughby Spit.....			1								1
Windmill Point.....			1				1				1
Wolf Trap Shoal.....			1								1
York River Spit.....			1				1		1		4
Chincoteague Inlet.....	3	1	3	3		3	1	1	3		18
Chincoteague Shoals (off Fishing Point).....	1					1					2
Cobb Island.....			2					1	1		3
Carters Shoals.....			1	2	1	1			1		8
Dam Neck Mills.....				1						1	1
False Cape.....	1	3	1		1	2	1		2	1	12
Pebble Shoals.....	1	1	3	1		1				1	8
Fishermans Island.....				1		1					2
Gargathy Inlet.....					2	1					3
Great Machipongo Island and Inlet.....	3		1	3	3	2	2	4	1	3	22
Hampton Roads:											
Bush Bluff Shoal.....					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		3	1	2			1	3	1	12
New Inlet Shoals.....	1										1
Paramore Beach.....	1			1							2
Sand Shoal Inlet.....		1	1	1	1						4
Ship Shoal Inlet.....	3			1	2					1	7
Smiths Island.....				3		3	1			1	8
Isaac Shoals.....		2	2	2			1		1		8
Virginia Beach.....	1			3						1	5
Wachapreague Inlet.....				3	1						4
Dawson Shoals.....		1			2	1	1				5
Wallops Beach.....	1			2		2					5
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
Beaufort Inlet.....					1	3	1		3	1	9
Big Kinnakeet (also see Pamlico Sound).....			1								1
Bodie Island (also see Pamlico Sound).....			1						1		4
Bogue Island and Inlet.....					3	2	1	1			7
Cape Fear and Frying Pan Shoals.....	1	2	3	1	2	1	5	1	1	2	19
Cape Fear River Bar.....		3	4	3	3	2	1	2		5	23
Cape Hatteras.....	1		1		1	2		1		2	8
Diamond Shoals (inner and outer).....	2	1	1		3		1			1	9
Cape Lookout.....	1	3	1	4	2	2	2	2	3	1	21
Cape Lookout Shoals.....	1	1	1	3	2			1	1		10
Chicamacomico.....					1	1					2
Core Beach.....			3		1	1		2		2	9
Core Sound.....	3		1		3	7	1	1			16
Currituck Beach.....				3					2	1	6
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).....											
Hatteras Inlet (also see Pamlico Sound).....	1	1	1		1	1	1	1			7
Kitty Hawk.....			1			1					1
Little Island.....							1				1
Lockwoods Folly Beach.....							1				1
Nags Head.....						1	1				2
New Inlet.....		1	1	1							3

Places in United States waters where vessels have stranded during the last 10 years—Contd.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	
NORTH CAROLINA—continued.											
Ocracoke Inlet.....		2	2		2	2	1	4	2	1	16
Ocracoke Island.....			2			2				1	5
Oregon Inlet.....			1								1
Pamlico Sound:											
Big Kinnakeet.....	1	1		3	1	1				1	8
Brant Island.....				1							1
Bluff Shoal.....					1				1		2
Chicamacomico.....							1			1	2
Cockle Shoal.....						1		2		1	4
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			1	3
Hatteras Inlet.....										2	4
Hog Island Reef.....							1				1
Howard Reef.....				1					1		2
Little Kinnakeet.....		1								1	2
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			2	13
Olivers Reef.....		1					2				4
Oyster Shoal.....	1			1		1	1	1			5
Pamlico Point.....			1								1
Royal Shoals.....	1						1	4			6
Portsmouth Island.....							1			1	2
Shalotte Inlet.....				1							1
Wash Woods.....		1		1							2
Wimble Shoals.....										1	1
SOUTH CAROLINA.											
Bulls Bay.....			1								1
Calibogue Sound: May River.....	1										1
Cape Romain.....	1										1
Charleston.....				2							2
Charleston Bar.....	1	2									3
Drunken Dick Shoal.....			1								1
Edisto Island.....								1			1
Georgetown Breakers.....					1						1
Hilton Head Island.....			1								1
Hunting Island.....	1										1
Little River Inlet.....							3				3
Port Royal Bar.....					1			1	2		5
St. Helena Sound and approaches.....				1			1		1		3
Singleton Swash.....							1				1
South Bull Island.....									1		1
Sullivan's Island.....	1	2		1	1						5
Winyah Bay.....		1									1
Wolf Island Shoal.....							1				1
GEORGIA.											
Altamaha Sound.....	1								1		2
Brunswick.....	2						1				3
Cumberland Island and Shoal.....								1			1
Darien.....		1									1
Doboy Sound and approaches.....					1						1
Long Island.....			1								1
Ossabaw Island.....			1								1
St. Simons Island.....	1		1					1	1		3
Savannah River (mouth of).....							1				1
Tybee Island.....	2									1	3
Wassaw Island.....			1								1
Wolf Island, Spit, and Shoals.....		1		3							4
FLORIDA.											
Apalachee Bay.....									1		1
Apalachicola Bay.....	3						1				1
Barrancas.....	1										1
Bethel Creek.....								3			3
Big Clearwater Pass.....										1	1

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Places in United States waters where vessels have stranded during the last 10 years—Contd.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.	
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910		
FLORIDA—continued.												
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.....				2								2
Fernandina Bar and Harbor.....						1						1
Florida Reefs:												
Alligator Reef.....				1								1
Bahia Honda Key.....											2	2
Carysfoot Reef.....				1				1	1			3
Coal Bin Shoal.....												1
Coffins Patches.....		1				1						2
Conch Reef.....		1										1
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	1		4
Fowey Rocks.....						1		1	1			3
Key West.....	1			1							9	11
Knights Key.....							1			1		2
Largo Key.....							1					1
Long Key.....							3					3
Loo Key.....								1				1
Marquesas Key.....					1					1		2
Molasses Reef.....		1			1		1					3
New Ground Shoal.....	1							1	1			3
Pacific Reef.....					1							1
Pickles Reef.....									1	1		2
Pulaski Shoal.....						1	1					2
Rebecca Shoal.....		1		1	1		1	2				6
Southwest Key.....				1	4	1	1	1	1			9
Tennessee Reef.....									2		1	3
Tortugas.....	1	1	1		2		1	1	1	1		9
Triumph Reef.....					1							1
Western Sambo.....				1								1
West Summerland, Key.....										2		2
Fort Lauderdale.....	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									4
Lake Worth Beach.....		1		1	1							3
Marco.....					1							1
Matacumbia.....							1					1
Mosquito Inlet.....	2											2
Mosquito Lagoon.....					1	1		1				3
Nassau Bar.....							1	1			1	3
New River Inlet.....	1											1
Orange Grove.....			1									1
Pablo Beach.....								1				1
Pensacola Bar.....	1		1								1	3
Pensacola Bay.....	1	2	3	2	1	1	33	2	2	1		48
Perdido River (mouth of).....		1					1	1				3
St. Andrews Bay.....	1	1	1						1			4
St. Augustine Bar.....	1					1						2
St. Georges Island.....			1									1
St. Johns Bar.....	1	2	2				1					8
St. Joseph Point and Bay.....		1		2							1	4
Sanibel Island.....							1					1
Santa Rosa Island.....			1			1	1	1				4
Sarasota Pass.....												1
Tampa Bay.....	2						1	1	1			5
Anna Maria Key.....		1										1
Egmont Key.....	1					1			1	1		4
Mullet Shoal.....	1											1
Pass-a-grille.....							1					1

Places in United States waters where vessels have stranded during the last 10 years—Contd.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.	
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910		
ALABAMA.												
Mobile Bay and approaches:												
Alabama Port.....		2						2				2
Dixie Island.....												2
Fort Morgan.....			1				1					2
Grants Pass.....									1			1
Huron Bay.....												1
Little Dauphin Island.....							1					5
Mobile Bar and Bay.....	1	2	1				32		2	1		39
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:												
Bloxi.....		1					1				2	4
Cat Island.....							2					2
Gulfport.....							1			2		3
Horn Island.....							2					2
Mississippi City.....		1										1
Pascagoula.....							2					2
St. Louis Bay.....											1	1
Ship Island.....							4					4
LOUISIANA.												
Achafalaya Bay.....											2	2
Calcasieu Bar.....		1					1					2
Chandeleur Islands.....		3	1	3	2	1	1	1	1			13
Lake Pontchartrain.....												1
Le Petit Pass.....								1				1
Mississippi River (mouth of).....		1	1				1	1	1			5
Trinity Shoal.....								1				1
TEXAS.												
Aransas Bay.....				1								1
Aransas Pass.....	1	3	1	3				2	2			12
Bolivar Peninsula.....							3					3
Brazos Santiago.....	1	2	2	5	4	1		1				16
Galveston Bar.....	1	1		2	2	1	1	2	2			12
Galveston Bay and Harbor.....	6	1	1					2	4	3		17
Laporte.....	1											1
Pelican Island and Spit.....	1	1						1	1			4
Galveston Island.....	1			1	1							4
Matagorda Bay.....		3										4
Matagorda Island.....												1
Mustang Island.....	1	2										4
Padre Island.....	1											1
Pass Cavallo.....			1				1	3	1			6
Port Arthur.....					1			1				2
Sabine Pass.....						1	1	3	2			7
West of.....	1											1
San Bernard Bar.....		2										2
San Louis Pass.....					1				3	1		5
Velasco.....	3							1				4
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
Mono Island.....											1	1
Point Cerro Gordo.....											1	1
Ponce.....								1				1
Salinas.....					1							1
San Juan.....				1								1
Varia Talegas Point.....								1				1
Vieque or Crab Island.....							2					2
Yabucoa.....						1		1	1			3

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Places in United States waters where vessels have stranded during the last 10 years—Contd.

PACIFIC COAST.¹

Name of place.	Fiscal year ending June 30—										Total.
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	
ALASKA.											
Admiralty Island.....							1				1
Akutan Pass.....				1							1
Bristol Bay.....		1				1		1	1		4
Cape Douglas.....										1	1
Cape Hinchbrook.....							1				1
Cape Menchikof.....	1										1
Cape Nome.....	8	1	5	1		3	2	7	2	22	51
Cape Prince of Wales.....					1	1					2
Cape Rodgnof.....							1				1
Cape Rodney.....	2								1		3
Cape Romanzof.....	2										2
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	2
Cross Sound.....										1	1
Coronation Island.....	1								1		2
Dutch Harbor.....			1								1
Frederick Sound.....		1						1		1	3
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
Juneau.....										1	1
Kadiak Island.....	2					2		1		1	6
Kagalaska Island.....	1										1
Karta Bay.....										1	1
Katella River.....								1			1
Kayak Island.....			1	1	2		1				5
Kotzebue Sound:											
Cape Blossom.....						1		1			2
Cape Espenberg.....									1		1
Deering.....								1			1
Kuskokwim Bay.....					1			1			2
La Touche Island.....							1	1			1
Long Island.....							1				1
Lynn Canal:											
Douglas Island.....				1						1	2
Eagle Harbor.....					1						1
Funters Bay.....				1							1
Shelter Islands.....	1								1		2
Sullivan Island.....	1										1
Martin Islands.....								1			1
Montague Island.....					1						1
Nelsons Lagoon.....							1	1			2
Nortons Sound.....						1					1
Nunivak Island.....		1				1				1	3
Nushagak River (mouth of).....					1						1
Point Barrow.....									1		1
Point Wooley.....								1			1
Popoff Reef.....									1		1
Port Clarence Harbor.....		2									2
Port Nuchek.....									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.....	1	1							1	1	9
Sannak Islands.....	2					3		1	1	2	5
Sergius Narrows.....						1			1		1
Seymour Canal.....									1		1
Shellkof Strait.....										1	1

¹ In a few instances the number of stranded vessels in this table does not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

Places in United States waters where vessels have stranded during the last 10 years—Contd.

PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	
ALASKA—continued.											
Shipley Bay.....										1	1
Shumagin Islands.....					1	3	1				5
Sitka (near).....					1						1
Spasskai Island, Icy Straits.....				1							1
Stephens Passage.....	1										1
Stuart Island.....	1										1
Tongass Narrows.....				1		1			1		3
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
Vank Island.....										1	1
Wrangell Island.....					1						1
Wrangell Strait.....	1					1		2			4
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.....	2	1				2					7
Molokai Island.....	1										2
Oahu Island (Honolulu).....		2	2	1	1	2	3	2	3	2	18
WASHINGTON.											
Cape Disappointment.....		1									1
Cape Flattery.....		2	1				1	2			6
Cape Johnson.....			1								1
Copalis Rocks.....									1		1
Grays Harbor.....				3	5	1	2	4	1	3	19
Hoh River (mouth of).....			1	1							2
Iiwaco Beach.....									1		1
Lapush.....		1									1
Ocean Beach.....				1							1
Puget Sound.....		1		1							2
Bainbridge Island.....									1		1
Cape Horn.....										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.....					1		1				2
Port Blakeley.....	1										1
Port Gamble.....								1			1
Port Orchard.....							1			1	2
Port Townsend.....						1					1
Restoration Point.....							1				1
Richmond Beach.....				1							1
Seattle.....									1		1
Tacoma.....	1										1
Useless Bay.....										1	1
West Point.....	1						1				2
Whidbey Island.....					1						1
Queets River (mouth of).....						1					1
Shoalwater Bay or Willapa Bay.....	3		1		2		2	1	2	2	13
Straits 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
Kydaka Point.....				1						1	1
Neah Bay.....				1	1						2
New Dungeness.....								1		1	2
Pillar Point.....								1	2		3
Port Angeles.....						1			1		2
Sekon Point.....				1							1
Waddah Island.....										1	1

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Places in United States waters where vessels have stranded during the last 10 years—Contd.

PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	
WASHINGTON—continued.											
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		3
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	2	5
Desdemona Sands.....			1	1	2		3	2	1		10
Peacock Spit.....			1	1							2
OREGON.											
Alseya Bay.....						1					1
Cape Arago.....	1	1				1					3
Cape Blanco.....				1							1
Cape Foulweather.....						1					1
Coos Bay Bar and Bay.....			2		2	4	2	3	4		21
Coquille River (mouth of).....	4	6	4	3	6	4		1		4	31
Double Headed Rock.....				1							1
Nehalem River (mouth of).....			1					2			3
Nestuggah Bay and Bar.....	2			2							4
Point Adams.....					1			1	1		3
Port Orford.....				1							1
Rogue River Bar.....		1	1		1					1	4
Sillaw River (mouth of).....		1	1	2	1	1		2	1		9
Tillamook Bar.....			1	1			1	1	1	1	6
Umpqua Bar.....					1	1	1	1		1	5
Yaquina Bar.....		1		1						1	3
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					1
Drakes Bay.....						1					1
Double Point.....	1								1		2
Duxbury Point.....	1								1		2
El Morro Rock.....									1		1
Farallones.....							1				1
Fish Rock.....			1								1
Fisks Mill.....		1									1
Fort Bragg.....	1	1	1			2			2	1	8
Fort Ross.....	1								1		2
Golden Gate.....	1								1		2
Fort Point.....	1	1			1	1			1	1	5
Golden Gate Park.....	1	1			1		1				4
Lime Point.....	1	1	1	1							5
Point Lobos.....	1									1	2
South Side.....		1		1	2						4
Half Moon Bay.....					1				1		2
Hueneme.....						1	1				2
Humboldt Bar and Bay.....		1	1	3	1	3	5	3	3	2	22
Iversons Landing.....			1								1
Klamath River Bar.....								1			1
Little River (mouth of).....	1										1

Places in United States waters where vessels have stranded during the last 10 years—Contd.

PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	
CALIFORNIA—continued.											
Long Beach.....					1				1		2
Monterey.....						1		2			3
Naples.....							1		1		1
Needle Rock.....							1				1
Pebble Beach.....									1		1
Pigeon Point.....							1				1
Point Arena.....	2			1			1		1	1	6
Point Arguello.....									1		1
Point Bonita.....	1			1							2
Point Conception.....							1		1		2
Point Esteros.....					1						1
Point Fermin.....							1				1
Point Gorda.....	1	1	1	1			1				5
Point Loma.....							1	1		1	3
Point Pinos.....					1		1		1		3
Point Reyes.....				1				1		1	3
Point St. George.....								1			1
Point San Luis.....				1							1
Point San Pedros.....					1						1
Point Sur.....										1	1
Port Los Angeles.....									1		1
Redondo Beach.....				1		1	1		1		4
Russian River.....								1			1
Salinas, Monterey Bay.....										1	1
San Diego Bay.....							1	1			2
San Francisco Bay and Harbor.....		1					2	1	1		5
Alcatraz Island.....										1	1
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
Red Rock.....										1	1
San Pablo Bay.....				1							1
Santa Barbara.....					1		1				2
Santa Barbara Islands:							1				1
San Clemente Island.....						1					1
San Miguel Island.....	1	1							1		4
San Nicholas Island.....		1									1
Santa Rosa Island.....								1		1	2
San Pedro.....						2		1	2		7
Shelter Cove.....							1			1	1
Suisun Bay.....			1								1
Surf Beach.....					1						1
Tomaes Point.....				1							1
Trinidad Head.....								1			1
Union Landing.....								1			1
Ventura.....	1							1			1

GREAT LAKES.¹

LAKE ONTARIO.											
Big Sandy Creek, N. Y.....		1									1
Big Sodus, N. Y.....							1				1
Braddocks Point, N. Y.....									1		1
Cape Vincent.....				1		1					2
Charity Shoals.....						1					1
Charlotte.....	1						1			1	3
Devils Nose, N. Y.....			1								1
Fair Haven, N. Y.....									1		1
Ford Shoal.....					1						1
Fort Niagara, N. Y.....				1			1			1	3
Galloo Island.....			1								1
Grenadier Island, N. Y.....			1								1
Henderson Bay.....						1					1
Kingston, Ontario.....						1			1		2

¹ In a few instances the number of stranded vessels in this table does not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

[NOTE.—This list also includes places on the Canadian shore where American vessels have stranded.]

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Places in United States waters where vessels have stranded during the last 10 years—Contd.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	
LAKE ONTARIO—continued.											
Main Duck Island, N. Y.					1						1
Olcott.				1							1
Oswego.	2		2	1			2		2		9
Seven miles west of Pultneyville, N. Y.	2						1				2
Sackett's 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
LAKE ERIE.											
Ashtabula, Ohio.	1	3	2		2	1		3	6	1	19
Avon Point.							1				1
Bar Point, Canada.	2	2			2		2	16	4	5	33
Buffalo, N. Y.	4	1	4	1	1	2	9	10	9	15	56
Cedar Point Sandusky Bay, Ohio.							1	1			2
Chick-n-nolee Reef, Canada		1									1
Cleveland, Ohio.	1		2	1	1	9	2	1	4	3	24
Colchester Reef, Canada.	1					1			2	1	5
Conneaut, Ohio.							2	1	1		4
Dunkirk, N. Y.							1				1
Erie, Pa.					1	1	1		2	1	6
Euclid Beach, Ohio.							2				3
Fairport, Ohio.					1			2			3
Green Island.					1						1
Grecian Shoal.				1							1
Grubb Reef, Canada.			1							1	2
Horse Shoe Reef.		1	1		2		1	1	1	1	8
Huron, Ohio.		1	1	1		1	1	1			5
Kelleys Island and Shoal, Ohio.		1		2			1	1			5
Leamington, Ontario	1						1				1
Long Point, Canada.	1	1	1				2			2	7
Lorain, Ohio.	1		1			3	1		2	1	9
Marblehead, Ohio.				1			1		1	1	4
Middle Island, Ohio.						1					1
Morgan Point, Canada.					1						1
Mouse Island Reef, Ohio.			3				2	1			6
Niagara Reef, Ohio.	1										1
Niagara River.	1	1		2	2		1	4	3	1	15
North Bass Island, Ohio.							3				3
Pelee Island.									1	1	2
Point Abino, Canada.		1					1	1			3
Point au Pelee, Canada.	2	1					1		2		6
Middle Ground.	2										2
Port Burwell, Ontario.							1			1	2
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.	3		1		1		3	2	5	2	17
Seneca Shoal, N. Y.		1								1	2
South Bass Island, Ohio.				1							1
Southeast Shoal, Ontario		2						1		1	4
Starve Island Reef, Ohio.			2								2
Sturgeon Point, N. Y.							1				1
Tecumseh Reef, Canada.		1									1
Toledo, Ohio.	1		1				1			1	4
Waverly Shoal, N. Y.					1	1	2			1	5
Westfield, N. Y.						1					1
Windmill Point, Canada.			2		2		2		1		7
DETROIT RIVER.											
Amherstburg, Canada.						1	2		1	2	6
Ballards Reef.	1	2				1	4	1		2	11
Belle Isle.									1		1
Bois Blanc Island, Canada.	1			1		1	1	2	1	1	8
Detroit River.		3				3	2	2	3	3	16
Fighting Island.							2	1		1	4
Grosse Isle and Shoal.							1	4			6
Limekiln Crossing.	10	7	1	4	1	3	11	3	2		42
Peach Island.							1				1
Sugar Island.							1				1

Places in United States waters where vessels have stranded during the last 10 years—Contd.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	
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
Russell Island.....										1	1
St. Clair Lake.....	4		2	1	1	3			2	3	16
St. Clair River.....		2		1	1	2		2	1	4	15
Stag Island, Canada.....				1	3		2	2	3		11
Windmill Point, Mich.....								1			1
LAKE HURON.											
Alabaster, Mich.....		1	1						1		3
Algoma Mills, North Passage, Ontario.....				1							1
Alpena, Mich.....						1			1		2
Ausable and Point Ausable, Mich.....	1	1	1				2	1	1		7
Black River Island and Reef, Mich.....				1	2				1		4
Boot Jack Island, Mich.....						1					1
Burnt Cabin Point Reef, Mich.....	1						1				2
Cape Hurd, Ontario.....			1								1
Charity Islands, Mich.....	2										2
Cockburn Island, Canada.....	1										1
Corsica Shoal, Mich.....			1	2							3
Detour Passage, Mich.....	3	2	2	1		2		2	4		18
Drummond Island, Mich.....				3			2		3		7
Duck Islands, Mich.....	1		1	1			2			1	5
Elm Creek, Mich.....		2	1			1	2				5
False Presque Isle, Mich.....	1	2		1	1	1	1		2		9
Forest Bay, Mich.....		1									1
Fort Gratiot, Mich.....						2					2
Georgian Bay, Canada.....					2			1			3
Aird Island.....						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	2
Green Island.....				1							1
Maple 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
Spider Island.....										1	1
Gull Island, Mich.....			1								1
Hammonds Bay, Mich.....	1	1		1	1			1		1	6
Harbor or Sand Beach, Mich.....	1	5		1	1		1	2	2	4	17
Hardwood Point, Mich.....		1							1		2
Harrisville, Mich.....				1							1
Kettle Point, Ontario.....									1		1
Kincardine, Ontario.....	1		1								2
Lake View Beach, Mich.....	1	6		1	1		1				10
Maple Point, North Channel, Ontario.....		1									1
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	5
North Point, Mich.....	3	2	2		3	1			2		13
Ottawa Point, Mich.....	6										6
Pointe aux Barques, Mich.....	1	3	5	1		1	3			1	15
Port Austin, Mich.....										1	1
Port Crescent, Mich.....					2						2
Port Hope, Mich.....			1			3				1	5
Presque Isle, Mich.....	2	1	1			1			1		6
Richmondville, Mich.....								1			1
Saginaw Bay, Mich.....			1				1		4		6
St. Vital Point, Mich.....								1			1
Sanilac, Mich.....							1				1

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Places in United States waters where vessels have stranded during the last 10 years—Contd.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	
LAKE HURON—continued.											
Scare Crow Island, Mich.....									1		1
Sturgeon Point, Mich.....									1		1
Tawas, Mich.....				1	1	1		1	1		5
Thunder Bay.....			1				1				2
Island and Reef, Mich.....	1	1		1	1	2		1	1	3	11
ST. MARYS RIVER.											
Cedar Point.....									1	2	3
Fryingpan Island.....						1					1
Hay Lake.....		1						1			2
Iroquois Shoal.....									1		1
Middle Ground.....									1		1
Mud Lake.....	1						1		3	1	6
Pipe Island.....					1						1
Pointe aux Pins, Canada.....								1			1
Round Island.....						2	2	1	1	1	7
Sailors Encampment.....			1			1	3	1		3	11
St. Marys River.....	6	6	6	3	6	8	8	10	10	4	67
Vidal Shoal.....							1		1	1	3
LAKE SUPERIOR.											
Apostle Islands, Wis.....										1	1
Gull Island.....						3	1			2	6
Madaline Island.....					2		1		1		4
Outer Island.....							1			1	2
Sand Island.....				1	1						2
Ashland, Wis.....						1					1
Bad River, Wis.....										1	1
Beaver Bay, Minn.....	1				2					1	4
Big Bay Point, Mich.....									1		1
Brule River (mouth of), Wis.....										1	1
Caribou Island, Canada.....		1					1				2
Carvers Bay, Mich.....							2				2
Chaquamegon Bay and Point, Wis.....							2	2			4
Copper Mine Point, Ontario.....	1										1
Crisps, Mich.....		1	1	2	1			2	1		8
Deer Park, Mich.....										1	1
Duluth, Minn.....	2		1			4			1	1	9
Eagle Harbor, Mich.....										1	1
Eagle River, Mich.....				1		1					2
Encampment Island.....						2					2
French River, Minn.....					1						1
Fort William, Ontario.....							1		1		2
Fourteen Mile Point, Mich.....		1				1					2
Gooseberry River (mouth of), Minn.....			1				1				2
Grand Island, Mich.....				1		1					2
Grand Marais, Mich.....		3	1	1	1	1	1			1	9
Grand Portage Island.....				1							1
Granite Point, Minn.....		1									1
Gratiot River (mouth of), Mich.....				1					1		2
Gros Cap Reef, Ontario.....								1			1
Gull Point, Mich.....							1				1
Huron Island, Mich.....									2		2
Iron Ore River (mouth of), Wis.....				1							1
Iroquois Island and Point, Mich.....						1			1	1	4
Isle Royale, Mich.....		1				2	2			3	8
Keweenaw Bay, Mich.....	1						1				2
Bete Grise Bay.....			2							1	3
Point Abbaye.....							1		1		2
Point Isabelle.....						2		1			3
Keweenaw Point, Mich.....									1	1	2
Knife Island, Minn.....		1		1							2
Lester River (mouth of), Minn.....				1							1
Mamainse Point, Canada.....			1								1
Manitou Island, Mich.....					2			1			3
Marquette, Mich.....		2						1			3
Middle Ground, Mich.....								1	1		2
Ontonagon, Mich.....							1				1
Pan Cake Shoal, Ontario.....					1						1
Parisian Island.....								1	1		2
Partridge Island, Mich.....						1					1
Passage Island.....									1		1

