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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

1911



WASHINGTON
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From the
U. S. Government.

TREASURY DEPARTMENT,

Document No. 2640.

Life-Saving Service.



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ORGANIZATION OF THE UNITED STATES LIFE-SAVING SERVICE.

[In conformity with acts of Congress approved June 18, 1878, and May 4, 1892.]

SUMNER I. KIMBALL, General Superintendent, Washington, D. C.
 OLIVER M. MAXAM, Assistant General Superintendent, Washington, D. C.
 _____, 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.....	Rooms 311-312, Customhouse San Francisco, Cal.

ASSISTANT INSPECTORS.

First.....	Lieut. Charles Satterlee, 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.....	Red Bank, N. J.
Fourth.....	Capt. Frederick G. Dodge, U. S. Revenue-Cutter Service.....	Salisbury, Md.
Fifth.....	Lieut. W. E. W. Hall, U. S. Revenue-Cutter Service.....	Elizabeth City, N. C.
Sixth.....	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. 500 Federal Building, Chicago, Ill.
Tenth.....	Capt. Johnstone H. Quinan, U. S. Revenue-Cutter Service.....	No. 206 Post Office Building, Portland, Oreg.
Eleventh.....	_____, U. S. Revenue-Cutter Service.....	Washington, D. C.
Twelfth.....	Lieut. Charles W. Cairnes, U. S. Revenue-Cutter Service.....	Do.
On special duty.....		
Do.....		

SUPERINTENDENTS OF CONSTRUCTION, LIFE-SAVING STATIONS.

ATLANTIC AND LAKE COASTS.

Name.	Post-office address.
_____, 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.

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SUPERINTENDENTS OF CONSTRUCTION, LIFE-SAVING STATIONS—Continued.

PACIFIC COAST.

Name.	Post-office address.
———, U. S. Revenue-Cutter Service.....	No. 379 Washington Street, New York, N. Y.
Capt. Johnstone H. Quinan, 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. Charles W. Cairnes, 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).....	15
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.....	202

COASTS OF THE GREAT LAKES.¹

Tenth district (Lakes Erie and Ontario, including Louisville station).....	13
Eleventh district (Lakes Huron and Superior).....	18
Twelfth district (Lake Michigan).....	31
Total.....	62

PACIFIC COAST.²

Thirteenth district.....	19
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SUMMARY.

Atlantic and Gulf coasts.....	202
Coasts of the Great Lakes.....	62
Pacific coast.....	19
Total.....	283

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, 1911.

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, 1911, 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: 1911.**

**OPERATIONS OF THE UNITED STATES
LIFE-SAVING SERVICE: 1911.**

OPERATIONS OF THE UNITED STATES LIFE-SAVING SERVICE.

The record of operations of the life-saving establishment during the fiscal year ended June 30, 1911, agrees closely in three particulars with the record for the previous year, namely, in the number of vessels involved in accident or disaster, the value of property endangered, and the value of property lost. It is gratifying to note, however, that the similarity between figures for the two years does not extend to the record of loss of life, that for 1911 being only 1 of each 240 persons aboard vessels disabled within the field of the service, as against 1 out of each 125 so involved during 1910.

It was explained in last year's report that 23 of the 53 persons who were lost during 1910 within the limits of the service stations perished in one disaster and under conditions that made rescue impossible. The fatality record for 1911 was also greatly augmented by a single disaster, namely, the total destruction of a tow of three barges, the *Trevorton*, *Corbin*, and *Pine Forest*, January 10, 1911, on Peaked Hill Bar (coast of Cape Cod), in which 17 persons, or nearly half the entire number reported lost within the year, perished under similarly distressing circumstances.

STATEMENT OF OPERATIONS.

During the year a total of 1,461 vessels were reported by keepers of life-saving stations as having sustained casualties more or less serious within the field of service operations. Of these vessels, 397 were documented and 1,064 undocumented, those of the last-mentioned class consisting of launches, sailboats, rowboats, and similar small craft. The documented vessels carried a total of 5,771 persons (including passengers and crews), and were valued with their cargoes at \$11,110,810. The undocumented vessels had on board 3,075 persons, and were valued with their cargoes at \$877,805. Thirty-seven of the 8,846 persons aboard both classes of vessels were lost—22 from those of the class first-named and 15 from those of the undocumented class.

The foregoing figures and other important data of the year's tabulation of rescue and salvage operations are shown in the following summary, the data for each of the two classes of vessels being given separately.

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	Documented vessels.	Undocumented vessels.	Total.
Vessels involved.....	397	1,064	1,461
Vessels totally lost.....	36	16	52
Persons on board.....	5,771	3,075	8,846
Lives lost.....	22	15	37
Persons succored at stations.....	214	235	449
Days' succor afforded.....	462	277	739
Value of vessels involved.....	\$9,004,915	\$860,465	\$9,865,380
Value of cargoes.....	2,105,895	17,340	2,123,235
Total value of property involved.....	11,110,810	877,805	11,988,615
Value of property saved.....	9,224,700	862,275	10,086,975
Value of property lost.....	1,886,110	15,530	1,901,640

¹ 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.....	29	59	88
Vessels totally lost.....	2	2	4
Persons on board.....	182	123	305
Persons lost.....		1	1
Persons succored at stations.....		19	19
Days' succor afforded.....		20	20
Value of vessels.....	\$177,300	\$31,625	\$208,925
Value of cargoes.....	\$89,275	\$1,010	\$90,285
Total value of property involved.....	\$266,575	\$32,635	\$299,210
Value of property saved.....	\$256,475	\$31,000	\$288,165
Value of property lost.....	\$10,100	\$945	\$11,045

SECOND DISTRICT—COAST OF MASSACHUSETTS.

Vessels involved.....	65	205	270
Vessels totally lost.....	9	4	13
Persons on board.....	669	622	1,291
Persons lost.....	22	5	27
Persons succored at stations.....	54	45	99
Days' succor afforded.....	86	45	131
Value of vessels.....	\$1,011,295	\$131,910	\$1,143,205
Value of cargoes.....	\$126,755	\$225	\$126,980
Total value of property involved.....	\$1,138,050	\$132,135	\$1,270,185
Value of property saved.....	\$937,380	\$126,885	\$1,064,265
Value of property lost.....	\$200,670	\$5,250	\$205,920

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

THIRD DISTRICT—COASTS OF RHODE ISLAND AND FISHERS ISLAND.

	Documented.	Undocu- mented.	Total.
Vessels involved.....	7	8	15
Vessels totally lost.....	1	1	2
Persons on board.....	52	12	64
Persons lost.....	20	1	21
Persons succored at stations.....	50	3	53
Days' succor afforded.....			
Value of vessels.....	\$139,250	\$4,685	\$143,935
Value of cargoes.....	\$6,400		\$6,400
Total value of property involved.....	\$145,650	\$4,685	\$150,335
Value of property saved.....	\$140,250	\$4,660	\$144,910
Value of property lost.....	\$5,400	\$25	\$5,425

FOURTH DISTRICT—COAST OF LONG ISLAND.

	Documented.	Undocu- mented.	Total.
Vessels involved.....	31	65	96
Vessels totally lost.....	2	1	3
Persons on board.....	2,108	226	2,334
Persons lost.....	19	1	20
Persons succored at stations.....	34	24	58
Days' succor afforded.....			
Value of vessels.....	\$762,200	\$34,295	\$796,495
Value of cargoes.....	\$459,300	\$380	\$459,680
Total value of property involved.....	\$1,221,500	\$34,675	\$1,256,175
Value of property saved.....	\$1,126,475	\$34,545	\$1,161,020
Value of property lost.....	\$95,025	\$110	\$95,135

FIFTH DISTRICT—COAST OF NEW JERSEY.

	Documented.	Undocu- mented.	Total.
Vessels involved.....	55	70	125
Vessels totally lost.....	3	3	6
Persons on board.....	555	175	730
Persons lost.....	18	2	20
Persons succored at stations.....	32	38	70
Days' succor afforded.....			
Value of vessels.....	\$236,100	\$70,245	\$306,345
Value of cargoes.....	\$27,280	\$595	\$27,875
Total value of property involved.....	\$263,380	\$70,840	\$334,220
Value of property saved.....	\$222,605	\$69,750	\$292,355
Value of property lost.....	\$40,775	\$1,090	\$41,865

SIXTH DISTRICT—COAST FROM CAPE HENLOPEN TO CAPE CHARLES.

	Documented.	Undocu- mented.	Total.
Vessels involved.....	20	14	34
Vessels totally lost.....	2	1	3
Persons on board.....	116	43	159
Persons lost.....	20	13	33
Persons succored at stations.....	32	13	45
Days' succor afforded.....			
Value of vessels.....	\$197,900	\$12,675	\$210,575
Value of cargoes.....	\$63,555	\$575	\$64,130
Total value of property involved.....	\$261,455	\$13,250	\$274,705
Value of property saved.....	\$199,260	\$13,250	\$212,510
Value of property lost.....	\$62,195		\$62,195

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

	Documented.	Undocu- mented.	Total.
Vessels involved.....	30	21	51
Vessels totally lost.....	6	1	7
Persons on board.....	163	125	288
Persons lost.....	50	36	86
Persons succored at stations.....	149	51	200
Days' succor afforded.....			
Value of vessels.....	\$339,150	\$25,895	\$364,975
Value of cargoes.....	\$64,450	\$825	\$65,275
Total value of property involved.....	\$403,600	\$26,650	\$430,250
Value of property saved.....	\$237,340	\$26,590	\$263,930
Value of property lost.....	\$146,260	\$60	\$146,320

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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.....	4	21	25
Vessels totally lost.....	1	2	3
Persons on board.....	54	80	134
Persons lost.....			
Persons succored at stations.....	4	7	11
Days' succor afforded.....	36	13	49
Value of vessels.....	\$259,500	\$17,150	\$276,650
Value of cargoes.....	\$65,500	\$1,835	\$67,335
Total value of property involved.....	\$325,000	\$18,985	\$343,985
Value of property saved.....	\$317,500	\$18,400	\$335,900
Value of property lost.....	\$7,500	\$585	\$8,085

NINTH DISTRICT—GULF COAST.

Vessels involved.....	20	51	71
Vessels totally lost.....			
Persons on board.....	137	108	245
Persons lost.....			
Persons succored at stations.....	4	7	11
Days' succor afforded.....	6	7	13
Value of vessels.....	\$408,370	\$50,065	\$458,435
Value of cargoes.....	\$68,410	\$180	\$68,590
Total value of property involved.....	\$476,780	\$50,245	\$527,025
Value of property saved.....	\$475,705	\$49,920	\$525,625
Value of property lost.....	\$1,075	\$325	\$1,400

SUMMARY—ATLANTIC AND GULF COASTS.

Vessels involved.....	261	514	775
Vessels totally lost.....	26	11	37
Persons on board.....	4,036	1,514	5,550
Persons lost.....	22	9	31
Persons succored at stations.....	189	190	379
Days' succor afforded.....	425	228	653
Value of vessels.....	\$3,531,065	\$378,475	\$3,909,540
Value of cargoes.....	\$970,925	\$5,605	\$976,530
Total value of property involved.....	\$4,501,990	\$384,080	\$4,886,070
Value of property saved.....	\$3,932,990	\$375,690	\$4,308,680
Value of property lost.....	\$569,000	\$8,390	\$577,390

COASTS OF THE GREAT LAKES: DISTRICTS 10 AND 12.

TENTH DISTRICT—COASTS OF LAKES ERIE AND ONTARIO.¹

Vessels involved.....	15	139	154
Vessels totally lost.....	1		1
Persons on board.....	192	511	703
Persons lost.....		3	3
Persons succored at stations.....	4	13	17
Days' succor afforded.....	4	13	17
Value of vessels.....	\$808,750	\$154,970	\$963,720
Value of cargoes.....	\$8,950	\$1,160	\$10,110
Total value of property involved.....	\$817,700	\$156,130	\$973,830
Value of property saved.....	\$811,365	\$154,320	\$965,685
Value of property lost.....	\$6,335	\$1,810	\$8,145

ELEVENTH DISTRICT—LAKES HURON AND SUPERIOR.

Vessels involved.....	15	97	112
Vessels totally lost.....	1		1
Persons on board.....	155	232	387
Persons lost.....			
Persons succored at stations.....	8	7	15
Days' succor afforded.....	8	11	19
Value of vessels.....	\$793,400	\$64,565	\$857,965
Value of cargoes.....	\$98,950	\$1,485	\$100,435
Total value of property involved.....	\$892,350	\$66,050	\$958,400
Value of property saved.....	\$432,925	\$64,895	\$497,820
Value of property lost.....	\$459,425	\$1,155	\$460,580

¹ Including a station at Louisville, Ky.

COASTS OF THE GREAT LAKES: DISTRICTS 10 AND 12—Continued.

TWELFTH DISTRICT—COAST OF LAKE MICHIGAN.

	Documented.	Undocu-mented.	Total.
Vessels involved.....	51	212	263
Vessels totally lost.....	3	3	6
Persons on board.....	490	566	1,046
Persons lost.....	.....	1	1
Persons succored at stations.....	13	20	33
Days' suooor afforded.....	25	20	45
Value of vessels.....	\$2,107,300	\$143,445	\$2,250,745
Value of cargoes.....	\$437,150	\$970	\$438,120
Total value of property involved.....	\$2,544,450	\$144,415	\$2,688,865
Value of property saved.....	\$2,326,525	\$143,235	\$2,469,760
Value of property lost.....	\$217,925	\$1,180	\$219,105

SUMMARY—COASTS OF THE GREAT LAKES.

Vessels involved.....	81	448	529
Vessels totally lost.....	5	3	8
Persons on board.....	827	1,309	2,136
Persons lost.....	.....	4	4
Persons succored at stations.....	25	40	65
Days' suooor afforded.....	37	44	81
Value of vessels.....	\$3,709,450	\$362,980	\$4,072,430
Value of cargoes.....	\$545,050	\$3,615	\$548,665
Total value of property involved.....	\$4,254,500	\$366,595	\$4,621,095
Value of property saved.....	\$3,570,815	\$362,450	\$3,933,265
Value of property lost.....	\$683,685	\$4,145	\$687,830

PACIFIC COAST.¹

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

Vessels involved.....	55	102	157
Vessels totally lost.....	5	2	7
Persons on board.....	908	252	1,160
Persons lost.....	.....	2	2
Persons succored at stations.....	.....	5	5
Days' suooor afforded.....	.....	5	5
Value of vessels.....	\$1,764,400	\$119,010	\$1,883,410
Value of cargoes.....	\$589,920	\$3,120	\$593,040
Total value of property involved.....	\$2,354,320	\$122,130	\$2,476,450
Value of property saved.....	\$1,720,895	\$124,135	\$1,845,030
Value of property lost.....	\$633,425	\$2,995	\$636,420

¹ Including a station at Nome, Alaska.

GENERAL SUMMARY—BY COASTS.

[Combining both classes of vessels.]

	Atlantic and Gulf coasts.	Lake coasts.	Pacific coast.	Total.
Vessels involved.....	775	529	157	1,461
Vessels totally lost.....	37	8	7	52
Persons on board.....	5,550	2,136	1,160	8,846
Persons lost.....	31	4	2	37
Persons succored at stations.....	379	65	5	449
Days' suooor afforded.....	653	81	5	739
Value of vessels.....	\$3,909,540	\$4,072,430	\$1,883,410	\$9,865,380
Value of cargoes.....	\$976,530	\$548,665	\$598,040	\$2,123,235
Total value of property involved.....	\$4,886,070	\$4,621,095	\$2,481,450	\$11,988,615
Value of property saved.....	\$4,306,680	\$3,933,265	\$1,845,030	\$10,086,975
Value of property lost.....	\$577,390	\$687,830	\$636,420	\$1,901,640

SOURCES OF ASSISTANCE TO VESSELS.

As many as 1,169, or fully four-fifths, of the 1,461 vessels included in the foregoing tabulation, valued, with their cargoes, at \$4,540,380, were assisted solely by the station crews. Of the 292 remaining vessels 239, valued, with their cargoes, at \$5,980,840, were assisted by the service crews working in conjunction with revenue cutters, wrecking vessels, etc.; 25, valued, with their cargoes, at \$637,340, were assisted by private agencies only; and 28, valued, with their cargoes, at \$830,055, received no aid from any source, having been able to get out of difficulty by the efforts of their own crews, or having been destroyed before assistance could reach them.

Besides the assistance rendered vessels included in the casualty tables published from year to year, the station crews frequently report instances of service afforded vessels not actually involved in danger. This assistance consists largely in pointing out channels, piloting vessels in cases of emergency, transferring passengers and crews between ship and shore, etc. Aid of this character was given during the year to 77 documented vessels and 199 undocumented vessels.

Surfmen on duty in the station towers and on beach patrol gave warnings, also, to 219 vessels running too close inshore or dangerously near outlying rocks, reefs, and shoals. In 137 of these instances the vessels so warned were steamers. The signals were given at night on 194 occasions, and during daylight on 25.

It appears from the foregoing that the life-saving crews rendered assistance of importance to 1,903 vessels in situations of need or distress during the year.

SUMMARY OF ACCIDENTS TO UNDOCUMENTED VESSELS.

As shown on an earlier page of this report, a total of 1,064 undocumented vessels were involved in accident during the year within the field of service operations. The several descriptions of these vessels, the number and value of those included in each classification, the number of persons carried by them when they were overtaken by misfortune, and the number of lives lost, are shown in the following table. Motor boats, as will be seen, head the list, contributing 64 per cent of all boats embraced in the tabulation. Moreover, they carried 70 per cent of the number of persons on board said boats, and 24 per cent of the entire number aboard all vessels, both documented and undocumented, suffering disaster during the year. The percentage of fatalities occurring in accidents to undocumented craft during 1911 was slightly greater than that shown for the preceding year, 1 life having been lost of each 205 persons endangered, as against 1 of each 215 during 1910.

Description of vessels.	Vessels involved.	Value of vessels involved. ¹	Persons on board.	Lives lost.
Gasoline motor boats.....	684	\$635,695	2,146	7
Schooners, yachts, sloops, catboats, sailboats, yawls.....	209	104,215	596	2
Dories, skiffs, canoes, racing shells.....	90	3,630	166	2
Barges, lighters, scows, flatboats.....	42	91,165	82	1
Fish boats ²	29	12,485	61	3
Steamers.....	4	5,750	8	.....
Dredges, pile drivers.....	3	4,275	7	.....
House-boats.....	3	3,250	9	.....
Total.....	1,064	860,465	3,075	15

¹ Including the value of cargoes, which was \$47,810.

² Means of propulsion not stated; designation given to boats used by Columbia River fishermen, of which 23 are included in the classification.

CAUSES AND NATURE OF ACCIDENTS TO GASOLINE MOTOR BOATS.

In addition to the 684 undocumented motor vessels shown by the foregoing table to have sustained accident, 125 vessels of the same description belonging to the documented class were also involved in disaster during the year, making the total number of such power craft in the year's casualty record 809, which number exceeds by 53 that given for 1910 in the same connection. In last year's report comment was made upon the number of motor boat accidents reported by the station crews, the record of such accidents, as there indicated, showing that boats of the kind described (those propelled by gasoline power) figured in 52 per cent of the cases of disaster falling within the scope of the service. The similar record for 1911 is nearly the same, being 55 per cent. The 809 motor boats carried a total of 3,049 persons, or 34 per cent of the entire number aboard all vessels suffering casualty. These boats figured in 6 of the 14 disasters attended by loss of life during the year, and 12, or 1 in each 254, of the 3,049 persons carried by them lost their lives. Not more than 1 in 10 of the boats carried cargoes.

In 357 of the 809 cases included in the foregoing statement the nature of the accident was reported as "disabled engine."

VESSELS TOTALLY LOST.

Of the 52 vessels totally lost during the year within the scope of the service, 50 were of United States, 1 of Norwegian, and 1 of Canadian registry. Thirty-six of these vessels were documented and 16 undocumented. Those of the first-mentioned class included 25 sailing craft, 9 steamers, and 2 barges; those of the class last-mentioned, 9 launches, 4 sloops, 1 schooner, and 2 rowboats. The total value of the 52 vessels was \$936,400, and of their cargoes, \$140,060, making the total value of property involved \$1,076,460. These vessels carried a total of 336 persons, 22 of whom were lost. The single Norwegian vessel referred to was the 679-ton bark *Spero*, wrecked December 24, 1910, near Durants Station, coast of North Carolina. The Nicaraguan vessel was the 36-ton steamer *Stella*, wrecked February 17, 1911, near the Indian River Inlet station, coast of Florida. The largest loss of property in a single instance, namely, \$445,000, was occasioned by the destruction on October 18, 1910, of the 7,514-ton

ore-carrying steamer *William C. Moreland*, near the Portage station, on Lake Superior. Seventeen of the 22 persons who perished as above stated were lost from the barges *Pine Forest*, *Trevorton*, and *Corbin* (comprising a single tow), wrecked January 10, 1911, on Peaked Hill Bar, Cape Cod.

FOREIGN VESSELS INVOLVED IN DISASTER.

Nineteen foreign vessels, carrying a total of 2,270 persons, were involved in disaster during the year within the field of operations of the service. All but one of the vessels were documented. Their estimated value was \$1,839,700, and that of their cargoes, \$854,035, making the total value of the property endangered \$2,693,735. The value of property lost was \$470,500. No lives were lost. As might be expected, in view of the extent of British commerce on the seas, vessels of that nationality preponderate, 14 of the 19 having been of British registry. Of the 5 others, 2 were Norwegian, 1 German, 1 Dutch, and 1 Nicaraguan. The largest vessel in the list—the 10,080-ton German steamer *Prinzess Irene*, which stranded April 6, 1911, near the Lone Hill (Long Island) station—furnishes more than one-fourth of the total tonnage for all the vessels and nearly half of the total value of the property involved. The greatest loss suffered in any of the 19 instances was sustained by the 4,987-ton British steamer *Damara*, valued, with her cargo of barley, at \$550,000. She stranded October 8, 1910, near Fort Point, Cal., with a loss of \$380,000.

BOATS AND APPARATUS USED DURING THE YEAR.

The various boats and appliances at the stations were used on 2,620 occasions during the year in conveying to land or carrying to other places of safety 3,763 persons. The extent to which each class of boats and appliances was employed is shown in the following table:

Description of boats and apparatus.	Times used.	Trips made.	Persons landed, etc.
Surfboats.....	571	711	1,096
Power surfboats.....	524	599	815
Self-righting and self-bailing lifeboats (without power).....	24	43	21
Self-righting and self-bailing power lifeboats.....	497	612	782
Small boats (unclassified).....	518	655	224
Power small boats.....	393	420	719
River life skiffs (used at Louisville station).....	40	40	56
Breeches-buoy apparatus.....	17	88	50
Heaving-stick.....	46	.....	.....
Total.....	2,620	3,168	3,763

¹ On 3 of these occasions the buoy was operated at night, landing 17 persons.

The wreck gun, commonly used with the breeches buoy, was employed 10 times. The beach illuminator was used once.

GENERAL SUMMARY OF OPERATIONS SINCE THE INTRODUCTION OF THE PRESENT LIFE-SAVING SYSTEM, 1871-1911.¹

Disasters.....	22, 711
Persons involved.....	² 152, 038
Lives lost.....	³ 1, 314
Persons succored at stations.....	⁴ 23, 555
Days' succor afforded.....	⁵ 53, 438
Total value of—	
Vessels involved in disaster.....	\$220, 649, 945
Cargoes.....	84, 371, 824
Property involved.....	305, 021, 769
Property saved.....	245, 072, 867
Property lost.....	59, 948, 902

MISCELLANEOUS SERVICES OF LIFE-SAVING CREWS.

The life-saving crews are frequently called upon for assistance in cases of need or distress in the neighborhoods of the stations arising from causes other than accidents or disasters to vessels. A considerable share of the services so rendered, however, are performed in connection with accidents in the water.

For example: Of the 99 miscellaneous rescues effected in the course of the year, 32 of those whose lives were saved were bathers and swimmers; 27 had fallen from docks, piers, bridges, trestles, etc.; 23 were marooned on breakwaters and other outlying places by tides, floods, etc.; 5 had attempted suicide by drowning; 3 were involved in mire or quicksands; 2 were adrift on ice packs; and 1 had been caught in the wheel box of a steamer. Of the remainder, 2 (children) were rescued from an insane man, and 4 from cliffs.

First-aid treatment was administered to 88 sick and injured persons. Forty of those so treated had sustained broken or dislocated bones, lacerations, or bruises; 29 were ill of various complaints; 12 were suffering from exposure; 4 from burns; and 3 from firearm accidents and powder explosions.

Shelter, subsistence, and clothing were provided for 133 persons who were compelled by storm, flood, or high tides to find succor at the stations for varying periods.

One hundred and fifty-three bodies of persons who had met death by drowning and in other ways were recovered from the water and picked up on the beaches. Some of these had drowned while bathing, others had fallen from docks, gangplanks, and similar elevated positions, some had died of exposure, several were suicides, one had broken through the ice, and one had accidentally shot himself.

The miscellaneous property saved from the sea, from bogs, mire, and quicksands, and recovered from other places and situations of danger, while less in variety and amount than property of the same class indicated in this connection in last year's report, was neverthe-

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 1872-74, to the coasts of Cape Cod, Long Island, and New Jersey; season of 1874-75, to the coasts of New England, Long Island, New Jersey, and the coast from Cape Henry to Cape Hatteras; season of 1875-76, to the coasts of New England, Long Island, New Jersey, the coast from Cape Henlopen to Cape Charles, and the coast from Cape Henry to Cape Hatteras; season of 1876-77 and since, all the foregoing with the addition of the eastern coast of Florida and portions of the lake coasts. In 1877-78 the Pacific coast was added, and in 1880 the coast of Texas.

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

³ Eighty-five of these were lost at the disaster to the steamer *Metropolis* in 1877-78, when service was impeded by distance, and 14 others in the same year owing to similar causes.

⁴ Including persons not connected with vessels involved in disaster.

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

less of considerable value in the aggregate. In the list of objects found or recovered were 35 fish-nets, several lots of logs and lumber, 10 automobiles, a number of horses and teams (involved in marshes and quicksands, threatened by tides, etc.), a quantity of live stock in danger of drowning, several anchors and chains, 2 watches, a purse, a musical instrument, and a gun.

One of the more important items of miscellaneous service rendered from season to season is that performed at fires in the localities of the stations in cooperation with local fire brigades and private citizens. The life-saving crews answered 73 calls of this kind in the course of the year. The fires involved 26 dwellings; forests, brush, and grass in 20 instances; 13 grain elevators, warehouses, factories, and other business structures; 9 barns, stables, and outbuildings; 8 breakwaters, piers, trestles, etc.; 3 hotels; a church; a garage; and a quantity of merchandise stacked on a dock.

Transportation was furnished to various Government officers and employees outside the Life-Saving Service, and to private individuals, in a total of 44 instances. Nearly all the service of this character was in the nature of emergency work. In several instances injured and sick persons were carried long distances to receive medical or surgical treatment, while in others shipmasters were conveyed to their sick or dying relatives.

The instances of assistance rendered other branches of the public service during the year numbered 117 as against 63 reported for 1910. On 86 occasions of such service the lighthouse establishment was the beneficiary; in 13 instances, the War Department; in 9, the Revenue-Cutter Service; in 2, the Immigration Service; and in 1, each, the Navy Department and the Weather Bureau. The work performed consisted for the most part in reporting missing buoys and replacing same, reporting the failure of light beacons to burn, marking and reporting sunken wreckage, reporting derelicts, taking soundings, delivering and receiving messages to and from passing vessels, etc.

There were 16 instances of miscellaneous endeavor during the year that can not properly be included under any of the foregoing classifications. Among them are the following: Restoring a lost child to its parents; notifying the police of fighting aboard a vessel; preventing a theft from a cottage; apprehending thieves who had stolen a team; and, on different occasions, transporting bodies of deceased persons, conducting funeral services, and performing work of interment at burial grounds.

ESTABLISHMENT OF STATIONS.

The two new stations referred to in last year's report as under construction at the Isles of Shoals, off Portsmouth, N. H., and at Lorain, Ohio, were completed during the year, making a total of 283 stations in the life-saving establishment on June 30, 1911.

Reference was also made in the report for last year to stations in process of building at Green Hill, R. I., and at Eagle Harbor, Mich. These are approaching completion.

REBUILDING AND IMPROVEMENT OF STATIONS.

The station heretofore referred to as under construction at Galveston, Tex., to replace one swept away in the great flood of 1900, was completed during the year, as were also stations at Kitty Hawk

and Chicamacomico, N. C., to replace worn-out and antiquated buildings.

Work on the station at Wachapreague, Va., likewise intended to replace a decayed and out-of-date building, was concluded since the close of the year, as well as work on the station at Paul Gamie's Hill, N. C., which was receiving extensive repairs and improvements. The repair and improvement of the station at Manistee, Mich., mentioned in the previous report as under way, was concluded within the year, but similar work upon the station at Michigan City, Ind., begun within the year, is not yet completed.

Less important improvements were made during the year to a large number of stations in addition to the work above-mentioned.

POWER BOATS FOR RESCUE AND SALVAGE WORK.

The work of supplying power boats to the stations at which such craft can be advantageously employed has progressed satisfactorily, a total of 32 boats of the description mentioned having been added to the service equipment during the year. Of these, 10 were 36-foot self-righting and self-bailing lifeboats. The 22 others were surf-boats of 8 horsepower, 19 of them having the self-bailing feature.

The total number of motor boats in use at the stations at the end of the year was 122, as follows: Sixteen of the 36-foot and 43 of the 34-foot, self-righting and self-bailing type (those of the shorter length having been formerly propelled by oars and sails); 25 Beebe-McLellan self-bailing surfboats; and 38 open boats without the self-bailing quality.

The construction of 12 power lifeboats of the 36-foot length was authorized during the year. Some of these have been completed.