Places in United States waters where vessels have stranded during the last 10 years—Contd.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	
LAKE SUPERIOR—continued.											
Pointe au Sable, Mich.		2			1	3			1		7
Point Iroquois, Mich.					2			1			3
Port Arthur, Ontario.										1	1
Portage Entry, Mich.									2		2
Portage River, Mich.								1	2	1	4
Presque Isle, Mich.		1						1			2
Redmyer, Minn.						2					2
Ship Canal, Mich.	4				2	2	5	1	2		16
Split Rock Point, Minn.	1					2				2	5
Sucker River (near), Mich.				1							1
Superior, Wis.							1		1		2
Taquamenon Island, Mich.							1				1
Train Island, Mich.		1									1
Two Harbors, Minn.	1	1					1		2	3	8
Two Heart River, Mich.		1									1
Two Islands, Minn.						1					1
Vermilion Point, Mich.	1	3	1	1	2			1	2		11
Victoria Isle, Canada.			1								1
White Fish Point, Mich.	1	1		2	1	1	2	1	3	1	13
STRAITS OF MACKINAC.											
Bois Blanc Island.	3	3	1		2	2	3	1	7	4	26
Cecil Bay, Mich.		1									1
Cheboygan, Mich.	1	1	1			3	1	1	1		10
East Moran Bay, Mich.						1				1	2
Goose Island Shoal.										1	1
Graham Shoal, Mich.		1				2					3
McGulpins Point.									1		1
Mackinac Island, Mich.		1	2		1	1	1	1	1	1	9
Major Shoal.						1			1		2
Old Point Mackinac, Mich.						2	1	2			5
Poe Reef, Mich.						1	1		3		4
Pointe aux Chenes, Mich.		1									1
Point au Sable, Mich.						2					2
Round Island, Mich.				4				1	2		7
St. Helena Island and Shoal, Mich.		1			1						2
St. Martins Point, Mich.					1						1
LAKE MICHIGAN.											
Ahnapee, Mich.										1	1
Algoma, Wis.	1		1					1			4
Baileys Harbor, Wis.	4	2		1		1		1			10
Beaver Island, Mich.	2	5			2	1	1	3			15
Berryville, Wis.										1	1
Big Rock Point, Mich.			1								1
Big Summer Island, Mich.							1		1		2
Calumet, Ill.					2	1					3
Cat Head Point, Mich.									1		1
Centerville, Wis.										1	1
Charlevoix, Mich.	1	4		1	1		3				11
Chicago Harbor, Ill.	2	2	3	2		1		1	4	1	16
Clay Banks, Wis.				1			2		2	4	9
Craigs Bay.	1										1
Deaths Door, Wis.									1		1
Detroit Island and Harbor, Wis.				1	1		1		2	1	6
Dunne Park, Ind.							1				1
Empire, Mich.		1									1
Epoufette, Mich.							1				1
Evanston, Ill.										1	1
Fishermans Shoals, Wis.	2					1	1				4
Fox Point, Wis.	1	1		1	2	1		2			8
Frankfort, Mich.			1			1			1		3
Garden Island, Mich.		1									1
Glen Arbor, Mich.								1			1
Glencoe, Ill.		2				1					3
Glen Haven, Mich.		1	1								2
Good Harbor Bay and Reef, Mich.	1	1									2
Grand Haven, Mich.		1		4	1						6
Grande Pointe au Sable, Mich.	2			1	1	1		1	3		9
Grand Traverse Bay, Mich.		1		1	1				3		6
Gravelly Island, Wis.					1					1	2
Grays Reef, Mich.						1			1		2

Places in United States waters where vessels have stranded during the last 10 years—Contd.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	
LAKE MICHIGAN—continued.											
Green Bay:											
Arthur Bay, Mich.....		1						1		1	3
Bark River, Wis.....						1				1	2
Cedar River, Mich.....	1		1		1			1		1	5
Chambers Island, Wis.....		1	1					1			3
Chippewa Point, Mich.....		1									1
Eagle Harbor, Mich.....	1	1									1
Escanaba, Mich.....					1				1	3	5
Hat Island, Mich.....										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			2
Point Rochereau, Mich.....						1					1
Red River (mouth of), Wis.....					1					1	2
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	4
Whale Back Shoal, Mich.....		1					1				2
Grosse Point, Ill.....							1		1		2
Gull Island and Reef, Mich.....			1			2	1				4
Harbor Springs, Mich.....									1		1
High Island, Mich.....		2									2
Holland, Mich.....	1		3	2		2		3	1		12
Indiana Harbor, Ind.....								2		1	3
Jacksonport, Wis.....		1	2			1					4
Kenosha, Wis.....									2		2
Kewaunee, Wis.....							1				1
Lansing Shoals, Mich.....										1	1
Little Point au Sable, Mich.....						1			1		2
Little Traverse Bay.....		1		1							2
Ludington, Mich.....		3				1			2		6
Manistee, Mich.....		2				1			1		5
Manistique, Mich.....	1	1		1				1			4
Manitowoc, Wis.....	2	1					1	2	1	2	9
Mequon, Wis.....		1									1
Michigan City, Ind.....			1			1		1			3
Middle Village, Mich.....		1		1							2
Milwaukee, Wis.....	1	3	2	2	3	4	2	1	3		21
Mud Bay, Wis.....		1									1
Muskegon, Mich.....	1	1							2		4
Naubinway, Mich.....							1			1	2
North Bay, Wis.....	1										1
North Fox Island, Mich.....	2										2
North Manitou Island, Mich.....	1			1	2		1	1			6
Otter Creek, Mich.....	1			1							2
Outer Shoal, Wis.....						1					1
Pentwater, Mich.....		1		1				1	2		5
Petoskey, Mich.....						1	1				2
Pilot Island, Wis.....		3	1					1			5
Platte River Point, Mich.....										1	1
Plum Island, Wis.....		1					1		2		4
Pointe aux Barques, Mich.....	1							1	1		3
Point Betsy, Mich.....					1						1
Portage Lake, Mich.....						1	1	1			3
Port Washinton, Wis.....						1	1			1	3
Poverty Island and Shoal, Mich.....									2		2
Pyramid Point, Mich.....								1			1
Racine, Wis.....								1			1
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								2		4
St. Martin Island, Mich.....			3			1				2	6
Saugatuck, Mich.....			3			1					1
Seul Choix Point, Mich.....					1						1
Sheboygan, Wis.....								1	2	2	5
Simmons Reef, Mich.....		2	1	4	2	1					10
Skilligalee, Mich.....			1			1	1				3
Sleeping Bear Point, Mich.....			1		1	1					3
South Chicago, Ill.....					1		1			1	3

Places in United States waters where vessels have stranded during the last 10 years—Contd.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	
LAKE MICHIGAN—continued.											
South Fox Island, Mich.	1			1		2	1			1	6
South Haven, Mich.		1			1	1				1	4
South Manitou Island, Mich.		1	3	3	1		2	2	6	1	19
Spider Island, Wis.		1			1						1
Squaw Island, Mich.							1				1
Sturgeon Bay Canal, Wis.		3	2	2		2	3				12
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					3	5
Washington Island, Wis.		1		1					1		3
Waugoshance Island and Shoal, Mich.		1					1	1			3
Waukegan, Ill.	1						2				3
White Fish Bay and Point, Wis.				1							1
White River Harbor, Mich.					2	1	1		1	1	6
White Shoal, Mich.		1		1							2
Whiting, Ind.		1									1
Wiggins Point, Mich.		1									1
Zion City, Ill.			1							2	3

Places where American vessels have stranded during the last 10 years at sea and in foreign waters.¹

Name of place.	Fiscal year ending June 30—										Total
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	
Africa:											
Allwal 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
Rosario.		1									1
Staten Island.							1				1
Australia:											
Bass Straits.				1							1
Newcastle, New South Wales.			1							1	2
Azores:											
Azores.		1		1			1				2
Bahamas:											
Abaco Island.		2			1		1				4
Bimini Islands.			1								1
Egg Island Reef.				1							1
Gingerbread Ground.		1					1				2
Great Bahama Bank.										1	1
Great Isaacs Island.										1	1
Harbor Island.					1						1
Hog Cays.					1						1
Long Bank.					1						1
Long Island.			2		1						2
Moselle Shoal.									1		1
Rum Cay.				1							1
Salt Key Bank.										1	1
Stirrup Key.						1					1
Turks Island.		2					1	1			4
Verd Cay.	1										1
Bermudas:											
Bermudas.		1	2				1				4
Brazil:											
Bahai.	1										1
Pernambuco.				1							1

¹ In a few instances the number of standard 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.

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Places where American vessels have stranded during the last 10 years at sea and in foreign waters—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	
British Columbia:											
Active Pass.....								1			1
Bailey Island.....	1										1
Barelay Sound.....					1						1
Bonilla Point.....				1							1
Cape Lago.....								1			1
Carmanah.....						1					1
Chatham Sound.....				1						1	2
Clo-oose.....							1				1
Denman Island.....	1										1
Discovery Passage.....		1			1	1					3
Enterprise Reef.....									1		1
Entrance Island.....							1				1
Finlayson Channel.....										1	1
Fitzhugh Sound.....		1									1
Georgian Point.....					1						1
Grahams Island.....							1				1
Haddington Island.....							1	1			2
Lasquiti Island.....			1								1
Lima Passage.....										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					1	2
Trial Island.....							1				1
Vancouver.....				1							1
Vancouver Island.....		1			1				2		4
Cape Breton Island:											
Arichat.....					1						1
Fourchu Harbor.....									1		1
Glace Bay.....				1							1
Indian Head.....					1						1
Louisburg.....					1				1		2
Seatari Island.....								1			1
Cape La Hague, France				1							1
Cape Parry, Arctic Ocean							1				1
Cape Verde Islands				2					1	1	4
Central America:											
Acajutla El Salvador.....				1							1
Bluefields, Nicaragua.....					1						1
Corinto, Nicaragua.....							1				1
Corker Key.....				1							1
Courtown Bank.....	1					1					2
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:											
Hongkong.....					1		1				2
Macao.....				1							1
Pratas Reef.....			1								1
Shanghai.....				1							1
Shawelshan.....			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
Sagua la Grande Harbor.....	1				1						2
Trinidad.....										1	1
England:											
Dover.....								1			1
Scilly Islands.....								1			1
Scheerness.....	1										1
Haiti:											
Jacmel.....							1				1

Places where American vessels have stranded during the last 10 years at sea and in foreign waters—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	
Jamaica, West Indies:											
Kingston.....	1										1
Ochos Rios.....					1						1
Port Antonio, Fort Point.....					1						1
St. Anns.....							1				1
Japan:											
Najima 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				1	4
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	2
Alvarado Bar.....			1		1						2
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
Frontera.....					1						1
Geronimo Island.....	1									1	2
Guaymas.....			1								1
Lobos, Gulf of California.....			1								1
Mazatlan.....							1			1	2
Natividad Island.....										1	1
Navidad Bay.....				1		1					2
Patos Island.....										1	1
Progreso.....			1								1
Salina Cruz.....							2	1	1		4
San Blas.....			1								1
San Margarita Island.....									1		1
Santa Ana.....	1										1
Tampico.....		1						1			2
Topa.....					1						1
Tonala Bar.....		1								1	2
Topolobampo.....				1				1			2
Midway Islands, Oceanica:											
Montevideo, Uruguay.....			1	1	1		2				4
New Brunswick:											
Bay of Fundy.....										1	1
Beaver Harbor.....						1					1
Bliss Island.....						1	1				1
Campobello Island.....		1		1		1	1				4
Cape Spencer.....										1	1
Chignecto Channel.....									1		1
Deer Island.....									1		1
Grand Manan Island.....	1					1	1				3
Letite Harbor.....									1		1
Murr Ledges.....							1				1
Musquash, Bay of Fundy.....			1								1
Quaco.....							1				1
St. George.....										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	2	8
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

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Places where American vessels have stranded during the last 10 years at sea and in foreign waters—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	
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		2
Cape Negro.....								1		1	2
Cape Sable.....					1				1		2
Cape Sambro.....						1					1
Cheverie.....							1				1
Cranberry Isle.....			1							1	2
Digby.....				1			1				2
Green Island.....		1									1
Gull Island.....	1										1
Gullivers Cove.....	1										1
Gut of Canso.....	1					1			1	1	4
La Have Island.....									1		1
Liscomb Ledges.....						1					1
Little Harbor.....		1									1
Little Hope Island.....			1								1
Locke Port.....								1			1
Lunenburg.....			1		1				1		3
Moreton Island.....							1				1
Mud Island.....		1									1
Piscataqui Island.....										1	1
Pubnico.....			1								1
Sable Island.....				1							1
Shag Harbor.....				1							1
Seal Island.....		1		1							2
Shelburne.....					1						1
Spencer Island.....										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
Sabine Bank, Gulf of Mexico.....							1				1
Santo Domingo, West Indies:											
Catalina.....								1			1
Porto Plata.....		1									1
Siberia:											
Anadir Bay.....							1				1
Ball 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					2
Tigel Bar, Kamtchatka.....					1						1
United States of Colombia:											
Colon.....		1							1		2
San Blas Coast.....		1									1
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 June 28, 1910.

LETTER OF TRANSMITTAL.

BOARD ON LIFE-SAVING APPLIANCES,
Boston, Mass., July 11, 1910.

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 11, 1910, together with the papers referred to it for consideration.

Very respectfully,

O. H. TITTMANN,
*Superintendent, United States 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, 1910, at the call of the president of the board, dated June 4, 1910, for the transaction of such business as should be properly brought before it.

Present: Hon. O. H. Tittmann, Superintendent United States Coast and Geodetic Survey, president; Col. D. A. Lyle, United States Army, retired; Lieut. B. M. Chiswell, United States 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.

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).
2. Bucci's line-throwing projectile (Charles M. Dally).
3. Line-throwing projectile (William H. Lane).
4. Illuminated double-line-carrying shot (United States Life-Saving Equipment Co.).
5. Unge's aerial torpedo (Normal Powder & Ammunition Co., Ltd.).
6. Boomerang life-line carrier (Edmond Redmond).
7. Life buoy (F. L. Scarborough).

CLASS II.—BOATS AND MISCELLANEOUS APPLIANCES.

1. Patented lifeboat (John H. Stoelt).
2. Lifeboat or life car (F. S. Allen).
3. Combined lifeboat and sledge (The Humane Society of the Commonwealth of Massachusetts).
4. Cradle for hauling surfboats (H. M. Knowles).
5. "A B C" life belt (Welin Davit and Lane & DeGroot Co., Cons.).
6. Life preserver (J. Elforrest Prescott).
7. Kapok life belt (Alexander Milburn Co.).
8. Patented oil coat (H. M. Sawyer & Son).
9. Improved beach apparatus cart (Senior Capt. C. H. McLellan, United States Revenue Cutter Service, retired).
10. "Amphibian" (Rear Admiral J. A. Howell, United States Navy, retired).
11. Acetylene flare light (Imperial Automatic Light, Ltd.).
12. Beach and search light (J. B. Colt Co.).
13. Beyer patrol watchman's portable clock (Hardinge Bros.).
14. Eco portable watchman's clock (Eco Magneto Clock Co.).
15. Life-saving device (C. P. Curtis).
16. Life-saving apparatus (Jacob Franz).
17. Safety launching device (Harry H. Ludlow).
18. Draeger pulmotor (Draeger Oxygen Apparatus Co.).
19. Habberley resuscitator (Randall-Faichney Co.).
20. Patrol key post safe (Frank Fountain).
21. "Never-Sink" life preserver (Patrick J. Griffin).
22. 36-foot self-righting and self-bailing power lifeboat and Beebe-McLellan self-bailing power surfboat.

III.—COMMITTEES.

I. COMMITTEES APPOINTED.

CLASS I.—WRECK ORDNANCE.

1. On Behr's line-throwing gun (A. E. Piorkowski): Col. D. A. Lyle, Supt. H. M. Knowles, Supt. S. H. Harding.
2. On Bucci's line-throwing projectile (Charles M. Dally): The full board.
3. On Lane's line-throwing projectile: Col. D. A. Lyle, Lieut. B. M. Chiswell, Supt. S. H. Harding.
4. On United States Life-Saving Equipment Co.'s double-line-carrying shot: The full board.
5. On Unge's aerial torpedo (Normal Powder & Ammunition Co., Ltd.): The full board.
6. On Redmond's boomerang life-line carrier: Supt. J. G. Kiah, Supt. H. M. Knowles, Supt. E. E. Chapman.
7. On Scarborough's life buoy: Lieut. B. M. Chiswell, Col. D. A. Lyle, Supt. S. H. Harding.

CLASS II.—BOATS AND MISCELLANEOUS APPLIANCES.

1. On Stoelt's patented lifeboat: Lieut. B. M. Chiswell, Supt. H. M. Knowles, Col. D. A. Lyle.
2. On Allen's lifeboat or life car: Supt. S. H. Harding, Supt. E. E. Chapman, Col. D. A. Lyle.
3. On combined lifeboat and sledge (The Humane Society of the Commonwealth of Massachusetts): The full board.
4. On Knowles's cradle for hauling surfboats: Supt. S. H. Harding, Supt. J. G. Kiah, Supt. E. E. Chapman.
5. On "A B C" life belt (Welin Davit and Lane & DeGroot Co., Consolidated): Supt. S. H. Harding, Supt. E. E. Chapman, Supt. J. G. Kiah.
6. On Prescott's life preserver: Supt. E. E. Chapman, Supt. J. G. Kiah, Supt. S. H. Harding.
7. On kapok life belt (Alexander Milburn Co.): Supt. E. E. Chapman, Supt. J. G. Kiah, Supt. S. H. Harding.
8. On Sawyer's patented oil coat: Col. D. A. Lyle, Supt. E. E. Chapman, Lieut. B. M. Chiswell.
9. On McLellan's improved beach apparatus cart: Supt. J. G. Kiah, Supt. H. M. Knowles, Lieut. B. M. Chiswell.
10. On Howell's "Amphibian": The full board.
11. On acetylene flare light (Imperial Automatic Light, Ltd.): Supt. S. H. Harding, Supt. J. G. Kiah, Lieut. B. M. Chiswell.
12. On J. B. Colt Co.'s beach and search light: Supt. H. M. Knowles, Lieut. B. M. Chiswell, Supt. E. E. Chapman.
13. On Beyer patrol watchman's portable clock (Hardinge Bros.): Supt. H. M. Knowles, Supt. J. G. Kiah, Col. D. A. Lyle.
14. On Eco portable watchman's clock (Eco Magneto Clock Co.): Supt. H. M. Knowles, Supt. J. G. Kiah, Col. D. A. Lyle.
15. On Curtis's life-saving device: Supt. E. E. Chapman, Lieut. B. M. Chiswell, Supt. H. M. Knowles.
16. On Franz's life-saving apparatus: Supt. J. G. Kiah, Supt. S. H. Harding, Col. D. A. Lyle.
17. On Ludlow's safety launching device: Lieut. B. M. Chiswell, Col. D. A. Lyle, Supt. J. G. Kiah.
18. On Draeger pulmotor: Col. D. A. Lyle, Supt. J. G. Kiah, Supt. H. M. Knowles.
19. On Habberley resuscitator: Col. D. A. Lyle, Supt. J. G. Kiah, Supt. H. M. Knowles.
20. On Fountain's patrol key post safe: Supt. H. M. Knowles, Supt. J. G. Kiah, Col. D. A. Lyle.
21. On Griffin's "Never-Sink" life preserver: Supt. E. E. Chapman, Lieut. B. M. Chiswell, Supt. J. G. Kiah.
22. On 36-foot self-righting and self-bailing power lifeboat and Beebe-McLellan self-bailing power surfboat: The full board.

2. COMMITTEES REPORTED.

CLASS I.—WRECK ORDNANCE.

1. On Behr's line-throwing gun (A. E. Piorkowski).
2. On Bucci's line-throwing projectile (Charles M. Dally).
3. On Lane's line-throwing projectile.
4. On United States Life-Saving Equipment Co.'s double-line-carrying shot.
5. On Unge's aerial torpedo (Normal Powder & Ammunition Co., Ltd.).
6. On Redmond's boomerang life-line carrier.
7. On Scarborough's life buoy.

CLASS II.—BOATS AND MISCELLANEOUS APPLIANCES.

1. On Stoelt's patented lifeboat.
2. On Allen's lifeboat or life car.
3. On combined lifeboat and sledge (The Humane Society of the Commonwealth of Massachusetts).
4. On Knowles's cradle for hauling surfboats.
5. On "A B C" life belt (Welin Davit and Lane & DeGroot Co., Consolidated).
6. On Prescott's life preserver.
7. On kapok life belt (Alexander Milburn Co.).
8. On Sawyer's patented oil coat.
9. On McLellan's improved beach apparatus cart.
10. On Howell's "Amphibian."
11. On acetylene flare light (Imperial Automatic Light, Ltd.).
12. On J. B. Colt Company's beach and search light.
13. On Beyer patrol watchman's portable clock (Hardinge Bros.).
14. On Eco portable watchman's clock (Eco Magneto Clock Co.).
15. On Curtis's life-saving device.
16. On Franz's life-saving apparatus.
17. On Ludlow's safety launching device.
18. On Draeger pulmotor.
19. On Habberley resuscitator.
20. On Fountain's patrol key post safe.
21. On Griffin's "Never-Sink" life-preserver.
22. On 36-foot self-righting and self-bailing power lifeboat and Beebe-McLellan self-bailing power surfboat.

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. Lane's line-throwing projectile.
3. United States Life-Saving Equipment Co.'s double-line-carrying shot.
4. Acetylene flare light (Imperial Automatic Light, Ltd.).
5. J. B. Colt Co.'s beach and search light.
6. 36-foot self-righting and self-bailing power lifeboat and Beebe-McLellan self-bailing power surfboat.

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 meeting, in 1909, and was described in its report thereon. (See annual report of the Life-Saving Service for 1909, p. 421.) The gun and apparatus were carefully examined by the board with reference to their adaptability for manipulation by the average surf crew, especially in cold, wet, snowing, and freezing weather, and in high winds. One shot line and case and a number of rounds of ammunition having the projectiles and powder loose in the metallic cartridge cases were sent with the gun. A shot was fired with the line out to

sea at the Point Allerton Life-Saving Station, as there was no other safe range available at that place. The range was estimated at about 458 feet. The shot and line ring were recovered. The former had caught the ring, which was found in a slanting position about the middle of the shot. This gave the shot a wabbling movement throughout the trajectory. The rocket feature gave a slight light for a moment, but did not seem to increase the flight much.

Opinion.—Owing to the difficulty experienced by the board in loading and extracting the shell after firing, and to the danger of a surfman jamming down the cartridge in trying to close the breech mechanism without observing that the firing pin may be projecting from the base pin, thus risking a premature fire, and also to the fact that the cartridge cases contained the powder and shot (or rocket) in a loose state and not adapted to handling by surfmen without danger of getting the powder wet or dropping the projectile out and spilling the powder, the board deems it inadvisable to place this arm in the hands of the service, especially when a simpler and lighter hand gun giving about the same range has already been recommended by the board to the General Superintendent of the Life-Saving Service.

2. Bucci's line-throwing projectile (Charles M. Dally).

Results.—This projectile is the invention of Commander D. Bucci, of the Italian navy. It consists of an elongated, cylindrical body with a pointed head, and provided with a longitudinal slot cut entirely through the body. At the rear end of said slot is fitted a small wooden block intended to act as a "resistance device." Also fitted through this slot is a metallic loop or shot-line holder, which slides freely throughout the length of the slot. This shot line holder has an outside loop covered with a yielding cushion. To this loop the shot line is attached. This projectile is intended to be adapted to guns already in use. It is made of cast steel for smoothbore guns and "of ordinary gun metal" (bronze) for rifled guns, to avoid damage to the grooves or rifles. The projectile is presented by a drawing and copy of letters patent. As shown, the shot is about 29 inches long, $1\frac{1}{2}$ inches in diameter, distance from base to slot $1\frac{1}{2}$ inches, distance from upper end of slot to point $3\frac{1}{2}$ inches, width of slot one-fourth inch, length of resistance plug $1\frac{1}{2}$ inches, length of wooden plug in gun $6\frac{1}{2}$ inches, total length of sliding becket 8 inches. It is claimed that with all systems in which the projectile is reversed there is "a loss of speed and a diminution of length of range of shot, and that a variable and not controllable lateral deflection is thereby produced." The object of this invention is to secure the greatest possible range and accuracy of aim and prevent, "on the other hand, breaking of shot line." As projectiles for test are not available at this time, the board is unable to pass upon the claims made. The experience of the board with systems employing wire or metallic becket has not been encouraging.

Mr. Charles M. Dally, by whom the projectile is submitted, states that the inventor will accept \$10,000 from the United States Government for the exclusive right to the invention under his United States patent.

Opinion and recommendation.—The board is of the opinion that it is doubtful whether tests would substantiate the claims of the inventor as to the relative superiority of the projectile over all other systems in use, but recommends that tests be made, if the inventor will submit projectiles adapted to use in the service gun.

3. Lane's line-throwing projectile.

Results.—This is a cylindrical $2\frac{1}{4}$ -inch projectile, with flat base and truncated point and with a steel ring around the base. It has two opposite longitudinal dovetailed grooves, in which slide two lugs (one in each groove) with projecting ears furnished with eye holes for attaching the ends of the wire sliding becket to the middle point of which the shot line is fastened. The shot has an axial cavity enlarged at each end to accommodate a plunger with firing pin intended to ignite a Coston light inserted in the front end of the shot. This cavity is closed at the rear end by a disk with a central perforation. A spiral spring withdraws the firing pin or plunger. The perforated closing disk at the front end is seated on a spiral spring to permit the insertion and adjustment of the Coston light. Both ends of the longitudinal grooves are filled with plugs flush with surface of the shot and held by pins. The length over all is about 21 inches; length from base to rear face of lugs in firing position, $18\frac{1}{2}$ inches; weight, $22\frac{1}{2}$ pounds, and play of sliding lugs in longitudinal grooves, between $17\frac{1}{2}$ and 18 inches.