Too much can not be said in praise of these power boats as an aid in the work of the service crews. Their well-established efficiency is convincingly indicated by the number of persons they have carried to safety from wrecked or distressed vessels. Before they were extensively used the number of casualties to vessels reported by the station keepers had never exceeded 850 for any single year. The average for the last four years was 1,384. While this increase is undoubtedly attributable in part to the increased number of boating accidents that has been a concomitant of the remarkable popularity of the motor launch of late years, it is in large measure the result of increased efficiency in rescue and salvage endeavor, the power boat having given a much wider range to the operations of the service.

In 1907, before motor boats were employed at the stations to any considerable extent, the number of persons carried to land or to other places of safety by the life-saving crews was 2,158—an exceptional number up to that time. The average number so carried during the last four years was 2,852. In the salvage of property a similarly gratifying showing has been made since these boats came into general use.

PENSIONS AND RETIREMENT.

The failure of the bill pending in the Sixty-first Congress, making provision for the retirement of disabled and superannuated superintendents of life-saving districts and keepers and crews of life-saving

stations, was a matter of profound disappointment to all who are interested in seeing a most deserving class of public servants provided for when they are no longer able to work.

The general superintendent of the service has for many years included in his annual reports strong recommendations for the enactment of a law giving to the field personnel the relief proposed in the bill referred to. His advocacy of such legislation has been the outgrowth of an administration of the affairs of the service extending over a period of more than a third of a century.

In the matter of legislation for the improvement and upbuilding of the Life-Saving Service Congress has been liberal. The modern, commodious stations of the establishment, its improved equipment and appliances, and its intelligent, courageous, and well-disciplined crews, combine to make an institution that for achievement is admittedly unequaled by any service of the kind in the world. One thing is still wanting, however, to complete and perfect the organization, namely, retirement pay for the men on the firing line, as it were. Until that shall have been realized, the constructive work so far accomplished on behalf of the service will remain unfinished. The hope is expressed that Congress may soon come to see the deserts of the life-saving corps in the respect under notice in the light in which they are now viewed by both the press and the public.

RESTORATION OF THE APPARENTLY
DROWNED: 1911.

RESTORATION OF THE APPARENTLY DROWNED.

The life-saving crews are sometimes called upon to attempt the restoration of persons taken from the water in a helpless or unconscious condition in the neighborhood of the stations. In a number of such instances the efforts made to restore life fail for various causes, namely, the patient may have already died of shock or injury, the body may have been too long in the water, or attention too long delayed after it was recovered, causes for which the service crews are in no wise responsible.

A total of 12 cases of such restorative endeavor occurring within the period covered by this report were successful. In the majority of these the patient was unconscious; in all helpless, although, except in two instances, indications of life were manifest in varying degrees. The two exceptions mentioned are selected for publication here as best exemplifying the service method of restoring the apparently drowned.

FRANK WALLACE, PORT AUSTIN, MICH.

Frank Wallace, a man 28 years of age, was taken with cramps while in bathing at Port Austin, Mich., July 10, 1910, and sank in 3 feet of water. As he was known to be a good swimmer, other persons who were in the water with him paid no attention to his disappearance until he had been under the surface three or four minutes, when, becoming alarmed, they made search for him, found him, and hauled him out. When taken from the water his jaws were clenched and he had ceased breathing. He was laid face down over a log, and his friends undertook to resuscitate him. After a considerable amount of water had been expelled from his stomach and he had been vigorously rubbed and beaten, he began to breathe. At this juncture a surfman, away from the Port Austin station on "liberty," arrived on the scene and had the patient conveyed to a near-by dwelling, where he was wrapped in blankets and put to bed. It was thought that he was now well on the road to recovery. Shortly afterwards, however, he was observed to gasp and stop breathing. The surfman, who still remained at the bedside, at once placed him on the floor and began to apply the service method of resuscitation, and succeeded in ejecting a quantity of mucus, water, and blood from the apparently lifeless body. Ten minutes' vigorous work set the man breathing again, but with returning animation he gave signs of suffering great pain. At the suggestion of the station keeper, who had by this time arrived, mustard plasters were applied to his chest, and hot-water bottles to his stomach and feet. He was also given stimulants in moderate doses at quarter-hour intervals, and after a time fell into a quiet slumber. Nothing thereafter interfered to retard his recovery. A physician who was called to attend the patient stated that he would have died but for the prompt action of the surfman.

BEN THOMAS, GRAND RIVER, OHIO.

While the fishing tug *Audrey H.* was coming into harbor at Cleveland, Ohio, March 27, 1911, the backwash from the breakwater caused her to roll heavily, precipitating Ben Thomas, 30 years of age, overboard. Before the tug could swing around he sank twice, and was just going under for the third time when, the vessel having gone back to the spot where he was struggling for his life, one of his fellow fishermen reached over the gunwale and hauled him out of the water. So far as is known to the contrary he was apparently dead when taken aboard the tug. At all events the crew, who did not know what to do in the way of attempting to resuscitate him, thought life extinct, and the tug steamed for the Cleveland Life-Saving Station, a quarter of a mile distant, it being the master's intention to have the station keeper, Capt. Hansen, summon the "dead wagon."

The keeper, who was standing on the station pier when the accident occurred, and whose attention had been attracted by the commotion on the tug, jumped aboard when the vessel drew alongside the pier and found Thomas lying on the deck with face black, jaws set, and nose and mouth covered with mucus. He examined the body carefully where it lay, but could not at first discover any action of the heart, pulse, respiratory organs, or muscles. Continuing his scrutiny, however, he detected a faint movement of the mucus exuding from the lips.

The temperature was at the freezing point, the wind was blowing strong, and the water was rough, the latter causing the tug to pitch and making the footing on deck more or less unstable. But as valuable time would be lost if the body were carried ashore, the keeper decided to begin the work of resuscitation immediately notwithstanding the conditions mentioned. Owing to the fact that the inactive season was on and the members of his crew were not within call he had to proceed with such unskilled assistance as was at hand. An old coat was placed under the man's stomach, and the work began. After the patient had been relieved of a pint or more of water he was turned on his back and the bellows movement was employed, Hansen's aids meanwhile holding his tongue out at the side of the mouth to permit the passage of air into the lungs, rubbing his limbs and applying hot-water bags to restore circulation. Signs of returning animation were observed almost from the beginning of the treatment. After the work had progressed satisfactorily for several minutes it was thought safe to suspend operations long enough to remove the patient to the station building, where the temperature would be more favorable to his recovery and where the usual accessories, such as warm blankets, hot-water bottles, and stimulants, could be effectively utilized. He was accordingly taken into the station dining room, stripped of his clothing and placed upon warmed blankets on the floor. By the time the resuscitative work was renewed his jaws had become so firmly set again that it was necessary to pry open his mouth to get hold of his tongue. Stimulants were now sparingly administered from time to time, and the bellows movement continued. The patient's recovery was so rapid that within half an hour he was sent to a hospital in an ambulance. He was discharged in three or four days fully restored.

AWARDS OF LIFE-SAVING MEDALS: 1911.

AWARDS OF LIFE-SAVING MEDALS.

During the fiscal year 1911 the Secretary of the Treasury, under authority of acts of Congress, approved June 20, 1874, June 18, 1878, and May 4, 1882, awarded medals of honor to 38 persons who distinguished themselves in performing rescues from drowning. Eight of the medals were of gold and 30 of silver. The services in each instance are briefly set forth as follows:

William Hardick, patrolman, harbor station B, New York City.—Awarded a silver medal July 26, 1910, for bravely rescuing, on October 9, 1908, a 3-year-old boy who, while playing on the dock at One hundred and twenty-second Street, New York City, fell into the East River. Patrolman Hardick was at work in the police department carpenter shop when a man who had witnessed the accident gave the alarm. Hardick rushed from the shop to the deck of police launch *No. 5*, lying near the shop, dived from her stern into the river and swam to a breakwater 25 feet away. After reaching the breakwater, he climbed out upon it, passed over to the other side, where the accident had occurred, and plunged again into the river. By this time the child had gone down. Hardick recovered the unconscious boy and brought him ashore, where resuscitative treatment was successfully administered.

Ernest Averill, Amesbury, Mass.—Awarded a gold medal August 22, 1910, in recognition of heroic daring exhibited in rescuing two men from the waters of the Merrimac River, near Amesbury, Mass., November 23, 1909.

The men whose lives Averill saved were upset from a boat a quarter of a mile from the shore while engaged with two other persons in laying a cable. Two of the party were immediately drowned. From the shore Averill sighted the others clinging to their overturned craft. He launched a small, leaky gunning float which he found lying high and dry on the shore and put off to the rescue. Before he reached the imperiled men they succeeded in righting their boat and getting into it, but as it was full of water it sank until only their heads remained above the surface. In this predicament they were being rapidly carried by the ebbing tide and strong river current toward some dangerous eddies. Paddling with all possible speed, Averill reached them before they drifted into the perilous waters. He ran in between them, over the submerged boat, and ordered them to catch hold of the float, at the same time warning them not to attempt to climb into it. One was too greatly exhausted, however, to maintain his hold alongside, and to avert a capsizing Averill took them on board, a proceeding accomplished by catching each by the legs and pulling them over the gunwale simultaneously. Thus weighted dangerously low in the water and with the leakiness of the boat gradually lessening the narrow margin of safety, Averill made his way shoreward. To add to the difficulty and danger, his paddle broke while he was still

100 yards or more out in the river. With the blade in his hands he nevertheless managed to propel his boat to land.

S. A. Wetton, John Conley, and William Munnings, Superior, Wis.—Awarded each a gold medal September 20, 1910, for heroic conduct exhibited in saving life, April 10, 1910. Andrew Anderson, a resident of Duluth, attempted to return home from a point near the mouth of the Brule River, on the south shore of Lake Superior, by going directly across the lake in a small sailboat. When 2 miles from the harbor entrance his boat filled and the sail carried away, leaving him helpless in a cold northeast gale. A man on shore, who had witnessed the mishap to the sail, reported what he had seen to S. A. Wetton, a foreman employed on Government engineering work at Superior. Rightly judging that the occupant of the boat was in trouble, Wetton put off in a rowboat to his assistance, accompanied by Thomas Dugan and Olof Pearson. Their boat, after being tossed about with great violence in the surf, was swamped, and boat and men were thrown back on shore. Though drenched and thoroughly chilled, Wetton again called for volunteers. This time John Conley and William Munnings offered to accompany him. After a hard fight they got beyond the surf and at length succeeded in reaching Anderson, who in the meantime had managed to keep in his submerged craft by holding his broken mast across it. Just as the rescuing party reached him he gave up the struggle and was washed out of the boat. He was picked up, however, and brought safely to land.

Thomas Dugan, and Olof Pearson, Superior, Wis.—Awarded, each, a silver medal September 20, 1910, for services performed on April 10, 1910, as set forth in the preceding paragraph.

James Cummings, Custer, Mich.—Awarded a gold medal September 24, 1910, for heroism exhibited November 1, 1878, in the rescue of 36 of a company of 44 persons from the rigging of the grain barge *J. H. Rutter*, sunk in a severe gale outside of the harbor of Ludington, Mich.

The crew of the Ludington life-saving station tried repeatedly to reach the barge in their surfboat, but were driven back at each attempt by the violent wind and overwhelming seas. Weather conditions were so bad that no privately owned tug on the water front could be induced to venture beyond the harbor entrance.

Capt. Frederick Kendrick, commanding the U. S. tug *Colonel Graham*, the least seaworthy vessel of its kind in the harbor, offered to tow the life-saving crew outside and assist them in their work. He called for volunteers and Cummings and four others offered their services. Cummings and one of the volunteers went down into the engine room, the hatches were battened down to keep out the boarding seas, and for several hours they remained willing prisoners below deck looking after the engine while Capt. Kendrick maneuvered the tug so that the lifeboat could get under the barge's rail. At great peril the life-savers took off eight persons, whom they carried into the harbor.

By the time the boatload had been landed the sea had become so rough that further efforts to get to the barge with the surfboat were out of the question. Moreover, night was approaching. Knowing full well that those still on the wreck must inevitably perish if attempts

to effect their rescue were abandoned, Capt. Kendrick resolved to risk everything in one final effort to take them off. He accordingly ran his tug in alongside of the vessel, lashed the two together, and remained by the nearly submerged hulk, his deck constantly swept by the seas, until he had every one of the 36 persons safe on board. Then he cast loose and plowed his way back through the mountainous waves into the harbor.

Capt. Kendrick was honored by the award of a gold medal shortly after the services narrated were performed.

Andrew J. Harmon, private, Company M, Third Infantry, United States Army.—Awarded a silver medal September 24, 1910, for bravely rescuing a fellow soldier from drowning at Zamboanga, Mindanao, P. I., on December 25, 1909. Pvt. Harmon had been in bathing about 10 minutes when his attention was attracted by cries from the shore. Looking toward the scene of the excitement, he saw another soldier, who proved to be Pvt. Theodore Baker, struggling in the water some 30 feet from a platform off which he had plunged a few moments before. Baker sank before Harmon, who immediately went to his assistance, could reach him. Harmon secured him, however, by diving, and with the assistance of another soldier conveyed him ashore.

Lieut. James M. Wheelwright, metropolitan police, New York City.—Awarded a gold medal December 20, 1910, for heroic daring exhibited in saving two persons from drowning in the waters of Jamaica Bay, N. Y., June 15, 1910.

An electric train upon which Wheelwright was riding stopped during a severe summer storm while passing over a trestle spanning an arm of the bay mentioned. On inquiring what had caused the train to stop, Wheelwright was informed that a boat had capsized in the bay, and that the occupant, a woman, was drowning.

Inspired by the purpose to save her, he attempted to leave the train, but was held back by the train crew, who warned him that the trolley had grounded and that the trestle was charged with electricity and afire. Brushing all restraint aside, however, he jumped from the cars and down into the bay.

The drowning woman pulled him under when he took hold of her, but after an exhausting effort he got her to the woodwork supporting the railway. He thereupon called for a rope to be let down. The bell cord of the train was removed from its place and lowered, and both he and the woman were hauled out. The train was about to proceed when the cry was raised that a man was drowning in the bay. Taking time only to remove his shoes and blouse, Wheelwright once more plunged into the water. He brought the man to the trestle and tied the bell cord around him, as in the case of the woman, but when the people overhead began to haul away the crazed man grabbed his rescuer by both arms and engaged him in a desperate struggle, in which both went under time and again. Wheelwright at length subdued him, however, and the rescue was completed in short order.

Capt. George R. Spalding, Corps of Engineers, United States Army.—Awarded a silver medal January 21, 1911, in recognition of gallant conduct exhibited in rescuing a man from drowning in the St. Johns River, near Jacksonville, Fla., July 16, 1910. A disabled launch in

tow of the U. S. tender *Hillsborough* was capsized by the wash from a passing seagoing tug. One of the three occupants of the launch sank at once. Capt. Spalding, who had witnessed the accident from the deck of the *Hillsborough*, jumped overboard and got hold of one of the others. Almost simultaneously, Alexander MacDonald, engineer on the tug that had caused the capsizing, leaped into the water from the upper deck of his vessel and seized the other one. A row-boat from the *Hillsborough* soon came to the rescue of Capt. Spalding and his man, and a launch that had come upon the scene picked up MacDonald and the man in his charge.

Alexander MacDonald, New Berlin, Fla.—Awarded a silver medal January 21, 1911, for services rendered July 16, 1910, as set forth in the preceding paragraph.

Francis J. Maher, New York City.—Awarded a silver medal January 21, 1911, for bravely rescuing a man from drowning in the East River at the foot of East Twenty-fourth Street, New York City, August 1, 1910. While seated in his automobile some 50 yards from the water front, Maher, a chauffeur in the department of docks and ferries, New York City, saw Andrew Mackey, a homeless laborer who had been sleeping on the stringpiece of the pier, roll off and fall into the river. Jumping from his car, Maher ran and plunged fully dressed into the water. He grasped the helpless man and kept him afloat until both were hauled out by a rope in the hands of some policemen. The rescued man outweighed his rescuer by more than 50 pounds.

Fred. W. Parkinson, master, steamer "Massasoit."—Awarded a silver medal February 9, 1911, for bravery exhibited in saving life upon the occasion of the burning of the steamer *General Slocum*, in the East River, New York, June 15, 1904. Capt. Parkinson ran his steamer close inshore near the *Slocum* on the downstream side so that he might pick up as many as possible of those who were jumping overboard from the burning steamer. It is not known how many people were rescued by him and his crew, but the evidence shows that for some time all hands on board were busy hauling them out of the water. The heat was so intense that it was found necessary to keep the exposed woodwork on the *Massasoit* drenched to prevent her taking fire.

After Parkinson and his crew had taken on board all they could possibly rescue and recovered a number of bodies from the water, the *Massasoit* ran with all speed to the foot of One hundred and thirty-eighth Street, where the injured were delivered to ambulances, and the dead turned over to the proper city officials.

George P. Stokes, corporal, Company I, Twenty-first Infantry, United States Army.—Awarded a silver medal February 9, 1911, for bravely rescuing a fellow soldier named Nathaniel Nichols from drowning in Lake Lanao, at Camp Dalama, Mindanao, P. I., December 12, 1909. Nichols became exhausted while trying to swim out to a raft upon which several of his comrades were riding. Finding himself unable to keep afloat, he cried for help. A soldier named Styles, who was swimming close by, went to his assistance, but after being drawn under twice by the drowning man was compelled to swim ashore to save his own life. Corp. Stokes, who had heard Nichols's cries and seen the men struggling in the water, went overboard from a launch,

swam to the place where Nichols had gone down, dived for him and brought him to the surface, and with the assistance of Styles and a Filipino put him aboard the launch.

Thomas H. Styles, private, Company I, Twenty-first Infantry, United States Army.—Awarded a silver medal February 9, 1911, for bravery exhibited in assisting in the rescue described in the preceding paragraph.

George P. Hawkins, private, Fourteenth Cavalry, United States Army.—Awarded a silver medal February 9, 1911, for bravely rescuing, on January 29, 1910, Second Lieut. Charles W. Harlow, Second Field Artillery, United States Army, who had been thrown from his horse while swimming the Quingua River, Luzon, P. I. Lieut. Harlow was at the time in command of a detachment of the Fourteenth Cavalry, which was engaged in taking horses to Manila. When the party was about halfway across the stream named Lieut. Harlow's horse became unmanageable and reared over backward, taking him down with it. He succeeded in getting free of the animal and rising to the surface, but was so badly injured that he could not swim. Suspecting from the officer's actions that he was injured, Pvt. Hawkins plunged from his mount into the swift current, which was carrying the helpless man away, and at great personal risk supported him until both were rescued by two soldiers and a native in a boat.

Joseph F. Turner, New York City.—Awarded a silver medal March 28, 1911, for bravely rescuing, on January 27, 1911, a young woman who jumped into the East River at the foot of Pike Street, with suicidal intent. From his post of duty in the engineer's office of the department of docks and ferries, Turner witnessed the woman's act. Without stopping to remove any of his clothing, he plunged into the icy water and swam to the rescue. She fought desperately and pleaded with him to let her die, and he was compelled to loosen his hold on her three times because of her violent struggles. Finally, when her strength was completely exhausted, he seized her by the hair and made his way to the bulkhead wall. The moss-covered and slippery piling supporting the bulkhead afforded no place for a handhold, and Turner found it necessary to swim with his unconscious charge a considerable distance to a piece of broken piling, from which place they were hauled up on the pier by means of a life preserver thrown to them by persons on the dock.

Joseph M. Monks, New York City.—Awarded a silver medal March 28, 1911, for bravely rescuing a child from drowning near Pier A, North River, New York City, December 18, 1910. Monks, who was an employee of the department of docks and ferries, observed from his post of duty at the pier mentioned a small boy floating in the water 40 feet from the pier. Without taking time to remove any of his clothing, Monks jumped into the icy river, swam and got hold of the child, and after a hard struggle succeeded in getting him to a float. The boy was unconscious even when discovered in the water, but was resuscitated after being conveyed to a hospital. Monks was so exhausted by his efforts that he could not go back to his work until the following day.

Thomas Olsen, chief boatswain's mate, United States Navy.—Awarded a silver medal April 1, 1911, for bravery exhibited February

28, 1911, in rescuing from drowning in the Mississippi River at New Orleans, La., a coal passer named Terrill, attached to the U. S. S. *Salem*. Terrill was thrown into the river by the capsizing of a punt, of which he was the sole occupant. A boat's crew, including Olsen, was dispatched to the rescue. Upon nearing the imperiled man they passed him an oar, but he was unable to grasp it and sank. Olsen at once dived overboard, brought him to the surface, and assisted in placing him in the boat. The rescue was effected in the darkness and at great risk to the rescuer, as the river was filled with driftwood and logs, the current was running strong with whirls and eddies, and he was in imminent danger of being swept under the bow of a near-by vessel.

William P. Beecher, patrolman, New York City.—Awarded a silver medal May 2, 1911, for bravely rescuing Richard G. Hotter from drowning at Point View Grove, College Point, Long Island, N. Y., on the night of August 7, 1910. In attempting to board the ferryboat *Hempstead*, about to leave College Point for New York, Hotter missed his footing and fell into the water between the pier and the vessel. As he went down his head struck the rail of the ferryboat, rendering him unconscious. Beecher, who was on the deck of the vessel, ran and dived over the side into the darkness. On coming to the surface he swam around in search of the unfortunate man, but could not find him. He dived again, and after groping about for awhile found the object of his quest and brought him up. He then swam with the unconscious man to a pile under the pier, where he supported him until a man in a rowboat came to his assistance.

Gustav Gelderman, patrolman, harbor precinct A, New York City.—Awarded a silver medal, May 2, 1911, in recognition of gallant conduct exhibited in rescuing a man who had attempted suicide by jumping from the sea wall near Pier A, Battery Park, New York City, January 15, 1910. While on dock duty, Gelderman's attention was attracted by the cry "Man overboard!" He at once ran to the scene of the accident, and saw a man struggling in the water 50 feet from the dock. Pausing only long enough to remove his overcoat he plunged in to the rescue. He was compelled to pick his way past floating cakes of ice, which greatly impeded his progress, and by the time he reached the place in which he had first seen the man the latter had disappeared. Gelderman dived and brought him to the surface and swam with him to the sea wall, to the top of which both were hauled by means of a pole. The would-be suicide was restored to consciousness at a hospital. It is shown by the evidence that the rescuer, who was past middle age, became so benumbed by cold that he sank twice with his burden while making his way to the sea wall.

Charles J. Morris, Signal Corps, United States Army.—Awarded a silver medal May 2, 1911, for bravely rescuing a 10-year-old boy named Levin, who had fallen from the dock at Fort Wood, Bedloes Island, New York Harbor, November 19, 1909. Young Levin tumbled into the water while trying to recover his hat, which had blown off his head. The accident was not immediately observed by any one. The lad's cries were heard, however, by Morris, who at the time was on duty on the dock. Seeing the boy floating on his back some 30 yards out, Morris plunged in to the rescue in full

uniform. The heavy seas and strong tidal current had carried the boy 100 yards from the dock when Morris reached him. The rescuer seized the lad by the collar of his overcoat and swam with him for the dock, which he reached after an exhausting struggle against sea and tide. Both were hauled out by some of Morris's comrades. The boy was unconscious when taken from the water, but was resuscitated by the soldiers.

Albert C. Buck, boatswain's mate, United States Navy.—Awarded a silver medal May 2, 1911, for bravely rescuing Seaman C. R. Emhoff from drowning in the Tagus River near the city of Lisbon, Portugal, October 29, 1910. Emhoff, in attempting to board the U. S. S. *Des Moines* from a steam launch, missed his footing and fell overboard. Kicking off the loose slippers he wore, Buck, who had witnessed the accident from the starboard gangway of the *Des Moines*, jumped overboard to the rescue. Emhoff was unable to swim, and was being rapidly carried downstream by the strong ebb tide. Buck caught him, however, within 75 yards of the vessel, but not until he had gone down twice. Buck succeeded in keeping his charge afloat until both men, thoroughly exhausted, were picked up by a steam launch.

Louis J. Stanton, water tender, United States Navy.—Awarded a silver medal May 2, 1911, for bravely rescuing Joseph McMahon, a 12-year-old boy who had broken through the ice at Erie, Pa., February 5, 1911. McMahon and several companions went down to the lake to skate. To ascertain the strength of the ice, young McMahon threw his skates from the dock and then walked out after them. When he was about 20 feet from the dock he broke through. As he went down he got hold of the edge of the unbroken ice and held his head above water. His companions shouted for help, and Stanton with several of his comrades from the U. S. S. *Wolverine* responded to the alarm. Running ahead of the rest, Stanton jumped in to the rescue, breaking through the ice a few feet away from the boy. A 16-foot timber was shoved to him from the dock. This he pushed out within the boy's reach, but when the combined weight of the two rested upon it the ice gave way between them. Undismayed, Stanton now worked his way hand over hand along the timber to the thoroughly chilled and exhausted lad and supported him while he tied around his shoulders a rope thrown from the dock. Still holding to the timber, man and boy were towed to the dock and hauled out of the water.

H. D. Rowsell, water tender, United States Revenue-Cutter Service.—Awarded a silver medal May 2, 1911, for gallant conduct exhibited in saving a man who had fallen off a dock at Port Angeles, Wash., on the night of March 30, 1911. When the service in question was performed Rowsell was attached to the revenue cutter *Snohomish*, which lay at anchor near the scene of the accident. The night was so dark that the imperiled man could not be seen in the water, although his shouts and struggles could be heard from the dock. Persons on the dock threw planks into the water, in the hope that he would be able to seize one and keep afloat. Rowsell, who had been attracted to the scene by the man's cries, soon perceived that such efforts were of no avail, and, despite the fact that there were a number of submerged piles and some driftwood in the locality, he plunged in to the rescue and brought him to the dock.

Lester Hanson, private, United States Army.—Awarded a gold medal May 9, 1911, for heroism exhibited in rescuing two comrades from the waters of San Francisco Bay, July 24, 1910. On the afternoon of the date last-mentioned, Pvt. Hanson and five other soldiers went out on the bay in a sailboat. When they had been on the water several hours a heavy wind against which they were tacking capsized them. One of the party, named Thompson, almost immediately drowned. The others managed to get back to the overturned boat, but the strong wind and heavy seas made it extremely difficult for them to maintain their hold as the craft tumbled and tossed. Before long one of the party, Pvt. Ross, let go and went down. After this, two of the three other soldiers left besides Hanson (Pvts. Bates and Nash) were repeatedly washed away from the boat, but in every instance Hanson swam after them and brought them back, meanwhile entreating them not to lose hope. Finally one of the two, Nash, lost consciousness, and Hanson had to support him. After they had been in the water nearly an hour, and it seemed that even Hanson must give up the fight, they were picked up by a boat from the steamer *Coalinga*. Nash died shortly afterwards as a result of his experience.

Floyd P. Garrard, sergeant, Troop I, Second United States Cavalry.—Awarded a silver medal May 9, 1911, for rescuing Sergt. Thomas V. Johnson from drowning at Camp Overton, Mindanao, P. I., June 27, 1910, while the troop to which Sergts. Johnson and Garrard belonged was receiving instruction in swimming their horses. Johnson's mount became unruly and threw him off. Garrard swam to the rescue and reached his fellow trooper after he had gone down twice. Taking him on his back, Garrard struck out for shore, but had not gone more than 30 yards when Johnson clutched him about the neck and pulled him under. Garrard managed to rise with the drowning man and break his hold, but was suddenly taken with cramps, and it was only by the most desperate efforts that he was able to keep himself and his charge on the surface. Pvt. Odom, another member of the troop, left his mount, swam to the assistance of Garrard and supported Johnson until all three men were taken into a rowboat sent to their assistance.

Claud B. Neidholt, private, Troop B, Second United States Cavalry.—Awarded a silver medal May 22, 1911, for bravely rescuing Pvt. Robert V. Hasher from drowning at Jolo, Jolo, P. I., June 22, 1910. Hasher and several other soldiers were out in the bay on a raft, moored about 75 yards from shore and used in swimming practice. Hasher, who was unable to swim, had reached the raft by means of one of the mooring lines which ran to the shore. In attempting to follow his comrades ashore, Hasher, the last man to leave the raft, failed to get hold of the rope by which he had gone out. On hearing his cries, several of the soldiers, Neidholt among them, turned and swam back to the rescue. One of them, Pvt. Malley, the first to reach him, caught him by the hair, but, being winded, was hauled under, and had to relinquish his hold. Neidholt now dived to the bottom, found the drowning man and brought him to the surface, only to be immediately pulled under. After a desperate struggle he broke Hasher's hold and came up alone. Once more he dived, and again brought the man up, in an unconscious condition. Several

soldiers now formed a chain by holding hands and succeeded in getting the two men to the raft, where Hasher was revived.

Henry Gill, keeper, Port Austin Life-Saving Station.—Awarded a silver medal June 1, 1911, for bravely rescuing the crew of the steamer *Wyoming* which foundered off Port Austin Reef Light on the morning of November 12, 1904.

On the evening of November 11 a gale struck the *Wyoming*, laden with lumber, causing her to labor so heavily that she started to leak badly. To increase the seriousness of her plight, her boilers shifted, and in some way unexplained her cabin took fire. Her whistles of distress were heard shortly after midnight at the life-saving station, 9 or 10 miles away. Keeper Gill and his crew put off to the assistance of the steamer in their lifeboat under sail. Steering for the light made by her burning cabin they overhauled her about 2 o'clock a. m., and on her lee side found her crew of 11 men and a woman in the ship's yawlboat. The woman and seven of the sailors were taken aboard the lifeboat, and the yawl with the four others was taken in tow. On the way to the shore a sea struck the lifeboat broadside and pitched it on its beam ends. All on board received a thorough drenching, but all luckily managed to cling to the boat as it righted. A landing was safely made at 5 a. m.