Method of using.—Insert Coston light in front end of shot. A few strands of copper are passed through the eyeholes in the sliding lugs forming a becket with about 8 inches of loop, to which the shot line is tied at the middle point. This becket is prepared in advance so as to be ready for use. Insert charge of powder and then the

projectile, base first, in the gun. Tie shot line to becket and let the latter rest on upper surface of gun, give elevation, and then fire. The explosion of the charge is intended to ignite the Coston light and propel the shot to the front, carrying the line with it.

Test.—Only one shot was fired. The Coston light was omitted, as it could not be properly adjusted. The line was carried out a few yards (about 10 yards) and had the wire becket still attached. The shot tumbled throughout its trajectory and was found about 300 yards out. The eyeholes of the lugs had evidently both torn out, since the wire becket was intact. The lugs had torn out flakes of metal from front end of shot adjacent to the grooves. The plunger had been blown out of the axial cavity. The filling pieces in the grooves were blown out. Powder charge, 4 ounces; elevation, 25°; No. 9 line used. The inventor claimed he had attained a range of 440 yards with above charge and line.

Opinion.—The board is of the opinion that this projectile, as submitted for trial, is not adapted for use in the service.

4. *United States Life-Saving Equipment Co.'s double-line-carrying shot.*

Results.—The company furnished a projectile weighing 18 pounds for trial, and the following description of and claims for the invention:

Name of device.—Illuminated double-line-carrying shot. Device covered in part by letters patent and in whole by caveat. No. 1, shot; No. 2, barrel of shot; No. 3, perforations in tail of the shot; No. 4, chamber in tail of the shot. Plan B: No. 1, frame of sheave; No. 2, aluminum sheave; No. 3, iron thumbscrew; No. 4, wrought-iron ring bolt; No. 5, threaded nipple connecting sheave with tail of shot." (Drawings are omitted.)

Detailed description of device.—The shot is made from the same form as the regular Government shot now used in the United States Life-Saving Service. The tail end of the shot contains a chamber with perforations through the shot for its entire circumference. From the head of the shot there is a small groove or barrel running through the shot to the chamber on the tail end. Attached to the tail end of the shot by a threaded thimble is the sheave around which passes the shot line. The shot is made of the same material as the United States Government shot. The approximate length of the sheave is 8 inches. The approximate diameter of the sheave is 5 inches. The approximate width of the sheave between the walls of the frame is $3\frac{1}{2}$ inches. The diameter of the threaded nipple is 1 inch. The length of the threaded nipple is approximately 3 inches. The thumbscrews are one-fourth inch. The outside diameter of the groove of the sheave is 5 inches; the inside diameter is 4 inches. The weight of the shot is approximately 16 pounds. The weight of the sheave is approximately 2 pounds.

"The device will be furnished to the Government at \$30 apiece.

"The method of manufacture of the device in detail has not yet been completed. At time of shipwreck the shot with the line run over the ship is placed in the gun the same as the shot now used by the Government life-savers. The barrel of the shot contains a quick-burning fuse that is connected with the perforated chamber on the tail end of the shot and with the powder in the gun. The chamber contains a quick-burning red light connected with the quick-burning fuse. Immediately the gun is fired the powder ignites the quick-burning fuse, the fuse ignites the light in the chamber in the tail end of the shot, which, flying through the air, illuminates the path of the shot and its flight over the vessel.

"This light, burning in the shot, shows the life-savers on the shore the position of the vessel in distress and tells those on the ship that help is at hand, and directs them to where the shot with double line is located on the ship. The line being secured by those on the ship, the sheave is separated from the shot by simply turning the thumbscrews, the sheave is made fast to the mast by the iron ringbolt, and the life-savers can then without any assistance from those on the wrecked vessel send out the whip and hawser and effect the rescue of the seafarers.

"We claim: First, to make a double-line connection between the ship and shore by the same gun now in use by the life-savers. Second, with this double-line connection the life-savers on the shore can send off the whip and breeches-buoy device without any help from those on the ship except the mere making fast of the sheave connected with the shot. Third, the shot and sheave complete ready for use weighs only as much as the shot now used by the life-savers. Fourth, we claim that our shot and sheave carrying the shot line can be fired as great a distance as the shot and line now used by the life-savers. Fifth, the line passing over the sheave does not offer the resistance as the line now used by the life-savers; that there is no fear or danger of the shot line breaking or burning off, and that it will be carried out to the wreck free from entanglement. Sixth, with our device the Life-Saving Service will have an oppor-

tunity of saving lives from wrecked vessels without wholly depending upon those on the wrecked craft."

The device was tested at the Point Allerton Life-Saving Station on July 1, 1910. Only one round was fired, and that over water at night. The range could not be measured accurately, but was approximately measured as the line was drawn in. Charge of powder, 4 ounces; elevation, 24°; shot lines, two No. 4; range, approximately 220 yards. The illuminating device was poor and unsatisfactory, showing imperfectly and during only part of the flight. The apparent object of the double line and sheave is to enable the service crew on shore to haul off an intermediate line, if necessary, or a whip line, without aid from the wrecked vessel, provided the vessel's crew can recover the shot, release the thumbscrews, remove the sheave and make it fast to the mast. Should the shot line pass over the vessel and the bight of one of the lines fly clear of the rigging, leaving only one line across the wreck, the vessel's crew, in pulling in the line from shore, would haul off the slack and extra length of that line alone, in which case there would be no advantage over the present single-line system.

In case both lines do not pass over the vessel, it is doubtful if the shot could be recovered at all; hence, the sheave would be unavailable. If a sheave be needed, most vessels would have one. The passage of both lines over the vessel and their being caught up by the crew are necessary for the proper action of the system. Even then they might first pull on the shore end of the double line and merely pull out the extra lengths of the shot lines if the ends were not retained by the life-saving crew. Another difficulty would be encountered in case the wrecked crew failed to understand what to do with the double line and sheave, unless a tally board bearing instructions were attached. To overcome this a representative of the company suggested that instructions might be printed upon the strap of the sheave. This can not be done with letters of sufficient size to be easily read, even in one language, whereas two are printed on the service tally board, viz, French and English.

The device adds another complication to the apparatus without compensating advantages. There is no certainty that both lines will be carried on board or over the vessel simultaneously, or, if so, that both will be secured by the crew of the vessel.

After the test of the shot referred to above, a representative of the company appeared before the board and explained wherein the shot furnished varied mechanically from the intended design, owing to error of the mechanic who made the device, and also explained, in detail, the objects to be attained by the use of the system. Still later the same representative presented a letter from the company making two additional propositions, viz: (1) To furnish a "shank for said shot, by which a single line may be carried over a wreck without extra cost;" (2) to furnish "the illuminated double-line-carrying shot with a shank similar to the one now in use by the United States Life-Saving Service for carrying a single line only for \$20 each. This shot and shank we guarantee will weigh 18½ pounds." This last proposition is without the sheave.

Opinion.—It seems desirable that the company have an opportunity to perfect and complete the device, and that a more extended and comprehensive series of experiments be made involving, if necessary, firing over a vessel to determine more accurately the extent and limits of its application to the uses of the service. As the second proposition mentioned above makes the device an illuminated shot alone, tests as such would be necessary to show its efficiency and adaptability.

Recommendation.—The board respectfully recommends that the company be informed of the desirability of the action outlined above, and of the readiness of the board to make the further tests required to furnish the necessary data to guide it in reaching a satisfactory conclusion in the matter.

5. *Unge's aerial torpedo (Normal Powder & Ammunition Co., Ltd.).*

Results.—This device, which is submitted by Mr. Gustaf Roos, managing director of the Normal Powder & Ammunition Co., (Ltd.), London, England, is a sort of rocket charged with a "patent compound of sulphur, charcoal, vegetable oil, and black powder, made so hard that it can be ignited only by the fuse, and is wholly free of danger from decomposition and spontaneous combustion." The total weight of the torpedo loaded is about 25 pounds; empty, 17 pounds. It is fired from a launching tube by means of an electric battery. The gas acts upon a turbine, which is the propelling agent. A range of 350 meters in a heavy gale with "absolute accuracy," carrying a line 1 inch in diameter, is claimed. The cost of the apparatus is as follows: Each torpedo ready for firing, about \$35; 400 yards plaited line in box, about \$40; a launching apparatus, about \$40; an electric battery, about \$10; total cost, about \$125. In large quantities it probably would be cheaper. It is seen that each practice shot would cost about \$35, which is vastly greater than with the system now in use.

Opinion.—The experience of the board with rocket systems shows that rockets are liable to be erratic, to say the least.

Recommendation.—If the agent will furnish the torpedoes and apparatus necessary for trial, as required by the rules and regulations of the board, it is recommended that tests be made to determine the merits of the device.

6. Redmond's boomerang life-line carrier.

Results.—This device was before the board at its last session, at which time it was recommended that the General Superintendent of the Life-Saving Service place the device at some life-saving station for a practical and thorough test, and that the officer making the test furnish a report thereof for the information of the board.

Opinion.—After reading the report of the test made, and after a careful examination of the device, the board is of the opinion that it is not adapted for use in the Life-Saving Service.

7. Scarborough's life buoy.

Results.—This device is submitted to the board by Mr. F. L. Scarborough, of Avon, N. C., by description and drawings. The device is a cone-shaped vessel, made of zinc, and weighing, complete, about 50 pounds. It is 4 feet deep, 2 feet in diameter at the top, and 14 inches at the bottom, and is fitted with an oval spring cover. This cover is hinged, fits tightly down on a rubber gasket, and has vent holes in the top. Except for the vent holes the vessel is water-tight when closed. A covered cork fender is fitted around the top rim. The buoy is supported by a bail (whether rope or metal, not stated) with a single block secured to the middle. The person to be rescued is placed in the buoy, and the cover closed down and secured.

The inventor claims the device to be superior to the breeches buoy now in use in the service, in that it can be used in rough seas without wetting the occupant or subjecting him to cold. The hawser and whip line now used for operating the breeches buoy are to be used with this buoy, but the inventor claims that in case the hawser and whip line fail, his buoy may be hauled back and forth through the water with the shot line without subjecting the occupant to serious inconvenience.

Opinion.—The board is of the opinion that the buoy is not practicable; that it would be easily indented and punctured; that once punctured the helpless occupant inside would be in danger of drowning when pulled through the sea; that it is not adapted to the rough work connected with a wreck; that it possesses no advantages over the breeches buoy now in use; and that it does not, therefore, meet with the requirements of the Life-Saving Service.

CLASS II.—BOATS AND MISCELLANEOUS APPLIANCES.

1. Stoelt's patented lifeboat.

Results.—This lifeboat is presented by specifications and drawings of letters patent and a description of the invention. Its dimensions are not given, and it is understood are not material. The type of hull preferred, however, is long, narrow, and deep, in order to give stability and speed, and the sides are straight lines to conform with the shape of the folding side extension boats. The boat is equipped with twin screw propellers arranged one at each side, each of said propellers being in the form of an endless screw. They are hung in suitable bearings at their front and rear ends, the forward bearing being about one-third the length of the boat from the bow, and the screw being approximately one-half the length of the boat. They are to be suitably geared to a motor of any desired type, such gearing and motor forming no part of the invention.

The hull of the boat is decked over, the deck slanting in opposite directions from the center toward the sides. It is divided into a number of independent water-tight compartments by thwartship bulkheads, while the deck above each compartment is provided with a hatch affording access to the compartment. A guard rail supported by stanchions extends entirely around the boat above the deck. A conical-shaped turret, with a removable cover, fitted with deadlights for a view all around the horizon, is built on the after end of the boat to shelter the helmsman.

Extending outwardly in a horizontal plane from the sides, bow, and stern of the boat are telescopically constructed bumper rods, which are connected at their outer ends by a bumper rail, forming a guard to prevent damage to the boat. These rods are kept extended by springs inside.

Arranged on opposite sides of the hull are what the inventor terms "folding side extension boats." He claims for this feature that by their construction each of the folding side extension boats is adapted to be folded from an extended position and that "said extension boats occupy but a small space while they are extended, and they not only accommodate a large number of persons, but also add materially to the ease, readiness, and stability of the boat as a whole."

The boat is provided on opposite sides with buoyant fenders extending practically the entire length thereof and in the form of a hollow tube with a plurality of air-tight sections. It is also equipped with a bow fender, the same being hinged at the bottom of the stem of the boat and having rearwardly diverging sides conforming to the shear of the bow, the top of the fender being held forward by cushioning springs interposed between it and the stem of the boat.

In addition to the ordinary rudder and steering gear the boat is provided with two series of emergency rudders, one series comprising a rudder on either side forward and the other on either side aft. These rudders are fitted into recesses in the keel, and have posts provided at their upper ends with tillers. They are operated by a complicated arrangement of wheel ropes connected with two foot treadles located near the seat of the helmsman. One treadle operates the bow and stern emergency rudders that throw her bow to starboard, and the other those that throw her bow to port. They are for use in case of injury to the main rudder, or as auxiliaries when necessary to make quick or abrupt turns. By pressing both treadles down the four rudders will be thrown out and the boat stopped quickly.