John McAllister, William H. Young, Charles W. Koehn, John H. Mockles, William A. Gill, and Johnson D. Darrah, surfmen of the Port Austin life-saving crew.—Awarded each a silver medal June 1, 1911, for services rendered November 12, 1904, as set forth in the preceding paragraph.

Capt. Louis J. Van Schaick, United States Army.—Awarded a gold medal June 7, 1911, for heroically rescuing a soldier from drowning in the Barac River, Province of Batangas, P. I., September 5, 1901. The accident here described occurred while Capt. (then Lieut.) Van Schaick and three soldiers were swimming their horses across the river mentioned. The river was swollen by heavy rains. The officer and two of the soldiers reached the opposite bank without mishap, but the mount ridden by the other soldier, Pvt. Hewison, became unmanageable while still in the stream and rolled over, unseating its rider. Capt. Van Schaick happened to look back as he was emerging from the water and saw the soldier go down. He dismounted and plunged in to the rescue, overtaking Hewison, who was unable to swim, 100 yards downstream after he had sunk twice. After getting hold of the soldier he was fortunate enough to drift within reach of a branch of a bamboo tree that overhung the water, which helped to support him and his charge. The other soldiers, who had followed the two men along the shore, now pushed out a bamboo pole and hauled them ashore and up a very steep bank 10 feet high.

Martin A. Conlon, patrolman, fifth precinct, New York City.—Awarded a silver medal June 30, 1911, for bravely rescuing on July 29, 1910, Joseph Lamar, who fell into the water in attempting to jump on board the steamer *Middletown* as she was leaving Pier 21, East River, New York City. Lamar, who could not swim, was borne under the pier by the strong tide. Patrolman Conlon jumped into the river, swam under the pier, got hold of the drowning man, and swam with him to a pile, from which position he was rescued by means of a line thrown from the dock.

DISASTERS WITHIN THE FIELD OF OPERATIONS
OF THE LIFE-SAVING SERVICE INVOLVING
LOSS OF LIFE: 1911

DISASTERS TO VESSELS INVOLVING LOSS OF LIFE.

Section 9 of the act of Congress approved June 18, 1878, provides:

That upon the occurrence of any shipwreck within the scope of the operations of the Life-Saving Service, attended with loss of life, the general superintendent shall cause an investigation of all the circumstances connected with said disaster and loss of life to be made, with a view of ascertaining the cause of the disaster, and whether any of the officers or employees of the service have been guilty of neglect or misconduct in the premises.

In accordance with the requirements of the foregoing, all disasters of the class named have been investigated, and the attendant facts and circumstances in each case, as ascertained by testimony taken under oath, are set forth in the following narratives:

Capsize of the sloop "Ripple," July 24, 1910.

ERIE STATION.

The first fatality of the year occurred about midday of July 24, 1910, in the harbor of Erie, Pa., when the sloop *Ripple* capsized, drowning two young men named Harry and Alvin Winfield.

Mr. William A. Tabb, a witness at the investigation of the disaster, stated that on the morning of the date mentioned he saw the Winfield brothers out in their boat headed for the "peninsula" with several passengers. There was a fresh breeze blowing at the time, and the water was quite choppy; but the load they had on board permitted them to carry more sail than would otherwise have been prudent in the circumstances. As the capsize occurred on their return trip, their misfortune, according to Mr. Tabb, may be attributed to their failure to shorten sail to offset the lessened resistance offered by the sloop to the wind after she had landed her passengers. This witness, who was also on the bay with a boatload of passengers, ran alongside the *Ripple* a few minutes after she turned over, but could discover no trace of her late occupants after the most careful search. As neither of the boys could swim, it is supposed that both sank without outcry or struggle.

The capsize took place nearly a mile from the shore, and about 2 miles west-southwest of the Erie life-saving station. Surfman Fuller, keeping the station pier watch, saw the boat upset. After sounding the alarm he procured a grapnel, and in company with another member of the station crew, Surfman Henry, set out for the sloop in a rowboat. Soon after they left shore they were overtaken and given a line by a man in a small power launch—a former member of the life-saving crew—but notwithstanding this assistance it took them fully half an hour to reach the *Ripple*, owing to the fact that they had to go against a head wind and sea. When they arrived Mr. Tabb's boat had come and gone. There were several boats around the overturned craft, one of which took the sloop in tow for the shore.

The surfmen remained behind to drag for the bodies, but were forced by wind and sea to abandon their work after a half hour of fruitless effort. The body of Alvin Winfield was recovered, however, by members of the life-saving crew the next day, and that of the other victim on the second day after the accident.

Capt. Jensen, keeper of the Erie station, was absent from the station when the boat capsized occurred, having gone out 3 or 4 miles in the lake with three of his crew in the power lifeboat to the assistance of a disabled launch. He was, therefore, unaware of the accident to the *Ripple* until his attention was attracted to it as he was returning to land.

It appears that the keeper picked up the launch to whose aid he had gone, and that while still out in the lake he discovered and went to the assistance of a capsized sailboat, which he took in tow also after rescuing two persons from her tender. As he was coming up the bay with the two boats he saw the rowboat manned by Surfmen Fuller and Henry hurriedly leave the station, which caused him to suspect that a boat had met with misfortune out in the bay. He was handicapped by his tow, but as soon as he could drop the boats at the yacht-club landing he ran at top speed to the scene of the supposed accident. He learned from the surfmen named such particulars of the disaster as they had been able to obtain, but of course could do nothing more than join in the efforts being made to recover the bodies of the unfortunate men.

Capsize of a scow, September 16, 1910.

BUFFALO STATION.

At 11.30 o'clock in the forenoon of September 16, 1910, an overloaded mud scow in tow of the steamer *Warnick* was capsized in Erie Basin, Buffalo Harbor, 300 feet west of the life-saving station, by the wash of passing tugs, causing the death of Nick Dangelo, one of two laborers aboard the scow.

Dangelo did not come to the surface after the scow turned over, and it is supposed that he was suffocated beneath her cargo. The other laborer, named Nick Mace, was more fortunate. As the craft turned turtle one of his hands caught in a gate he was trying to release to let the mud out, and, although he also was dragged down, he was ultimately rescued.

The scow was so deeply laden as to attract more than usual attention from the surfman on watch in the lookout of the life-saving station, as well as the special notice of Acting Keeper McGillivary, who happened to be standing on the pier in front of the station while she was passing by. Perceiving that she was about to sink, McGillivary ran to the station and manned the surfboat, getting under way before the man in the lookout sounded the alarm.

When the life-savers reached the scow, she lay bottom up, with a tug attempting to get alongside. Neither of the two men known to have been on board was in sight, and it was supposed that both had been drowned until one of the surfmen discovered a hand sticking up through a crack in one of the scow's partially opened pockets. They quickly secured crowbars from the tug, pried open the gate, and pulled the man out. As he was in a serious condition from having swallowed a quantity of mud and water, he was at once taken ashore

in the surfboat and sent to a hospital. Two surfmen remained behind in the dinghy to drag for Dangelo's body. The search was kept up by members of the station crew for more than two days without avail. The police boat recovered it, however, near the breakwater, several days after the disaster.

It is supposed that when the scow capsized Dangelo was buried beneath its load. If such was the case, he of course had no chance whatever to save himself. This hypothesis as to the manner of his death would also account for the failure of the life-saving crew to get the body with grappling hooks.

Swamping of launch "Comfort," September 17, 1910.

NEWBURYPORT STATION.

About 2 o'clock on the afternoon of September 17, 1910, a party consisting of John Walton, Charles S. Fountain, William E. Fountain, Perley Fountain, Joseph Belange, and Patrick O'Brien, all of Lawrence, Mass., embarked for a two-days' outing on the Merrimac River at Haverhill, Mass., in a flimsy 26-foot power launch, their destination being Portsmouth, N. H.

On reaching the mouth of the river they found the water on the bar off the entrance so high that some of them were of a mind to abandon the trip. Others, however, ignorant of the real danger before them, wanted to go on. The division of opinion finally resulted in an agreement to settle the matter pro or con by a further discussion on shore. They accordingly ran alongside a steamboat landing at Salisbury. O'Brien, who claimed a knowledge of the bar and experience with boats, and in whose skill as a sailor it seems most of the company had implicit confidence, argued strongly in favor of continuing the voyage, assuring the others that there was no danger ahead, and ridiculing the suggestion to turn back, which it appears had first been made by Charles Fountain, the father of the two other Fountains and the oldest man in the party.

O'Brien's arguments were sufficiently persuasive finally to outweigh in the minds of the majority the reasoning of the oldest and most prudent man of them all, and at 4.30 p. m. they set out again. In making the attempt to pass out they ran close over to the end of the south jetty, heading straight for the bar. Near the inner end of the jetty their troubles began when a small piece of wood to which the tiller headblock was crudely fastened came off, putting the steering gear out of commission. The boat's crippled condition would have prompted less reckless navigators to retreat while retreat was still possible, but the party, doubtless still under the domination of the adventuresome O'Brien, were not ready to acknowledge defeat. When the mishap referred to occurred, two of the party, William E. Fountain and O'Brien, attempted to steer the boat by hanging over the stern and holding the rudder in place with their hands. While they were thus engaged, and before the launch was yet clear of the jetty, they encountered the swell rolling in from the bar, which caused the boat to pitch violently, tossing them both overboard. Persons who witnessed the movements of the boat from the jetty state that they tried to swim to the jetty, but were engulfed before they could reach their goal.

The launch, with the four others still on board, presently cleared the jetty and met the full force of the inrushing seas. Perley Fountain now endeavored to steer as his brother and O'Brien had done, with his father holding him by the legs, but they had scarcely assumed the helpless position the performance required when a breaker hove the launch on her beam ends and washed both father and son out. The younger man met the same fate that had befallen his two companions a few moments earlier. He struck out for the jetty, but before he had quite reached it a sea swept over him. When it passed he had disappeared. The elder Fountain, after being repeatedly overborne by the breakers, which providentially carried him along in the direction of the jetty, was on the point of giving up when his feet struck bottom. A man named Harold Henry, one of the witnesses of the catastrophe from the jetty, plunged in to the exhausted man's assistance and brought him to safety on the rocks.

The same sea that swept the two Fountains overboard swamped the boat at a point 50 yards south of the jetty and 200 yards from the beach. Her stern struck the bottom, leaving only the top of the cabin above the water during the short intervals between seas. Upon this exposed part the two remaining members of the party who had almost miraculously stayed aboard, Walton and Belange, sought refuge. As the effort to hold on, with the combers continually breaking over them, was rapidly exhausting their strength and making it increasingly difficult for them to maintain their position, Belange, despairing of receiving any assistance from the shore, decided to risk swimming to the jetty some 50 yards distant. Walton tried to dissuade him, but heedless of all remonstrances, Belange started for the jetty. A sea broke over him before he had gone far, and when it had passed he was seen no more. Walton manifested his superior judgment by remaining on the launch, for he was rescued soon after by the crew of the Newburyport Life-Saving Station.

This tragedy was enacted within a quarter of a mile of the station above named. Surfman Oliver Johnson, who was keeping the watch in the lookout when it took place, stated that he kept his glass on the launch until she disappeared behind the jetty. Up to that time she had been making good progress, and was apparently in no danger. Thinking that she had anchored under the jetty to fish, as boats frequently do, Johnson turned his attention to another boat with two persons on board that had anchored in a dangerous position near the end of the north jetty. It was while his attention was riveted upon this boat that the *Comfort* came out from behind the south jetty and into view again from the lookout, with four of her party of six still on board.

The first the life-saving crew knew that there was anything wrong with the launch was when Surfmen Daniels and Nutting, who were seated in front of the station, cast their eyes in the direction of the bar and got a glimpse of her as she rose on a sea. The surfmen state that at that time they could make out but three men on board. It is quite certain, however, that there were still four. The life-savers ran to the station tower to obtain a better view of her, and a glance satisfied them that she was in trouble. The alarm was rung and the crew, with the exception of the keeper, who was away at the time assisting another boat in distress, launched the surfboat and made all possible speed to the rescue. When they reached the scene Walton alone was

found clinging to the launch's cabin, as already shown. He was hauled into the boat and hurried to the station, where the other survivor, Charles S. Fountain, awaited the surfmen, having been assisted there by outsiders. Both men were stripped of their clothing and given vigorous restorative treatment. They were cared for throughout the night and were sent to their homes on the following day.

In speaking of the delay in going to the rescue, caused by the failure of the lookout to see the launch when she came out from behind the jetty, the station keeper, in his report to the department, states as follows:

It was unfortunate that the lookout did not see them as soon as they got by the jetty; as it was, perhaps some four or five minutes were lost in starting. I do not believe it would have made any difference in the end, as William Fountain and O'Brien were overboard before the boat came in sight from the tower. The other two, Charles and Perley Fountain, were washed overboard before they (the life-saving crew) could have got to them under any circumstances; and if Belange had clung to the wreck instead of trying to swim to the jetties, he might have been saved. The whole operation from the time the first man went overboard till the last man was in the surfboat could not have been more than 25 minutes.

The launch came ashore near the south jetty at 9.30 p. m. on the date of the accident. She was split from stem to stern and a total loss except the engine, which was removed from the wreck and taken to the station in a badly damaged condition. A patrol was maintained all night and throughout the following day, but no bodies were recovered. On the 19th two bodies were washed ashore. They proved to be the remains of O'Brien and Perley Fountain.

Capsize of launch, September 26, 1910.

JONES BEACH STATION.

About noon of September 26, 1910, the surfman keeping the watch in the lookout of the Jones Beach station, coast of Long Island, saw a small launch going eastward a quarter of a mile off shore. As there was a high tide and sea at the time, the watch hailed another surfman who was on his way down to the beach, and called his attention to the boat. By the time the surfman reached the beach the launch had anchored in the vicinity of the wreck of the British steamer *Roda* (wrecked Feb. 13, 1908), lying three-fourths of a mile southeast of the station, and near which it appears small boats are accustomed to fish. The surfman watched her for a while, and reported to the lookout that she was all right. No particular notice was therefore taken of the launch, as she appeared to be seaworthy and in no danger. The lookout nevertheless informed the keeper of her presence near the wreck. An hour later the keeper interrogated the surfman who had been to the beach, asking whether the launch was still safe, and received an affirmative answer. Being somewhat apprehensive, however, that the boat might attempt to get in close by the wreck, a dangerous proceeding, owing to the state of the sea, the keeper himself decided to go down on the beach to see how the boat fared. He was in the act of pulling on his boots when the lookout saw a man emerge from behind the sand bluffs near the beach in the direction of the wreck above referred to, and a third of a mile from the station. The man excited no especial attention, however, because of the fact,

as stated by the keeper, that people are observed every day going up and down the beach. His connection with the accident was not known, therefore, until he reached the station and informed the keeper that a boat in which he and his brother were fishing had capsized outside the wreck, and that he had succeeded in swimming ashore, while his brother who could not swim, had drowned. Explaining the cause of the accident, he stated that he had just started his motor and was hauling up anchor preparatory to getting away when a sea bore down upon the launch and capsized it, throwing both occupants into the water. When he came to the surface he was 50 feet from his brother, who went under after making a brief effort to keep afloat. He acknowledged that the capsize was entirely his own fault, as neither he nor his brother knew how to handle a boat. The man gave his name as John Bly, and that of his brother as Edward Bly. Both were residents of Brooklyn, N. Y.

The life-saving crew made careful search along the beach in the locality of the accident, but failed to discover any sign of the lost man. The body was found October 3, near the Point Lookout station, several miles westward of the Jones Beach station.

It is shown that the capsize took place outside of the wreck of the *Roda*, the view of which from the lookout tower of the Jones Beach station, was almost continuously hidden by spray from the seas breaking over her. This explains the failure of the station lookout to observe the capsize or promptly afterwards to discover the boat. Any efforts on the part of the life-saving crew, however soon after the accident they might have gone to the rescue, would have availed nothing, as it appears upon the testimony of the survivor that the man who was lost sank within a few moments after he was precipitated into the water.

Capsize of tender to launch "Gertrude," October 15, 1910.

CITY POINT STATION.

About 2 o'clock on the morning of October 15, 1910, Miss Lillian Lyons, of South Boston, was precipitated into the waters of Dorchester Bay, Boston, Mass., by the overturning of the tender of the launch *Gertrude*, and drowned. The accident occurred several hundred yards northwest by north and somewhat to leeward of the City Point Life-Saving Station. The circumstances, so far as they could be learned from the only living person who was in position to know the facts in the case, were as follows:

Miss Lyons and a man named Thomas H. McCorry had been out on the bay in the launch named. The capsize occurred after their return to moorings and while they were preparing to go ashore in a rowboat. It appears that McCorry got into the tender and helped the woman on board, but that before letting go the painter of the boat he went back on the launch to put out a light he had forgotten to extinguish. While he was engaged upon this errand Miss Lyons attempted to keep the tender from chafing against the side of the launch, and in fending it off lost her balance, causing the smaller boat to careen. At this moment McCorry came out of the cabin, and seeing that the boat was about to turn over jumped down into it.

His action hastened the impending catastrophe instead of preventing it, and an instant later the two found themselves in the water and their boat bottom up.

McCorry grasped the girl and got hold of the painter of the tender, which was still fast to the launch. He held to this line and supported her close under the launch's lee for about 15 minutes, meanwhile shouting for help. Finally Miss Lyons, who, it would seem, was a good swimmer, persuaded McCorry to let her go, assuring him that she would be all right, her intention evidently being to strike out for the shore. When he complied with her request the tide carried her away in the darkness. She was not afterwards seen alive.

McCorry continued to cling to the painter and shout for help for several minutes after the young woman disappeared, his cries finally attracting the attention of a Mr. Orlando L. Baker, who was on a house-boat lying nearer than the life-saving station to the scene of the accident, and in a position more favorable than that of the life-saving crew for hearing the shouts of those imperiled. Without taking time to clothe himself Baker put off in the launch to investigate, and took McCorry out of the water. He immediately carried him to the life-saving station, where the man received much-needed restorative treatment.

It is shown by the evidence in this case that as soon as McCorry was brought to the station the keeper tried to get from him some information as to the particulars of the accident with the view of sending out a boat to look for any other person who might be endangered. The man was too greatly exhausted, however, to give an intelligible account of what had transpired. All he would say was: "The poor girl is drowned." He kept reiterating this exclamation until put to bed.

Two members of the life-saving crew were dispatched to the scene of the capsizing without delay, but no trace of the unfortunate woman was found. At 4.50 a. m. another party of surfmen went out. They dragged fruitlessly until well toward noon, when they learned that the body had been recovered at 6.40 a. m. at Carsons Beach, 2 miles west of the station.

On the night of the accident a strong north-northeast wind was blowing and there was a choppy sea. The life-saving station lay, as previously shown, several hundred yards distant from the *Gertrude*, and the surfman on the watch at the time claims to have heard no cries for assistance. None of the crew knew that anything amiss had occurred until Mr. Baker came bringing the survivor.

At the investigation McCorry criticised the watch for having failed to hear him. It was shown by tests conducted by the investigating officer that the man on watch was not properly censurable under the circumstances, the direction of the wind, as already stated, having been such as to carry McCorry's cries away from the station instead of toward it. When the tests referred to were made the officer took position at the place where the *Gertrude* was moored on the night of the accident. Only a light breeze was blowing at the time, but, although he possessed a strong voice, his shouts were scarcely audible at the station.

Swamping of launch, November 24, 1910.

OCEAN CITY (N. J.) STATION.

Shortly after noon of November 24, 1910, Thanksgiving Day, a party consisting of Samuel H. Fox, John Bowman, and William C. Deacon, of Ocean City, N. J., and Edward Meier, of Camden, N. J., left Great Egg Harbor at Ocean City in an open gasoline launch, 23 feet long, to enjoy an afternoon's fishing outside the bar. Fox and Meier had had some experience in boating, but neither knew how to handle a boat in rough water, as is shown by the testimony of the latter. When asked by the investigating officer whether any attempt was made to stop the boat or hold it against the seas while making the run homeward, Meier stated that nobody was paying any attention to the seas, that they were running right over them. Bowman had never been to sea in an open boat. Deacon was an invalid, and was taking an outing for his health.

The weather was clear and crisp when they left the harbor, and there was a light southerly wind, making the outlook promising for a pleasant day's sport. After fishing awhile, lying at anchor a couple of miles south of the sea buoy, and taking but few fish, they pulled up anchor and started for home. The hour of their departure from the fishing grounds is not definitely shown, but it was somewhere near 3 o'clock. By this time the tide had fallen and a heavy swell had set in from offshore, creating a rough sea, so that when the launch arrived in the vicinity of the south shoal she encountered a dangerous break.

The hazard of running before such a sea as prevailed was apparently not realized by those in charge of the launch until they were between the sea buoy previously mentioned and the bar buoy, and something over a mile off the beach, when a sea came in over the boat's stern and half filled it. They did not have time fully to comprehend their danger before a second sea, larger than the first, broke ponderously over them and completely filled their craft. The situation on board after the second watery onslaught was such that the occupants could not have done anything to improve their condition had they tried, being without oars or facilities for bailing, their boat entirely submerged and themselves partly under water—three of them up to the waist and one, Deacon, up to the neck. As the boat was also without mast or sail, there was little or no ground for hope that their plight would be discovered. One of them did his utmost, nevertheless, to attract attention from the shore by waving a locker seat.

Owing to his debilitated condition, Deacon was not so well able to take care of himself as were his companions. One of the survivors, Fox, testifies that he (Deacon) was washed out of the boat no less than five times, but that he brought him back each time. Finally he tied the invalid to the boat with the anchor line. The line worked loose, but Deacon succeeded in making his way to the forward end of the launch beside the others, one of whom, in an admirable spirit of self-sacrifice, got hold of his clothing and did his best to keep his head above the waves during the remainder of the time they were in the water.

Mr. Meier, who was in the bow of the launch at the wheel, stated that he also was washed out, but that he managed to get back to

his place unassisted, where, it seems, he was able, although nearly submerged, to keep the boat's head more or less to the waves by working the wheel.

The length of time they were in the water after disaster overtook them is estimated at an hour, placing the time of the swamping of the launch at 3 p. m. They finally drifted into the breakers somewhere abreast of the Ocean City Life-Saving Station, and were assisted out of the water by members of the station crew and others. It appears from the testimony of Meier that Deacon was dead when the party landed and that Fox was unconscious, although one of the survivors states that the former was still alive within 10 minutes of the time they came on the beach. Both Meier and Bowman were able to walk, though nearly bereft of their senses from exhaustion and exposure.

Keeper John M. Corson (now deceased) was absent from his post, sick, when this disaster took place, and Surfman Christopher Bentham, the No. 1 man in the crew, was in command at the station.

It is not definitely shown which of two surfmen, Parker or Nickerson, first sighted the launch. Surfman Parker, who was temporarily away from the station, says he discovered an object that proved later to be the imperiled men as he was going along on the boardwalk near the Fifth Street pavilion. He at once ran to the watch house, a distance of 100 yards on the boardwalk, and called Surfman Nickerson's attention to his discovery. Nickerson claims to have seen the object a short time previously, however.

Parker then ran to the life-saving station, standing something like 400 yards back from the beach, where he found Surfman Downs getting ready to go to the watch house to relieve Nickerson. The two surfmen went up into the station tower, threw open a window, and looked for the object through the marine glasses. They soon reached the conclusion that somebody was in trouble, for the forms of three or four partly submerged persons could be seen a quarter of a mile from the beach, rising and falling with the seas. While the surfmen were looking one of the persons was seen to wave his hand. The boat in which they evidently stood was entirely under water. As Downs expressed it, they could make them out only while they were in the trough of the sea. The boat did not rise on the waves at all, but "plumped" straight through them, staying bow to the sea all the time. As soon as they saw what it was the surfmen left the tower and ran to the beach, and, accompanied by Nickerson, pulled off to the rescue in a fishing skiff, which Nickerson had found on the beach and made ready for launching before the arrival of the two other surfmen. The emergency did not admit of any avoidable delay, so they did not take the time to get a boat from the station down to the water. Under the circumstances this was undoubtedly the only practicable course. They succeeded in working up near the launch 100 yards offshore, but as their boat as well as the other boat was in the worst of the break they had all they could do to keep from being upset. They could not run alongside owing to the danger of fouling the launch and injuring or killing the men in it. Neither could they throw a line to the launch while their efforts were constantly required to keep out of the trough of the sea. The best they could do was to hold their boat as near the other one as safety permitted, ready to

attempt the rescue of any who might be washed away and to assist them when the launch should strike the beach. As soon as they came within hailing distance of the boat someone in the party on board called to them that one of their number was drowning and asked whether they, the surfmen, could come alongside and get him. They were compelled to reply that it was impossible.

As soon as the launch got within wading distance of the beach all three surfmen jumped overboard in water up to their waists and assisted the four men to land. Deacon was apparently dead. Fox was barely alive. Meier and Bowman were able to walk with assistance, but were in sore need of restorative treatment. Surfman Downs immediately set to work to resuscitate Deacon, with the help of Surfmen Parker and Nickerson, while the others were taken in hand by Surfmen Norcom and Johnson and some citizens and rushed to the station. Fox was so far gone that it was necessary to employ resuscitative measures for upward of an hour and a half before he was out of danger. Meier and Bowman left the station late in the evening of the 24th, but Fox was cared for until the next day. After the surfmen had manipulated the body of Deacon for an hour or more without producing any signs of life a physician whom the acting keeper had sent for pronounced the man dead.

Wreck of the schooner "Olive May," December 7, 1910.

GAY HEAD STATION.

The *Olive May* was a 14-ton gasoline fishing schooner owned and commanded by Mr. A. K. Silva, of Edgartown, Mass. In the early morning of December 7, 1910, during the prevalence of a heavy northwest gale and snowstorm, she was forced from her anchorage off Gay Head, Mass., and driven ashore, striking bottom in the breakers some 200 yards from the beach and a mile and a half south of the Gay Head Life-Saving Station. Although the seas broke continually over the little vessel after she stranded, four of her crew got safely away in a dory and succeeded in reaching the schooner *Charlotte Kingsland*, anchored somewhere in the locality outside of the surf. This left but two persons on board, the master and a man named Tom Silva. The latter, it seems, made up his mind shortly after the dory left the schooner that a small boat would offer him also a better chance for his life than the schooner's rigging, and attempted to follow his shipmates in another dory. He was washed overboard, however, while trying to get the boat into the water and was lost. The master more wisely, as it proved, decided to stick to the ship.

A few minutes after 6 a. m. of the 7th, Surfman Vanderhoop of the Gay Head Station, covering the south patrol, sighted the outlines of the wreck through the thick, driving snow, with a lone man in her forerigging. The vessel was too far offshore for the surfman's voice to convey to the shipwrecked man any intelligible words of encouragement or instruction, so he burned one of his Coston signals to let him know that he had been discovered. Vanderhoop then set off for the station as fast as his legs could carry him through the 8 or 10 inches of snow that covered the beach.

Station keepers are sometimes compelled on occasions of shipwreck to determine upon a course of action without being in possession of facts and circumstances the knowledge of which might greatly

expedite rescue work. In such instances deliberation or investigation previous to action being out of the question, the keeper must be guided solely by experience and judgment.

It appears that it is customary for vessels that fish in the vicinity of Gay Head to carry large crews. Rightly conjecturing that the vessel discovered by Vanderhoop was a fishing craft, the keeper reasoned that owing to the state of the sea her crew were in imminent danger, and that the situation, therefore, called for a method of rescue offering the quickest results. To take a number of men off by boat might require several trips, consuming precious time when haste was of the utmost importance. Moreover, conditions offshore were such that a rescuing boat would be in constant danger of a capsize. An overturn in the beginning might defeat the enterprise altogether. As the schooner, according to the surfman's report, lay at no very great distance from the beach it was decided to try to shoot a line over her and send out the breeches buoy. The keeper accordingly got out the beach apparatus with its load of life-saving gear.

When the life-saving crew arrived abreast of the vessel the man whom the patrol had discovered in the rigging was still there, and the wreck lay, as before, listed heavily to starboard, with the seas breaking clear over her. Out beyond the breakers could be seen through the still heavily falling snow a boat containing three persons, who were apparently standing by, watching for a chance to get in alongside.

The first and second shots fired from the beach carried the shot-line fairly over the wreck, but as it fell in each instance the strong wind swept it aside clear of the mark. At the third shot it fell within a foot of the sailor, but he was slow in reaching it, and it slipped off the rigging down on the port quarter and finally into the water. While the surfmen were getting ready to fire again the object of their attention was seen working his way into the main rigging along the weather rail. He slipped once in making the passage and went down behind the mainmast, but recovered himself and climbed up on top of the cabin and thence into the main rigging. A few moments afterward the boat's crew waiting outside ran in and took him off. As there was nothing further for the men on the beach to do, they reassembled their gear and returned to their quarters. They knew nothing of the fate of the rest of the shipwrecked men until the master of the *Olive May* later in the day gave them the facts over the telephone from Edgartown.

Destruction of three barges, January 10, 1911.

PEAKED HILL BARS STATION.

The instances have been numerous in years past in which the service has had to chronicle losses of life from shipwreck that might have been averted or greatly minimized had those involved in disaster heeded the injunctions of the life-saving crews standing by on the beach and remained on their vessels instead of trying to land in their own boats.

Vessels driven ashore within the field of the operations of the service are usually belabored, after running aground, by heavy seas and surrounded by a tumult of breakers—a situation well calculated

to inspire those on board with the fear that the complete destruction of the vessel is imminent, and to prompt them to resort to the only means at hand of abandoning ship that seems to offer them a chance for their lives.

Deep-sea sailors are proverbially helpless when it comes to handling a boat in broken water near the shore. As a consequence when they leave a vessel under the conditions described they almost invariably suffer a capsize, if, indeed, their boat be not overturned by the boarding seas before they can effect a launching.

Sometimes when the station crews are summoned to the aid of a stranded ship they find the state of the weather and sea such that a rescue can not be immediately undertaken by boat, and the wreck too far offshore to be reached by a shot from the line-throwing gun. All they can do in such cases is to wait for conditions to improve and in the meantime by signal or shout reassure the ship's company and encourage them to remain on their vessel.