Opinion.—The board is of the opinion that this boat is not adapted to the requirements of the Life-Saving Service.

2. *Allen's lifeboat or life car.*

Results.—A description and crude drawings of this life-saving boat or car are submitted by the inventor, Mr. F. S. Allen, as a suggestion for the improvement of the life-saving apparatus used in the service. The apparatus may be described as a barrel-shaped car, from 6 to 7 feet long, and 3½ feet in diameter, built of aluminum or wood. The wooden car is built of white-oak hoop timbers, planked and sheathed with light cedar strips secured to the timbers with brass screws. The weight of the aluminum car is about 77 pounds and the wooden car 150 pounds. The means of entrance is through a canvas chute at the end of the car, which is closed by lashings or lace lines. This chute is designed also to admit air. The advantage claimed for this apparatus is that when vessels are stranded on outlying rocks or shoals the car can be carried out by boat near to the scene of disaster, the boat anchored, and a line shot over the ship, after which the whip line is bent to the shot line and hauled on board the craft in distress and made fast about 15 or 20 feet up the standing rigging. When made fast the whip is bent to the life car and the car sent on board, no hawser being used. The car is provided with cork fenders, which act also as floats. Briefly, the car works on the same principle as the breeches buoy now used in the service when sent off on the whip line only.

Opinion.—The board is of the opinion that the apparatus suggested does not offer to the service any decided advantage over the life car now in use or its method of using the breeches buoy on the whip line.

3. *Combined lifeboat and sledge (The Humane Society of the Commonwealth of Massachusetts).*

Results.—This boat and sledge is designed to be used on the ice or in the water. It is 13 feet long, and has 4 feet 9 inches beam amidships and 3 feet at ends. On its flat bottom are two brass-shod keels which act as runners when the boat is run on the ice. The bottom is raised at both ends to facilitate running the boat onto the ice and launching from the ice into the water. It is provided with sharp-pointed boat hooks with which to push or pull it over the ice or onto the ice from the water. A sharp-pointed ice keedge and a long line are supplied to assist in hauling it up on the ice. A grab line runs the full length of the boat. Rollers on the bow and stern make it easier to get a rescued person from the water into the craft. The material of which the boat and sledge is built is so light and its beam so wide that thin ice will support it. It is given extra buoyancy by cork nailed into it under the thwarts and on the bottom.

Opinion and recommendation.—The board is of the opinion that this model of boat would be useful in reaching points on rivers and bays where both ice and water are to be traversed, and recommends that the General Superintendent of the Life-Saving Service place it at such stations as he may deem desirable.

4. *Knowles's cradle for hauling surfboats.*

Results.—This device was submitted to the board in 1907 by Superintendent H. M. Knowles, third life-saving district, upon the suggestion of the General Superintendent of the Life-Saving Service in his indorsement upon Superintendent Knowles's letter of February 21, 1907. The indorsement mentioned the fact that the drawings accompanying the letter were incomplete, and that the subject would be referred to the

board with the view of eliciting improvements. From the description of the device given by Superintendent Knowles, the board considered the proposed cradle in connection with portable tracks and rollers of sufficient merit to warrant its construction at the Point Judith station boathouse (Sand Hill Cove), at the Sandy Point station, Block Island, and at the Fishers Island station (south boathouse), at which points a launching cradle and portable tracks are especially adapted to the needs of the service in handling the self-bailing surfboats.

Several spare truck wheels 6 inches in diameter were furnished to Superintendent Knowles, and authority issued to construct the three cradles with portable tracks and rollers, complete, which was done at a cost of \$67 each. The launching cradles were sent to the three stations in July, 1909, since which time they have been in practical use. Reports of the keepers of the stations show them to be satisfactory in all requirements, but the keepers recommend larger truck wheels.

Opinion.—It is the opinion of the board that the size of the truck wheels should be increased from 6 to 9 inches in diameter.

Recommendation.—The board recommends the adoption of this type of launching carriage and portable tracks for use in handling the self-bailing surfboat at such stations having a low, flat, sand beach as the General Superintendent of the Life-Saving Service may deem desirable.

5. "A B C" life belt (Welin Davit and Lane & De Groot Co., Consolidated).

Results.—This subject was before the board at its last meeting, but as no sample belt had been supplied the matter was continued on the docket.

The sample furnished at this time is of the same pattern as the Ward belt, now in use in the service, with a light tropical wood substituted for cork. The wooden blocks are treated with a waterproofing process patented by the manufacturers, the Welin Davit and Lane & De Groot Co., Consolidated, New York. The belt weighs 5 pounds, and is offered for \$4.50 f. o. b. New York.

Recommendation.—The board respectfully recommends that the General Superintendent of the Life-Saving Service cause a thorough test of the sample belt to be made at such station or stations as he may deem desirable, and that the results thereof be submitted to the board at its next meeting.

6. Prescott's life preserver.

Results.—This life preserver was before the board at its last meeting, at which time the board recommended "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." The reports of the station keepers upon the life preserver are very unfavorable.

Opinion.—The board is of the opinion that the Prescott life preserver is not as well adapted to the needs of the Life-Saving Service as are the life belts at present in use at the stations.

7. Kapok life belt (Alexander Milburn Co.).

Results.—This subject was first submitted to the board at its meeting in 1908. The board at that time recommended that the General Superintendent of the Life-Saving Service purchase several of the belts and distribute them as in his judgment might seem proper for trial in the service, and that reports of the trials be submitted to the board at its next meeting. The results of the trials were before the board at its meeting in 1909. After careful consideration of all the reports the board, in view of several unfavorable reports, recommended that the trials be continued and that reports thereof be submitted at its next meeting.

Mr. A. F. Jenkins, president of the Alexander Milburn Co., appeared before the board on June 29, 1910, and expressed a desire upon the part of the company to make certain changes in the belts with a view to the removal of the objectionable features brought out in the trials. Mr. Jenkins stated that in addition to the changes above referred to he would be pleased to furnish to the board a kapok belt made up in the style of the "Rogers" life belt now in use in the service and an additional kapok belt of the same pattern covered with a strong net of fine cord and mesh or open weave firm material instead of canvas.

Recommendation.—The board respectfully recommends that the tests be continued, and that reports of such tests be submitted to the board at its next meeting. The

board further recommends that the General Superintendent of the Life-Saving Service accept the offer of the company as made by its president, provided the belts are furnished without expense to the Government, and that the belts be sent to some station or stations at present supplied with kapok belts for trial, the results thereof to be reported to the board at a future meeting.

8. *Sawyer's patented oil coat.*

Results.—This invention is known as “the life buoy oiler,” and is intended to replace the ordinary oil-skin coats and cork belts employed by surfmen. In addition to the advantages of the ordinary oiler it is claimed that it will furnish added protection from drowning in case of accident.

The garment differs from the common “oiler” in having air chambers on the back and on each breast, made by stitching the outer surface and lining together to form communicating air pockets. The latter are inflated by blowing in a tube attached on the inside to the upper edge of the left breast pocket. This tube is long enough to reach the mouth of the wearer of the coat and is not in the way. A spiral wire spring in the tube prevents its collapse. A hard-rubber valve and mouthpiece retains the air. Pressure on the valve stem releases the air. If one of the pockets be punctured the air from all the pockets escapes. The employment of this coat when inflated would be impracticable with the cork life belts now obligatory for the service crews. It is not desirable to have a coat or air belt in service that is liable to be punctured. The cost of the coat is \$1.50 each.

Opinion.—The board is of the opinion that the article is not adapted to the uses of the Life-Saving Service.

9. *McLellan's improved beach apparatus cart.*

Results.—The plans and specifications of this beach apparatus cart were prepared by Senior Capt. C. H. McLellan, United States Revenue-Cutter Service (retired), Superintending Construction of Lifeboats, Apparatus, etc., Life-Saving Service, and are submitted by the general superintendent of the service. The cart differs from the one now in use in the service in the following particulars:

The body of the cart is made a few inches wider and longer, allowing the storage of two large shot line boxes alongside one another instead of on top; the sides are built with strips, affording better ventilation; the axle is dropped 6 inches, and the diameter of the wheels is reduced 2 inches, so that the bed of the cart is much lower, thus facilitating loading and unloading; the whip-line reel is in two parts, which revolve independently of each other, and the wider body of the cart permits a reduction in the diameter of the reel; different arrangements have been made for securing the crotch to the body of the cart.

Opinion.—The board is of the opinion that this type of cart will be an improvement over the service cart now in use for the reason that the load is much lower, allowing the apparatus to be handled much easier and quicker.

Recommendation.—It is recommended that the General Superintendent of the Life-Saving Service furnish one or more carts of this description to such station or stations as he may consider advisable, and that the board be informed of the results of such trials as shall be given to determine the efficiency of this type of cart.

10. *Howell's "Amphibian."*

Results.—This invention was before the board at its last meeting under the designation of “Howell's amphibious vehicle,” and was continued on the docket to await the receipt of further information.

Under date of June 27, 1910, Rear Admiral J. A. Howell, United States Navy (retired), writes that his “improved amphibian,” now being made by the Bath Marine Construction Co., will not be completed in time to be submitted to the board at the present session.

The subject will be continued on the docket as unfinished business.

11. *Acetylene flare light (Imperial Automatic Light, Ltd.).*

Results.—This subject was before the board at its meeting in 1908, and was continued on the docket. It was again taken up by the board in 1909, but as no working model had been received it was continued on the docket.

The device consists of a galvanized-iron cylinder (water tank) 26 inches deep and 13 inches in diameter, which receives a galvanized-iron carbide chamber. The carbide chamber is fitted with a crown-shaped galvanized-iron grid, which rests

about 4 inches from the bottom of the chamber. The charge of carbide is placed on top of the grid, and a small hole in the center of the bottom of the carbide chamber permits the intake of water from the outer chamber or water tank. A light lid is placed on the carbide chamber. A gas bell, having an education tube at its upper end detachably secured to the outer vessel (or water tank), is shipped over the carbide chamber. The eduction tube, or delivery pipe, is fitted with the necessary swivel joints, gauge cock, patented burner, reflector, etc. The weight and price of the light are stated in the report of the board made in 1908 (see annual report of the Life-Saving Service for 1908, p. 435).

The light furnished for examination and test at this meeting was tested by the board at the Point Allerton Life-Saving Station on July 1, 1910. The light was directed at near-by and distant objects, and a small boat anchored about 300 or 500 feet from the light was brought out clearly and distinctly. Fine printed matter was easily read at a distance of 150 feet. As a beach light it showed up well.

Recommendation.—In view of the request of Fowler, Hardesty & Gillis, representing W. R. Grace & Co., agents of the Imperial Automatic Light (Ltd.), contained in a letter addressed to the General Superintendent of the Life-Saving Service under date of August 5, 1909, that the light be tested in actual service, the board respectfully recommends that the light be placed at such life-saving station as the general superintendent may select, and that tests thereof be made in comparison with the light now in use in the service.

12. J. B. Colt Co.'s beach and search light.

Results.—At the meeting of the board in 1904 the J. B. Colt Co. submitted an acetylene-gas apparatus for lighting up the scene of a wreck. (See annual report of the Life-Saving Service for 1904, pp. 439 and 440.) The company offered to design, construct, and test, at its own expense, an acetylene-gas apparatus suitable for the Life-Saving Service and present the same at the next meeting of the board for its consideration. The board recommended that the offer of the company be accepted.

In 1905 the apparatus was submitted in a more complete form, with means provided for its transportation. In addition to the searchlight, which was given a thorough practical test and trial on December 5, 1904, a lamp having four gas jets for lighting up the beach, to be used in conjunction with the searchlight or separately was submitted. (See annual report of the Life-Saving Service for 1905, pp. 444 and 445.) The board recommended "their adoption at such stations as may be necessary."

In a letter to the General Superintendent of the Life-Saving Service under date of April 10, 1907, the J. B. Colt Co., informed him that the company was working on a new form of burner which it wished to present to the board when perfected. This matter has been continued on the docket as unfinished business from 1907 to the present time.

The outfit now submitted to the board has a searchlight of the same size as the one tested in 1904, the burner in same being a button made from a combination of metallic earths which becomes highly incandescent when a heat jet is thrown on it. In place of the acetylene generator is an apparatus for the generation of pure oxygen, which used in connection with an ether saturator gives a flame of high temperature. The oxygen is made by practically the same method from oxone and water that acetylene is made from calcium carbide and water, The oxygen is made by bringing the oxone in contact with water, and this function is performed by the generator automatically.

Oxone is quoted at 45 cents a pound, each pound yielding 2.2 cubic feet of pure oxygen. The cost of the operation of the light is approximately \$1 per hour. The company claims that the buttons last for an indefinite time, their cost being \$1 each. The searchlight is said to have an effective candlepower of 100,000.