The disaster, the story of which is here set forth, serves to illustrate the foregoing.

On the evening of January 6, 1911, the tug *Lykens* set out from Philadelphia with three coal-laden barges, the *Trevorton*, *Corbin*, and *Pine Forest*, in tow, their cargoes being consigned, respectively, to parties in Portland, Portsmouth, and Marblehead. The *Trevorton* was a vessel of 1,763 tons, the *Corbin* of 954 tons, and the *Pine Forest* of 910 tons. The first-named carried a crew of 7 men, and the second and third 5 men each, making a total of 17 men on the three barges. All three vessels were owned by the Philadelphia & Reading Coal Co. The entire 17 men lost their lives on the morning of January 10, 1911, when the barges were driven ashore midway between Peaked Hill Bars and Race Point, on Cape Cod, and destroyed. The names of those who perished are reported to the department as follows: From the *Trevorton*, Frederick I. Brown (captain), Dominico Milosevic, Andrew Olsen, Victor Sanstrom, Albert Sorensen, Fred Hausen, and William Walham; from the *Corbin*, Charles N. Smith (captain), Charles E. Smith, John Hendrickson, Alfred Olsen, and Anton Pedersen; from the *Pine Forest*, Monroe W. Hall (captain), William Wicks, John Gardos, Clarence B. Burns, and Einar Hjorth.

The string of vessels made good weather of it until they arrived off Highland Light, coast of Massachusetts, in the evening of January 9, when they ran into a strong west-northwest wind. Fearing for the safety of his tow, the master of the tug altered his course soon after encountering the gale, turning farther to the westward, with the intention of pulling across Cape Cod Bay to Plymouth, from which place the voyage, he concluded, could be continued with less risk under the shelter of the land. After passing the light mentioned, however, the wind hauled more to the northward and freshened up considerably, and the sea became very rough, both of which agencies, combined with the tide, which was setting out strong from the bay, made the progress of the vessels exceedingly difficult.

By midnight the wind had attained a velocity of about 60 miles an hour, and the vessels were practically hove to. At 1 o'clock, the tide having turned, the captain of the tug decided to risk everything in the hope of getting his tow into the bay, and started ahead again under all the steam his vessel could raise. So fierce was the gale, however, that after an hour's effort they had covered barely a mile.

While the barges were laboring heavily, as was disclosed by the searchlight from the tug, they were so far holding their own, and there seemed to be a fair chance that they would all ultimately reach the sheltered locality the master of the tug was striving to attain.

At 4.20 a. m. a seaman aboard the *Lykens*, keeping watch aft, called the master and reported that the vessel immediately behind them was signaling with a light. The captain came out on deck to see what the matter was, and, following the ray of the searchlight with his glasses, took a careful look at the vessel, but could make out only her side lights.

The captain had hardly gone inside again when the tug gave a sudden lurch forward as though the strain on her towing hawser had been suddenly eased. She almost immediately fell into her regular speed only to shoot forward in the same manner a few moments later. Some of her crew at once ran aft to ascertain the cause of the trouble and found that the hawser board had worked free and fallen inside the taffrail. While they were engaged in replacing the board it was noticed that the tug was again going ahead at greatly increased speed. This meant but one thing—she had lost her tow.

The tug was slowed down as soon as possible, and all hands were ordered on deck to haul in the hawser. When this was accomplished it was found that the entire cable and even the towing bridle attached to the outer end were intact, indicating that the bridle had worked loose from its fastenings aboard the barge, slipped through the chocks and dropped into the sea—doubtless without the knowledge of anybody on board.

As soon as the hawser was made secure on board, the *Lyken* swung around and went back in search of the lost tow. After cruising up and down the coast from Peaked Hill Bars to Race Point, she came across the *Pine Forest*, the rearmost barge in the line, about daybreak, lying in the breakers on the bar. The tug could find no trace of the two other vessels, however, which led the master to hope that they had succeeded in weathering the cape and getting into the bay.

The gale was still driving with unabated force, and the water on all sides of the stranded vessel was a veritable caldron of breaking seas. In the opinion of the tug captain nothing could be done by the tug to assist the barge, for to have ventured into the broken water surrounding her would have jeopardized the lives of the 20 men in his crew. While he was standing by, playing his searchlight over her, the life-saving crews from Peaked Hill Bars and Race Point were trudging along the beach with their apparatus. It is not shown whether or not he saw the signals burned by them or knew of their presence on the beach. At any rate he soon left the scene without displaying any signals indicating the possession of such knowledge. It was afterwards learned that he ran into harbor at Provincetown, where some hours later he learned the fate of the other vessels.

What actually befell the *Trevorton* and *Corbin* after the towline parted can be only surmised, as every one in their crews, 12 men all told, perished. The supposition is that after becoming separated from the towing vessel they drifted together and hammered each other to pieces. The *Pine Forest*, the last barge in the line, must have broken her hawser and drifted away from the others, or else she was much the stancher craft of the three. In any event, wind and buffeting seas swept her shoreward intact and set her hard and fast

in that graveyard of ships, the outlying sands of Cape Cod. There, several hundred yards from the beach, she lay at break of day with the seas sweeping over her amidships, but with her crew of five safe, nevertheless. Had the sailors remained by her, as instructed to do by the life-saving crews standing by on the beach, every man of them eventually would have been saved. The responsibility for what followed their disregard of the warning given them is placed where it belongs by the owners of the barges in a report submitted to the department, which contains the following:

The attempt of the captain and crew to launch a small dory in spite of the warnings of the life-saving crews on shore was suicidal. The entire five men on board were drowned as a result of their own actions. Had they stuck to their vessel all would have been saved during the day of January 10, as the life-saving crews could easily have taken them off when the gale subsided. The cause of the accident to the barges will never be known. The disconnection of the hawser occurred on the foremost barge, but how, no man can say. The secret was buried with the lost men.

The barges were first seen from the shore by Surfman Higgins, of the Peaked Hill Bars Life-Saving Station, two hours or more before disaster overtook them. At the time Higgins was making his patrol eastward. According to his testimony they were going along slowly but showed only the usual lights and appeared to be all right.

They were next observed by Surfman Carlos, of the same station, who set out on the west patrol at a quarter to 4. When 500 yards or more from the station Carlos discovered the lights of three or four barges near the bars. After satisfying himself that the vessels were in dangerous waters he burned two Coston lights to warn them of their peril. He then ran back to his station and gave the alarm.

It happened that Surfman William E. Silvey was temporarily in charge of the life-saving crew, the keeper, William W. Cook, having gone to his home in Provincetown on 24-hour liberty. Silvey accompanied Carlos a short way up the beach to confirm his report, and made out a vessel at anchor, apparently, outside the bar, while farther westward and nearer the beach, in the locality of the halfway house, could be seen the lights of two other vessels.

The surfmen returned to the station and aroused the rest of the crew, and after telephoning the news to the keeper of the Race Point station, 3 miles to the westward, set out with all hands, taking the beach apparatus. They arrived abreast of the vessel first discovered at a quarter of 6 a. m., after an hour's heavy pulling, getting there ahead of the Race Point crew by a quarter of an hour.

By this time the vessel first seen, and which proved to be the *Pine Forest*, was lying more than a quarter of a mile from the beach, apparently fast on the bar and some distance outside was another vessel throwing a searchlight over her. The lights of the vessels seen farther along the beach were no longer visible.

Silvey and his men continued their way westward looking for some trace of the vessels that had disappeared and were joined near the halfway house by the men from Race Point coming east. When the two crews met, Capt. Fisher, of the Race Point station, took command and all set out eastward to where lay the one vessel whose lights were still in view. They had gone only a short distance east when an object, thought to be a vessel's hull with spar projecting above, was seen offshore through the breaking dawn in the locality of the inner bar. Telling Silvey to keep on until he should come

abreast of the vessel first sighted, Capt. Fisher unloaded his apparatus with the intention of shooting a line over the object. He placed the gun in position, loaded it with 6 ounces of powder, attached a No. 9 line to the projectile, and was on the point of pulling the lanyard when a surfman shouted: "She's gone!" He fired, nevertheless. After waiting awhile and receiving no responsive pull, the line was hauled in. As there was nothing any longer visible to aim at, the apparatus was reloaded upon the wagon and the tramp eastward resumed.

When Silvey arrived abreast of the one remaining vessel she was still where she had been when he passed her the first time. Although she lay at a great distance from the shore and obviously beyond the range of the wreck gun, with the wind blowing directly across the line of fire, a shot was taken with a 6-ounce charge of powder. The line, a No. 4, failed to carry to the vessel, however. Three more shots were fired with no better results.

Becoming convinced of the futility of further effort with gun and line, Capt. Fisher now decided to try to reach the barge by boat. Two men were accordingly dispatched to the Race Point station for the surfboat, and another party to the station at Peaked Hill Bars on a similar errand, it being deemed prudent to have one boat on the beach in reserve in case disaster should attend the enterprise of getting away from the shore with the other. The boat from the last-named station arriving first was unloaded from its wagon and made ready for launching. A half hour later the other boat also arrived, and was likewise run down to the water and prepared for the work in hand.

The gale was still at its height and the seas, according to the testimony of one witness, were rolling in 20 feet high. Undaunted by wind or sea, however, the men on the beach gathered around the boat from Peaked Hill Bars and ran it into the water. They had scarcely succeeded in shoving its nose into the first breaking sea when they were hurled off their feet and flung helter-skelter back on the beach. Their efforts were renewed several times, but always with the same result. While they were struggling with the boat, the men on the barge, who since daylight had shown themselves at intervals passing in and out of the house, which it appears stood well out of reach of the boarding seas, were seen to make for a boat suspended from davits, get into it and start to lower it over the side. Before they could free it of its lashings, however, a sea broke over the barge, swept across the deck, and poured a solid wall of water over the rail and into the boat, filling it and half drowning the occupants. After the sea passed they all clambered out and hoisted the boat by its bow, evidently to drain it. They then went and stood in the shelter of the house as if to debate what to do next.

When it was seen what the sailors were about, one of the men on the beach ran and got the necessary flags from the apparatus cart and waved to them the signal: "Do not attempt to land; it is unsafe." Apparently to signify that the warning had been understood, one of the sailors stepped toward the rail and waved his hand.

Following the brief diversion occasioned by the men on the barge, as above described, the surfmen again turned to the impossible task of launching their boat, only to have their efforts a second time interrupted by the men they were trying to reach.

The sailors, having witnessed the efforts of the life-saving crews to get away from the shore, and doubtless becoming convinced that their ship would soon break up, leaving them to wage a life-and-death struggle in the surf amidst the débris of the wreck, now turned to the dory again. This time they got it over the side and free of its lashings, but in the excitement of the moment neglected to unship their oars, stowed away underneath the thwarts, so that when the boat struck the water they had no means of guiding or propelling it, if indeed they could have done either in any circumstances. As it was, they did not even have time to seat themselves before the boat was swept out past the vessel's stern, where a sea caught it up and capsized it.

All of the unfortunate men had on cork jackets. Two or three of them, it appears, regained the boat, and managed to hold to it for a brief interval as it drifted eastward in the swift alongshore current. The others were also able, by the aid of their jackets, to keep their heads up for awhile, but the chill of the water and smother of the breakers finally exhausted their energies and they gave up the struggle for their lives.

When Capt. Fisher witnessed the capsizing of the ship's boat he directed Silvey to dispose several of the surfmen along the beach with grapnels and heaving sticks, in readiness to rescue any of the sailors who might come within reach. The boat, free of those who had got back to it after it upset, came ashore first, with its oars still tucked under the thwarts, as previously explained.

Keeper Cook, of the Peaked Hill Bars station, who reached the scene of the disaster about 9 a. m., in response to a telephone message, testifies that he saw one of the sailors 20 or 25 yards from the beach making a valiant effort to reach land. The men on the beach shouted to him to keep swimming and they would soon get him, but before he came near enough for them to get hold of him his head dropped forward and he ceased to struggle. He was apparently dead when hauled out shortly afterwards. The surfmen worked for nearly an hour in an unsuccessful effort to resuscitate him. This was the first man to be taken from the water. The bodies of the others were in the course of an hour recovered at various places to the eastward, as were also two bodies from one of the other barges. These last were found by the crew from the High Head station (3 miles eastward from the scene of the wreck) while they were on their way to the assistance of the life-saving crews already abreast of the *Pine Forest*. The life belt on the body of one bore the name "Treverton." These bodies and those of the crew of the *Pine Forest* were conveyed to the Peaked Hill Bars station, where they were later in the day turned over to the coroner. Altogether, the bodies of 15 of the 17 men who perished from the three barges were finally recovered.

This proved to be the most serious disaster during the year within the field of life-saving operations and the only one attended by loss of life in which vessels of any considerable size were involved. It was really three disasters in one. The service reports contain many accounts of such casualties to barges.

Swamping of power fish boat, January 30, 1911.

BARNEGAT STATION.

On the morning of January 30, 1911, during the prevalence of a high sea and strong flood tide, a power fishing skiff manned by two brothers, James and Ralph Smith, was swamped on Barnegat Bar, coast of New Jersey, while en route to the fishing grounds off-shore, and the brother last-named was drowned.

The Smith brothers' boat was one of four launches, each containing two persons, bound for the same destination. The boat in the lead when the fishing party set out approached the bar in the main channel, but found the water too rough for crossing and put back into harbor. On seeing the foremost boat abandon the trip the occupants of the three other boats altered their course with the intention of trying to get out past the north end of the bar. The boat now in the lead, manned by Christian Berntsen and Ulrich Hoff, approached the bar near the beach, where a narrow slue, protected from the heaviest break of the seas by the curve of the bar itself, seemed to offer a safe passage. This boat successfully negotiated the bar by standing boldly upon a southeast course, and at a favorable moment hauling quickly northeast through the slue. Some 200 feet astern of the first boat came the boat containing the Smiths, both of whom were young and active fishermen, but somewhat less experienced in seamanship than Berntsen and Hoff, and with a less seaworthy craft under them. As the evidence of the surviving brother was not obtained it is not known how the boat that swamped was maneuvered in the attempt to get over the treacherous shallow. The most plausible theory as to what actually happened, according to the report of the investigating officer, is as follows:

The launch did not stand in close enough to the main bar, and a suitable moment was not chosen for the passage into the slue. Instead, it fell westward into broken water, probably on account of misjudgment of the force of the tide, and then attempted to cross the eastern edge of the round shoal on the west side of the slue, where there was not enough water to float it, and when it settled into the hollow of the sea and took bottom the next breaker washed over it, carrying away Ralph Smith, who, encumbered as he was by heavy storm clothing, was prevented from making any effective effort to save himself.

None of the men in the other boats appear to have witnessed the accident. One of those in the boat already over the bar chanced to look back and saw James Smith standing up in the bow of this launch, which was practically submerged. The men in the lead, Berntsen and Hoff, at once circled around and worked their way back to within 50 yards of the survivor, whom they hauled aboard their launch by means of a line. The brother Ralph, was nowhere visible. James told his rescuers that after his brother went overboard he saw him some distance away struggling among the oars that belonged to the launch, but that he soon went under.