The company offers to furnish the improved outfits on the following terms:

1. With the cart and its contents the same as purchased heretofore, with the exception that the new searchlight and oxygen generator is substituted for the acetylene searchlight and its generator:

In lots of 10.....	each..	\$300
In lots of 25.....	do....	250
In lots of 100.....	do....	200

2. For stations where the Milburn light is now in use and it is desired to substitute it for the J. B. Colt Co.'s beach light, the outfit specified above, but without the beach light:

In lots of 10.....	each..	\$285
In lots of 25.....	do....	235
In lots of 100.....	do....	185

3. The outfit, complete, including cart, oxygen generator and its searchlight, but substituting the Milburn light for the company's beach light:

In lots of 10.....	each..	\$325
In lots of 25.....	do....	285
In lots of 100.....	do....	235

4. If the 10 complete outfits now in use in the service be returned to the J. B. Colt Co., freight charges prepaid, the company will make the alterations in the box of the cart to fit the new apparatus, and furnish in place of the acetylene searchlight and its generator the oxygen generator and searchlight, for \$85 each.

The improved searchlight was tested before the board at the Point Allerton Life-Saving Station on the evening of July 1, 1910. The company has under construction a device whereby the oxygen direct from the generator and that from the ether saturator are admitted to the burner by the operation of a single valve, but this was not finished, and a temporary contrivance, using two valves, was substituted for the test. This it is claimed made no difference in the light.

At the test, newspaper print was read by the light at a distance of about 900 feet. A small white launch moored about one-third of a mile distant was plainly visible. The details of buildings approximately one-third of a mile from the light were visible. The beam was powerful and compared favorably with electric searchlights used on small steamers.

Opinion.—The board is of the opinion that the device in question promises to be of value to the Life-Saving Service as a searchlight and as a means of communication with vessels equipped for signaling.

Recommendation.—The board respectfully recommends it to the favorable consideration of the general superintendent.

13. *Beyer Patrol Watchman's Portable Clock (Hardinge Bros.).*

Results.—This patrol watchman's portable clock is one of two clocks submitted to the board at its last meeting, at which time a single record clock and a patrol watchman's portable clock were exhibited and explained in detail by representatives of Hardinge Bros., by whom the clocks were presented. The board's report appears on page 424 of the annual report of the Life-Saving Service for 1909. At that time it was the opinion of the board that the patrol watchman's portable clock seemed to possess some advantages that might prove useful in special cases, and the board recommended that the general superintendent purchase two or more of the clocks, with keys, complete, and place them at such stations as he might designate for practical trial tests, and submit reports of such tests to the board at its next meeting. This recommendation was accordingly complied with, and two clocks were purchased. One was put in practical use at the Sandy Point Life-Saving Station, third district, and the other at the Harbor Beach Station, eleventh district. The keeper of the Sandy Point station reports that the clock was put in use on March 24, 1910, and was punched alternately every 7½ minutes, in the station and at a key post outside, on the beach bank. The clock worked satisfactorily until May 5, when it stopped several times during the night, but was started with a slight shake by the men on watch. The same trouble was noticed on May 6 and 7. From the latter date, the clock ran correctly until May 21, when it stopped again, and, being unable to start it, another clock was used in its place. Report from the keeper of the Harbor Beach Station shows that the clock sent to that station for test was used from November 16 to the close of the active season of the station, December 11, 1909. It did not register all of the indentations on November 16, 17, and 18, when being used by several different members of the station crew. It appears from certificates furnished by five of the crew who operated the clock that they heard the register spring click at the times when indentations should have been made, but that it failed to record. It also appears from the report that from November 19 to December 11 satisfactory indentations were made whenever the clock was used.

From the reports of the keepers of the two life-saving stations where trial tests were made, and the certificates submitted by the surfmen who used the clock tested at the Harbor Beach station, it appears that the clocks failed to successfully compete with clocks of other manufacture used throughout the service, either in keeping regular time or in making proper records when wound.

A representative of Hardinge Bros. appeared before the board at this meeting with a statement that these clocks would be replaced by others, and that an effort would be made to ascertain the cause of the faults reported and remedy them, if possible.

Recommendation.—The board recommends that the General Superintendent of the Life-Saving Service cause tests to be made of the clocks to be furnished, and that reports of the results of trial tests be referred to the board at its next meeting.

14. *Eco portable watchman's clock (Eco Magneto Clock Co.).*

Results.—This matter again comes before the board, by reference from the General Superintendent of the Life-Saving Service, upon the suggestion of Mr. R. W. Dean, general manager of the Eco Magneto Clock Co., who takes exception to the report made by the board upon the clock at its last meeting. The report was as follows:

“*Results.*—This clock is manufactured by the Eco Magneto Clock Co., which holds full rights to letters patent issued to the inventor. It is described in a letter addressed to the General Superintendent of the Life-Saving Service by the manufacturers as a time clock inclosed in a strong leather pouch, carried by watchmen to keys fastened in iron boxes properly located to insure adequate patrol. The keys are of a special design made exclusively for the company. No one can secure blanks or keys except through proper channels. The keys are entered into the registering lock by the patrol and a one-fourth turn made, by which a punch mark is indicated on a paper dial placed in the upper part of the mechanism. On the paper dial are concentric circles for each station, and lines and segments divide the dial so as to indicate the hour of visit to each station. This clock, it is further stated, gives a record almost to the exact minute.

“The case is of heavy cast aluminum and the mechanism of brass and German silver. The keys are also of German silver. The station boxes are made of cast iron. It is claimed that the movement turning the dial and showing the hour of the day or night is full jeweled and will run 52 hours on one winding. The entire weight of the clock in pouch is about 2½ pounds. The device is made up for substantial service under hard usage.

“The price at which the clocks are offered to the Government is \$45, less 10 per cent, for 6-key clocks, and \$50, less 10 per cent, for 10-key clocks, complete.

“The movement of the clock was removed from the case in order that the works might be inspected and its operation explained. This clock is somewhat similar to other portable clocks that have been submitted to the board, except that the recording of the time of wind on the dial by a small pin puncture does not appear to be so good. In case of a missing impression a puncture could be easily substituted after removing the dial should it fall into the hands of a dishonest person. It is further believed that the levers containing the recording pins when forced up by the keys are liable to remain caught up and interfere with the regular movement of the works and the dial card.

“*Opinion.*—This clock does not seem to possess any advantages over the portable clock which has been approved and is now in use in the service, and the board does not therefore recommend its adoption.”

It appears from a letter received from Mr. R. W. Dean, general manager of the Eco Magneto Clock Co., under date of August 16, 1909, that in his opinion the board did not fully consider or understand the merits of the clock on account of not having fully examined the device, or perhaps his explanation had not been sufficient, etc. Mr. Dean requested that the matter be reconsidered.

In another letter, dated August 27, 1909, Mr. Dean expressed a desire to send a clock mechanism to the general superintendent's office, in order that he might more closely observe its construction, believing that he would be convinced that an error had been made in the report. He was advised to resubmit the matter to the board, and the company was afterwards notified of the time and place of this meeting. Mr. Dean, however, failed to send the clock mechanism to the board at this meeting, and there was no representative of the company present to explain the merits claimed for the device.

Opinion.—The board adheres to the opinion expressed in its previous report “That this clock does not seem to possess any advantages over the portable clock which has been approved and is now in use in the service, and the board does not therefore recommend its adoption.”

15. *Curtis's life-saving device.*

Results.—This device, which consists of a canvas-covered cork ball attached to a small line, and a galvanized-iron cylinder to hold the coiled line, was before the board at its meeting in 1909, when it was recommended that the sample device furnished be forwarded to such life-saving station as the General Superintendent of the Life-Saving Service might direct for test, and that a report of such test be submitted to the board at its next meeting.

The device was accordingly sent to the Nahant Station for trial, and the keeper's report submitted to the board.

Opinion.—The board is of the opinion that the device seems well adapted for use at bathing beaches, etc., and at resorts devoted to ice skating, but that it does not possess any advantages for general use in the Life-Saving Service over the heaving stick and line equipment now in use.

16. *Franz's life-saving apparatus.*

Results.—This device is presented by the inventor, who has furnished a copy of specifications and drawings of letters patent covering the invention, and a full description and blue-print drawings of the apparatus, and a full-size model. The apparatus consists of a main line, provided at intervals with a cork fish-net float, and also a series of weights attached to the main line by smaller lines about 26 inches long. At intervals of about 1 foot on the main line are lanyards about 20 inches long, on the end of each of which is a fishhook. The cork floats support the main line in the water, and the weights draw the main line and floats down to within 26 inches of the bottom, leaving the fishhooks about 6 inches clear of the bottom to engage a body which may have sunk, and thus recover it. The inventor states that the apparatus can also be used in deep water by cutting the sinkers off before the line is unwound, the cork floats keeping the hook lines on top of the water to engage in a floating body. A box 27 inches long, 23 inches wide, and 23 inches high, having a hinged cover and containing a cork-covered reel 25½ inches long and 16 inches in diameter, also forms a part of the apparatus. The main line, weight lines, and hook lines are wound upon the reel, the weight lines and hook lines being drawn tight alongside the main line, and the weights slipped into grooves in the floats and the hooks imbedded in the cork covering the reel. When the main line is drawn from the reel for use the hooks become disengaged from the cork. It is stated that the various parts may be altered in size and material, and in some cases in form, to meet the requirements of local conditions. The model presented weighs 74 pounds, complete. The claim is made that the apparatus may be used in different ways—by stretching the main line between two boats and dragging over the place where a body has sunk, or one end may be anchored on shore or in the water and the other end attached to a boat and swung around the spot where the body is thought to be, etc. The inventor offers to sell the right to use the apparatus in the Life-Saving Service for \$25,000.

Opinion.—This apparatus appears to be better adapted for dragging for dead bodies than for the rescue of drowning persons, and the board is of the opinion that it is not suitable for rescue work under the conditions encountered by the service crews, and does not possess any great advantage over devices made by the crews for use in recovering dead bodies. Its adoption is not recommended.

17. *Ludlow's safety launching device.*

Results.—This device was submitted by model and drawings, the inventor, Mr. Harry H. Ludlow, of Port Monmouth, N. J., appearing in person to explain it. In principle it is the same as the "surf cable railway" presented to the board in 1894 (see Annual Report of the Life-Saving Service for 1894, p. 426), and "Sage's method of getting lifeboats over the surf," which was before the board in 1902 (see Annual Report of the Life-Saving Service for 1902, p. 445). Briefly, it consists of a suspension foot-bridge with a 700-foot span, one support being on shore and the other beyond the line of breakers. The outer support rests on a concrete pier built 8 feet above the water. The outside of the pier is protected by piling. The boat is suspended from a car running in and out on a track just below the footbridge. The method of operation, as explained by the inventor, is as follows: The boat being hoisted by falls to the car which is at the inside pier, the boat's crew climb the pier by means of a ladder, get into the boat, haul the car and boat over the surf to the outside pier by means of an endless cable, lower the boat behind the C-shaped breakwater formed by the piling, unhook the lower blocks, and proceed to the rescue work. Returning from the wreck with the rescued persons, the boat is run in behind the outer pier, and the passengers climb up a ladder and walk to land over the foot bridge. The boat's crew hook on and hoist the boat and run it in to the inside pier. The breakwater, so called, mentioned above, is shaped like the letter C, the concrete pier extending 8 feet above the water, and the piling 4 feet above the concrete. The distance from tip to tip of the C is 8 feet.

The board in its report upon the "surf cable railway" presented in 1894 expressed the opinion that the device "Would contribute nothing toward the accomplishment of the actual work of the service, and that its introduction into the service is therefore unnecessary."

Opinion.—The board is of the opinion that the "safety launching device" under consideration possesses no advantage over similar devices rejected by it in 1894 and 1902.

18. *Draeger pulmотор (Draeger Oxygen Apparatus Co.).*

Results—This is an apparatus designed to induce artificial respiration in cases of asphyxiation by noxious gases and of the apparently drowned. Oxygen is furnished from a tank and passed through a reducing valve. Two flexible pipes are attached, one for pure air and oxygen and the other for exhaled air. The working capacity of the apparatus is 40 minutes, weight 46½ pounds, price \$135. It is claimed that with an apparently lifeless body the same can be made to breathe naturally as soon as the pulmотор has been brought into action; that the lungs will be artificially supplied with oxygen the same as in natural breathing as long as there is the slightest heart action. The pressure is regulated automatically, and, it is stated, can never exceed 4 inches water pressure. The apparatus is admirably contrived and constructed.

Recommendation.—The board does not feel authorized to pass upon a subject involving such important consequences without the advice and support of high medical authority, and since the apparatus has been left in the hands of the board, and is available for trial and experiment, the board respectfully recommends that the General Superintendent of the Life-Saving Service request the Surgeon General of the United States Public Health and Marine-Hospital Service to have the device examined and tested in such manner as he may deem necessary, and to favor the Life-Saving Service with his opinion and report to guide the board in its further deliberations upon the subject.

19. *Haberley resuscitator (Randall-Faichney Co.).*

Results.—This instrument is intended to reestablish respiration in cases of drowning, etc. It consists of "twin pressure and suction pumps, in combination with mouth-piece and connecting tube, having automatic valves so arranged that, with the upward stroke of the handle the air or gas is drawn from the lungs and into the suction pump, and with the downward stroke fresh air or oxygen gas is forced into the lungs." In action, the nostrils are closed by a spring clip, and the tongue is prevented from "dropping back" by a perforated curved tube attached to the mouthpiece. The maximum capacity of the pump is said to be 24 cubic inches. The valves are arranged to avoid injurious pressures on the lung tissues, so it is claimed.

The board does not profess to pass upon subjects requiring expert medical knowledge and experience and would not feel justified in considering for final recommendation such an instrument for introduction into the Life-Saving Service without its having been submitted to and indorsed by high medical authority. In the absence of such testimony, the subject will be dropped from the docket for the present.

20. *Fountain's patrol key post safe.*

Results.—This patrol key post safe was designed by Keeper Frank Fountain of the Kenosha Life-Saving Station and is submitted to the board by the General Superintendent of the Life-Saving Service. It was suggested by the keeper as an improvement for protecting the winding keys, kept in the patrol key post safes, from sand, and stones thrown at the key safes by mischievous persons.

It consists of a small piece of sheet iron 4 inches square that answers as a top plate or covering for a 2-inch hole bored perpendicularly into the top of the key post where the winding key is suspended. On the underside of this plate a flat spring is attached, the lower end of which is bent to form a catch under a one-fourth-inch pin, answering as a lock to hold the top plate down on the end of the post in a tight position. There is also attached near the edge of two sides of this plate two guide posts to prevent the cover from turning. These posts are of sufficient length to allow the top plate to be raised high enough to pull out and operate the winding key, which is attached to the lock spring under the plate. A common piece of wire with the end slightly bent, forming a hook, is inserted into a one-fourth-inch hole bored in the face of the post connecting with the lower end of the lock spring. By pulling this wire the catch is released, so that the top plate can be removed.

Opinion.—This device appears to be more complicated than either the Dobbins or Abbey safes, long used in the service, and being constructed principally of thin iron would on the ocean shores be liable to rust and soon become useless. The board does not therefore recommend its adoption.

21. *Griffin's "Never sink" life preserver.*

Results.—This device, which is patented, was submitted to the board by Mr. Patrick J. Griffin, of Dorchester, Mass. Mr. Griffin, the inventor, accompanied by his sales agent, Mr. A. Sandberry, appeared before the board on July 6, 1910, with two models

of the device, one of which consisted of an ordinary bathing suit and the other a cotton duck vest, each garment having a light-weight rubber bag of irregular shape and size stitched in the garment as an interlining. A sample rubber bag was also exhibited. The rubber bags are inflated, when the life preserver is in use, by blowing through a metallic valve nipple in the end of a small rubber tube 8 or 10 inches long attached to the bags. The weight of each garment is said to be about 7 ounces, and the inventor claims that each bag can be inflated in from five to six seconds. The device is offered to the Government at \$2.50 each in lots of 100. The inventor claims that the "Never-sink" life preserver can be worn as an undergarment with comfort to the wearer. The design is quite similar in several respects to belts and so-called life preservers heretofore submitted to the board and is subject to the same objections, viz, rapid deterioration of the rubber when in stock and short life when in use; can not be readily repaired by the crews when damaged; would not stand the hard usage of the service; liability to be punctured when in use and lose buoyancy; danger of mildew under certain conditions, and of moth ravage when in stock; not adapted for continuous wear in hot weather.

Opinion.—The board is of the opinion that a life preserver of the type submitted is not adapted or suitable for use in the Life-Saving Service.

22. 36-foot self-righting and self-bailing power lifeboat, and Beebe-McLellan self-bailing power surfboat.

Results.—This subject was orally brought to the attention of the board by the General Superintendent of the Life-Saving Service on July 1, 1910, when he laid plans and specifications before the board for examination, and stated that he would later formally present the matter in writing, which he did by letter addressed to the board under date of July 8, 1910, in which was set forth briefly and clearly the record to date of the work of the service on the subject of the introduction of mechanical propulsion into the lifeboats and surfboats of the service, and the construction and introduction of 36-foot self-righting and self-bailing power lifeboats, and Beebe-McLellan self-bailing power surfboats. The general superintendent in his letter referred to requested the board to express an opinion as to the adaptation and fitness of the 36-foot self-righting and self-bailing power lifeboat and the Beebe-McLellan self-bailing power surfboat for the uses of the service, with such recommendations as the board might deem proper.

36-foot self-righting and self-bailing power lifeboat.

Description.—Principal dimensions: Length over all, 36 feet; extreme beam outside of planking, 8 feet 7½ inches; depth from skin to gunwale amidship, 4 feet 2½ inches; length of forward end box inside of stern rabbet, 7 feet 4 inches; length of stern end box inside of stern post rabbet, 9 feet 10 inches; depth of rabbets, 6 feet 7 inches.

Motive power.—Six-cylinder, 4-cycle Holmes automarine 35-40 horsepower motor, with Bosch K-6 dual outfit, and a Patterson wireless model G-U-84 battery. The motor is operated entirely from the outside of the after bulkhead.

Sail power.—Jib, fore and aft lug sails fitted to spruce yards operated by latest type of mast bands and travelers of gun metal; metal centerboard.

On July 3, 1910, the board proceeded to Provincetown, Mass., and made an examination and test of the 36-foot power lifeboat *Victory*, attached to the Wood End Life-Saving Station. This boat is similar in design and construction to the 34-foot power lifeboats now in general use in the service, the additional two feet in length making the boat abler and more seaworthy, and affording more engine room. A run was made from Railroad Dock, Provincetown, out around Wood End to nearly abreast the Race Point Life-Saving Station, and back. Weather conditions afforded no opportunity of giving the boat a severe test. She covered the Navy measured mile off Provincetown in a smooth sea in 7 minutes and 56 seconds. On July 4 the board took passage on the *Victory* from Provincetown across Massachusetts Bay to Plymouth. Soon after getting outside, the wind freshened to an estimated velocity of 35 miles an hour, coming from a few points on the starboard bow. This, with an ebb tide, made a choppy sea, and, with the tide rips encountered near the mainland, gave some indication of the boat's behavior in heavy weather. No water other than spray came on board, and this quickly disappeared through the self-bailing valves. The seas had no appreciable effect on her speed. As the boat was delayed in rendering assistance to a disabled catboat, her speed in covering the distance from Provincetown to Plymouth against wind and sea, and during the latter part of the run against a strong head tide, is a mere matter of conjecture.

Reports on the qualities of these boats by the keepers of life-saving stations where they have been in use were referred to the board, including a very important one from

the keeper of the Wood End station stating that the *Victory* went across Cape Cod Bay from Wood End to Sandwich and return in a 72-mile gale in which she proved her efficiency in a very satisfactory manner.

Opinion.—The board is of the opinion that the 36-foot self-righting and self-bailing power lifeboat *Victory* attached to the Wood End Life-Saving Station, is the highest type of power lifeboat as yet developed for the uses of the Life-Saving Service, and that it surpasses any type or plan of lifeboat so far submitted to or known by the board.

Recommendation.—The introduction and rapid development within the last decade of mechanical propulsion in nearly all classes of undocumented craft, as well as in many types of documented vessels, has resulted in a corresponding increase in the scope, work, and duties of the crews of life-saving stations to such an extent that the use of mechanical propulsion as an auxiliary power in many of the boats of the service is imperatively necessary to the growth and efficiency of the Life-Saving Service, and the board, therefore, earnestly recommends that the type of lifeboat as exemplified in the model and fitout of the 36-foot self-righting and self-bailing power lifeboat at the Wood End station, second district, together with such changes and improvements as time and experience may develop and render advisable, be furnished as expeditiously as conditions and the funds at his disposal will permit to such stations as the general superintendent of the service may decide as requiring their use.

Beebe-McLellan self-bailing power surfboat.

Description.—Dimensions: Length over all, 25 feet 4 inches; length between rabbets at sheer line, 25 feet; greatest beam outside of planks, 7 feet; depth amidship above keel, 2 feet 9 inches; sheer of gunwale, 1 foot 10 inches. Materials: Keel, frames, stem, and stern posts of white oak; planking of white cedar.

In order to see this boat and examine the workings of its hull and machinery, the board visited Chatham, Mass., on July 2, and was met at Stage Harbor by the keeper of the Monomoy Point station in the Beebe-McLellan self-bailing power surfboat now attached to that station. The board went aboard of her for a trial run that lasted for, perhaps, three-quarters of an hour. This boat differs from the type of boat of the same name now in general use in the service in view of the important fact that it is equipped with power. It is fitted with an 8-horsepower Van Auken motor having two horizontal cylinders, the entire propelling power occupying but little space and being inclosed in a water-tight compartment with starting, stopping, and reversing gear on the outside. The shafts of the twin propellers are fitted with universal joints and hoisting gear. With this the propellers may be lifted almost clear of the water and folded in against the boat, so as not to interfere with launching or beaching the boat or retard her progress when oars or sail power is being used in their stead. If the motor should become disabled or for any cause the engine can not be used, the propellers may be hoisted and the boat handled under oars or sail just as the same type of boat without power is now propelled, except that the motor space deprives the crew of the use of two oars. As there was only a light breeze blowing the test was necessarily made in smooth water, and no opportunity was presented for observing the seaworthy qualities of the boat nor the action of the motor under adverse weather conditions. The board heard the verbal expression of opinion of the keeper as to her qualities; also a recital of some of his experiences with her in bad weather. On July 8 reports of the keepers of the Two Heart River (Michigan) station, Cape May (New Jersey) station, and Monomoy Point (Massachusetts) station (where these boats are in service) upon this type of boat were read to the board.

Opinion.—The board is of the opinion that self-bailing power surfboats are a necessity at certain stations in the service, and that this type of boat as at present developed is adapted for such use, with perhaps such minor changes and improvements as experience may prove necessary and advisable.

Recommendation.—The board recommends that self-bailing power surfboats of this type be furnished by the General Superintendent of the Life-Saving Service to such stations as make requisition for them, and as appear in his judgment to be necessary to maintain and increase the efficiency of the service.

ADDENDUM.

The board wishes to state that in its opinion open power surfboats can also be used advantageously and efficiently at many of the stations in the Life-Saving Service, and it therefore recommends that the general superintendent of the service furnish open power surfboats of the best type and fitout obtainable to such stations as he may think necessary, and that gasoline motors be installed in such of the open surfboats at present in use in the service as may in his judgment seem expedient and advisable

VII.—UNFINISHED BUSINESS.

CLASS I.—WRECK ORDNANCE.

1. Bucci's line-throwing projectile (Charles M. Dally).
2. United States Life-Saving Equipment Co.'s double-line-carrying shot.
3. Unge's aerial torpedo (Normal Powder & Ammunition Co., Ltd.).

CLASS II.—BOATS AND MISCELLANEOUS APPLIANCES.

1. "A B C" life belt (Welin Davit and Lane & De Groot Co., Consolidated).
2. Kapok life belt (Alexander Milburn Co.).
3. McLellan's improved beach apparatus cart.
4. Howell's "Amphibian".
5. Acetylene flare light (Imperial Automatic Light, Ltd.).
6. Beyer patrol watchman's portable clock (Hardinge Bros.).
7. Draeger pulmotor.

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REFERENCE TO CASUALTY TABLES ACCOMPANYING REPORT.

Tabular statement of casualties to vessels within the field of operations of the Life-Saving Service during the fiscal year ending June 30, 1910. (See pp. 135-175.)

Tabular statement of wrecks and other marine casualties occurring on and near the coasts and on the rivers of the United States and to American vessels at sea and in foreign waters during the fiscal year ending June 30, 1910. (See pp. 177-209.):

Description of statistics.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes. ¹	Rivers. ²	At sea and in foreign waters.
	Table.	Table.	Table.	Table.	Table.
Number and value of vessels and cargoes involved, and amount of loss incurred.....	1	13	25	38	51
Number of vessels totally lost, number damaged only, and number sustaining no damage; also, their total tonnage, the total number of persons on board, and the total number of lives lost.....	2	14	26	39	52
Insurance on vessels and cargoes.....	3	15	27	40	53
Nature of casualties.....	4	16	28	41	54
Causes of casualties (excluding collisions), etc.....	5	17	29	42	55
Collisions (distinguishing their causes, etc.).....	6	18	30	43	56
Descriptions of vessels.....	7	19	31	44	57
Foreign vessels ³	8	20	32	45	58
Tonnage of vessels.....	9	21	33	46	59
Ages of vessels.....	10	22	34	47	60
Laden vessels (distinguishing their cargoes).....	11	23	35	48	61
Summary for coasts, lakes, rivers, etc.....	12	24	37	50	61

¹ For list of lakes, see Table 36.

² For list of rivers, see Table 49.

³ For general summary of disasters to foreign vessels, see Table 62.

Table 63.—General summary of statistics indicated in the foregoing tabular reference. (See pp. 210-211.)

Table 64.—Showing loss of life from aboard vessels during the fiscal year ending June 30, 1910. (See pp. 212-222.)

Table 65.—Summary of Table 64. (See p. 223.)

SUPPLEMENTAL STATISTICS.

Table 1.—Supplemental to Table 64 of last year's report, completing the record of loss of life from vessels during the fiscal year ending June 30, 1909. (See pp. 228-229.)

Table 2.—Supplemental to Table 65 of last year's report, being a complete summary of the record of loss of life from vessels during the fiscal year ending June 30, 1909. (See p. 230.)

Table 3.—Supplemental to Table 63 of last year's report, being a complete summary of the statistics collected relating to the marine casualties that occurred during the fiscal year ending June 30, 1909. (See pp. 231-232.)

MISCELLANEOUS.

List of places where vessels have stranded in United States waters during the last 10 years. (See pp. 235-259.)

List of places where American vessels have stranded at sea and in foreign waters during the last 10 years. (See pp. 259-262.)

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