Surfman Edward B. Ridgway, of the Barnegat life-saving crew, keeping watch in the lookout of his station, saw the boats heading for the bar. As the water outside was rough he kept his glasses trained on them and witnessed the swamping. The station crew launched the surfboat from the boathouse standing on the beach

400 yards from the station in the general direction of the scene of the swamping. Although they had to row three-quarters of a mile against a strong current they reached the locality of the accident inside of 20 minutes from the time the alarm was sounded by the lookout. They were too late, however, to render any service.

The body of the drowned man was never recovered, so far as known.

Sinking of launch "Hope," March 14, 1911.

GLoucester STATION.

About noon of March 14, 1911, the 11-ton fishing launch *Hope* collided with the schooner *Hattie A. Heckman* in Gloucester Harbor, about $1\frac{1}{2}$ miles east of the Gloucester Life-Saving Station and a third of a mile offshore, and sank with the loss of all on board, consisting of the following persons: Charles Anderson (master), Ernest Anderson, John Chambers, and George Wiggin.

The *Heckman* lowered boats and picked up two of the victims of the accident, Charles Anderson and Chambers, and took them on board. It would seem that they were apparently dead when taken from the water, but whether or not the crew of the schooner made any effort to resuscitate them is not known. The Gloucester life-saving crew boarded the schooner as soon as possible after the collision and took the bodies in hand, working over them fully an hour with the assistance of three physicians summoned from the shore by signals. Their efforts were of no avail, however.

Surfman Haley, No. 6, of the Gloucester station, witnessed the collision from the station watch-house. Testifying to what he saw, he says:

I saw the schooner *Hattie A. Heckman* tow out of the harbor. After the towboat dropped her she tacked over this way. The *Hope* came around the breakwater, standing in. Then I looked toward a little Italian boat that had attracted my attention. When I looked back the *Hope* was gone and a lot of wreckage was hanging on the bobstay of the *Heckman*.

The alarm was immediately given, and within a minute's time the station crew, in command of Keeper Nelson F. King, were off in the power boat. As already stated, they went aboard the *Heckman*, where they found the bodies of the men the schooner's crew had picked up. They learned some of the particulars of the casualty, but did not find until they reached shore that there were still two men to be accounted for.

The *Hope* sunk in 35 feet of water. She was located by the service crew on the following day and buoyed. On March 19 she was raised and taken to a dock at East Gloucester. When the tide ebbed, leaving her dry, the body of Ernest Anderson was found on board. A body identified as the remains of Wiggin was found June 1 floating near the outer end of Niles Beach, $1\frac{1}{2}$ miles east of the life-saving station.

Swamping of a fish boat, May 15, 1911.

PORTSMOUTH HARBOR STATION.

The swamping of a small fishing boat 1 mile west of the Portsmouth Harbor station late in the afternoon of May 15, 1911, resulted in the drowning of Frank Spinney, of Portsmouth, N. H., one of the two occupants of the boat.

Spinney and his companion, Robert Slaney, the latter upwards of 70 years of age, were beating out of the harbor under sail when first observed by the surfman on watch in the tower of the Portsmouth Harbor station. As the tide was ebbing, a sharp cross sea running, and a strong wind blowing from the southwest, the lookout kept an eye on the boat while she tacked over toward Jerrys Point. As he watched, a heavy sea boarded and and sunk her. The occupants were carried down with her, but both soon rose to the surface. One of them, Slaney, managed to get hold of the top of the mast, which projected 3 feet above water after the boat settled. His less fortunate companion was unable, however, to reach the mast, and sank 100 feet away from it after battling with the tide for a few moments.

Simultaneously with the swamping of the boat the lookout sounded the alarm. The life-saving crew in their surfboat, under oars, covered the mile to the scene of the disaster in something like a quarter of an hour, although the wind and sea were against them. In the interval between the capsize and their arrival the seas continually broke over Slaney, completely burying him. When the rescuers reached him he had lost consciousness, but had fortunately maintained a viselike grip on the mast. Restorative treatment was administered to the survivor en route to the shore and continued after the life-saving crew reached their station, where, after two hours' work, he was restored to consciousness.

Although careful search was made for Spinney at the time Slaney was rescued, no trace of his body could be found. It was washed ashore nine days later.

Capsize of a skiff, June 22, 1911.

SHEBOYGAN STATION.

Late in the afternoon of June 22, 1911, a flat-bottom skiff containing Fred Berger, Joseph Zajys, and Otto Kupsick, all of Sheboygan, Wis., capsized three-fourths of a mile southeast of the Sheboygan Life-Saving Station, drowning the person last named.

The skiff passed the life-saving station on its way out of the harbor about 4.50 p. m. According to the story of the surfman who was at that time on watch in the station lookout, the occupants of the boat were acting as if they had been drinking; they were "rocking the the boat, yelling, singing, and calling to all the women and girls as they passed." The surfman kept an eye on the skiff as it passed out the entrance and emerged into the lake, but, his attention having been diverted for a moment, he did not witness the capsize, which occurred several hundred feet south of the south pier. Hearing shouts on the pier, he looked back for the boat and saw it floating bottom up, with two men trying to climb up on it.

The life-saving crew in their surfboat arrived upon the scene of the capsize seven minutes after the lookout gave the alarm. They were preceded, however, by the launch *J. P. Reiss*, the two occupants of which had witnessed the accident from the vicinity of the harbor entrance. When the service boat rounded the end of the south pier they were taking the men from the water.

The rescued men, who seemed little the worse for their experience, were taken by the launch, with their boat, to the station dock.

In compliance with the station keeper's request the launch returned to the scene of the drowning with the service skiff and drag-hooks, the surfboat having stood by meanwhile to keep track of the place where Kupsick went down. The body was recovered from a depth of 35 feet after a two-hour search.

As the weather was perfect and the water quiet on the day in question there is little room for doubt that the men involved in this accident brought misfortune upon themselves as a result of their roystering conduct. On this point the investigating officer comments as follows:

There is no doubt that all three men were under the influence of liquor. The sea was calm, and it would appear that the capsizing was in no manner due to the elements.

The official mentioned commends the promptness with which the life-saving crew put off to the rescue, although, as it turned out, their celerity was of no avail, Kupsick having immediately sunk without putting forth any effort to save himself.

Capsizing of a fish boat, June 29, 1911.

POINT ADAMS STATION.

On June 29, 1911, two fishermen named John Holmstrom and August Williams were capsized in the breakers on Clatsop Spit, off the entrance to Columbia River, Pacific coast, while engaged with their net. Williams was drowned. The accident occurred 2 miles from the shore and 5 miles west of the Point Adams (Oreg.) Life-Saving Station.

The two fishermen, it appears, were in the act of hauling in their net when the seas began to break heavily around them. Fully aware of their danger, they did not finish their work, but cut the net and started for the channel in the hope of escaping disaster. Before they could get out of the dangerous waters, however, a breaker upset them.

Both men were washed away from the boat, but succeeded in getting back to it, Holmstrom assisting Williams, who it seems was in a helpless condition, to a place alongside and helping to support him. A sea soon came along and washed both men away again. When it passed Williams was nowhere in sight. Luckily for Holmstrom, the mast of the boat, which had worked free of its fastenings, now drifted within his reach. It served to support him until he was rescued by the Point Adams life-saving crew an hour later.

When the capsizing above described occurred, the Point Adams life-savers were in their surfboat engaged in the rescue of some other incautious fishermen whose boat had swamped $1\frac{1}{2}$ miles farther west. Having picked the men up, they were trying to recover their net, when they observed a man on the Government jetty, extending out from Point Adams, hoisting a flag. Concluding that something was wrong, they placed the rescued fishermen aboard another boat near by and responded to the signal with all possible speed. Following the signalled directions of the man on the jetty, they found Holmstrom. He was rescued with considerable difficulty on account of the heavy seas and because of the further circumstance that he had to be cut loose from his net, which had become fouled with the mast when it separated from the boat and in which he had become entangled.

The body of Williams was found several weeks later on Sand Island, 2 miles north of the place where he met his death.

It is shown by the evidence in this case that on the day of the accident there were more than 100 boats at work on the fishing grounds. The life-saving crew therefore had an extensive territory to cover in their patrol of the fleet, and their work was, moreover, rendered more than ordinarily difficult by the roughness of the water, which also greatly interfered with their view of the fishing grounds. That they performed their work well, nevertheless, is shown by the day's record—three separate rescues performed in addition to the one here related.

Capsize of a fish boat, June 30, 1911.

CAPE DISAPPOINTMENT STATION.

On the day following that of the boating accident set forth above, the crew of the Cape Disappointment Life-Saving Station, situated on the north side of the Columbia River entrance, was called upon to assist a fish boat overtaken by disaster in the breakers on Peacock Spit. The circumstances of the two accidents were very similar.

Although, as shown in the report made by the station keeper in this case, the weather was squally and the surf off the river entrance exceedingly rough, the adventurous fishermen were out in full force. The number of boats at work on the grounds is estimated to have been as many as 200 or 300. The boat from which life was lost was capsized $1\frac{1}{2}$ miles south of the station named and the same distance offshore.

A vigilant watch over the fleet was being maintained from the station lookout, Keeper Stuart himself having at intervals in the course of the forenoon gone into the tower. About 10 a. m., while he was making one of these personal observations, a number of boats was seen working in toward Peacock Spit—a most dangerous spot. The keeper lost no time in manning a boat, feeling almost certain that there would now be some work ahead for himself and crew. Owing to the state of the tide, which was slack, the power boat could not be used, and the Dobbins lifeboat was taken in its stead, the crew putting off under oars.

While the life-savers were on their way out they picked up 50 fathoms of gill net that had gotten away from a fishing crew, and were about to deliver it to the owners when the signal gun, fired by the station lookout, was heard. This meant that a boat was in trouble.

Following the directions of the lookout, which were given by wig-wag, they continued their way toward the spit, and after a hard 45-minute pull, during which their boat was repeatedly swept from stem to stern by boarding seas, they found the object of their quest. The fish boat, it appears, had capsized, then righted itself and filled. One of the two occupants, named John Carlson, was immediately swept away and drowned. The other, Carl Skoman, managed to remain with the boat. When the station crew came upon the scene, he was sitting in it with his head barely above water. By careful maneuvering, the service boat succeeded in taking him off. As other boats of the fleet were in danger, the rescued man was transferred to a fish boat standing by, and the life-savers continued their patrol of the fleet, leaving to others the recovery of the boat that had capsized. Fortunately no other boats were involved in disaster during the day.

ILLUSTRATIVE INSTANCES OF RESCUE AND
SALVAGE WORK PERFORMED BY UNITED
STATES LIFE-SAVING CREWS: 1911.

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 1,461 occasions of accident or disaster to documented and undocumented vessels during the fiscal year ended June 30, 1911.

The few 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 any who may be interested in particular cases.

July 4, 1910.—On the morning of the 2d the lookout of the Hammond (Mich.) station discovered a steamer hull down away off to the northwest, apparently at anchor. The keeper concluded that the vessel was loading cedar, and no further attention was paid to her until the morning of the 4th, when, the weather clearing, he observed that, considering the direction of the wind, she was not heading as she should be if at anchor. This circumstance led him to suspect that she was in trouble. Acting on this surmise he and his crew set out in the surfboat and arrived alongside the steamer after a 16-mile run. They found she was the steam barge *Black Rock*, bound from Buffalo to Kenosha, Wis., with a cargo of coal and carrying a crew of 17 men. She had got off her course and stranded at 11 p. m. of the 2d, near Nine Mile Point, half a mile offshore, owing to thick smoke from forest fires. The master had sent in a call for a tug, which reached the scene with a lighter some time after the arrival of the life-savers. The station crew piloted the tug in to the barge, assisted in getting the lighter alongside, and took a hand in the work of transferring her cargo. Shortly after midnight of the 4th, when 500 tons of coal had been removed, the tug pulled the vessel off.

July 7.—The lookout in the tower of the Cleveland station discovered smoke issuing from the steamer *M. A. Hanna*, lying in the west basin of the harbor. The keeper telephoned the news to the fire tug *Cleveland*, and set out for the burning vessel with his crew in the surfboat in tow of a tug that obligingly gave them a line in passing the station. The surfboat pulled alongside the *Hanna*, and the station crew went aboard and took charge of a hose passed to them from a near-by steamer. The heat and smoke soon drove them back into their boat, however. They next assisted the crew of the *Cleveland* to man a hose and play a stream into the engine room from above. The fire was finally extinguished, with an estimated damage to the vessel of \$3,000. The life-savers also gave necessary attention to a member of the *Hanna's* crew who was severely burned.

July 17.—While the keeper of the Cleveland (Ohio) station and his crew were out in the lake in search of two men reported to be aboard a disabled launch, the surfman keeping the station watch received several urgent telephone calls for the crew to come to the assistance of a launch in trouble off the foot of West One hundred and seventeenth Street, Cleveland. The crew responded to the call as soon as they returned. It appears that boarding seas had disabled the launch's engine, leaving her helpless. Her anchor was dropped, but it failed to hold. The life-savers arrived on the scene just in time to keep the boat from going on the rocks and save her six occupants from possible drowning in the surf. It was necessary for the rescuers to make three attempts before they got alongside. They transferred the party to the lifeboat, cut the launch's anchor line, and made their way out through the breakers with the launch in tow. As the rescued persons were seasick and chilled, they were taken to the station and given restoratives. The two men on whose account the station crew had left shore in the first instance made harbor unassisted.

July 24.—On the evening of this date, during a heavy squall, a rowboat containing two young men filled and capsized in the lake about one-half mile northeast of the Oswego (N. Y.) station. The accident was observed by the entire station crew. One of the life-savers ran to the beach abreast of the locality of the accident with the intention of assisting the endangered men in case they should drift into the surf. The rest of the crew set out to the rescue in the power surfboat and picked them up 20 rods offshore, and also took aboard the surfman who had gone to the scene by land, he having swam out through the breakers.

July 24.—The man keeping the watch at the Portage (Mich.) station saw a rowboat containing three persons capsize in the canal within a stone's throw of his post of duty. He launched a small boat and rescued one of the men, who had managed to get hold of the capsized craft. The two others were hauled ashore by other members of the station crew. In the excitement occasioned by the capsize a man watching the progress of the rescue from a dock was crowded off into the canal. One of the life-savers plunged in and brought him ashore.

July 29.—A rowboat containing three persons was discovered by the lookout of the Sheboygan (Wis.) station a half mile offshore and being rapidly swept lakeward before a high wind. As it appeared through the marine glasses that the occupants were flying a distress signal, the life-saving crew went out to investigate. They found that the boat contained three half-grown boys and that they were using sticks for oars. Their craft, an old, flat-bottomed affair, was half full of water, and the youngsters were bailing desperately to keep afloat. When overhauled, they were just beginning to get the seas, and were badly scared. But for the fact that one of them had the presence of mind to keep waving his jacket in the hope of attracting attention on shore, it is very doubtful whether they would have been discovered at all. It appears that they had been playing in the boat near the shore when the wind blew them into the lake.

August 5.—When abreast of the Monmouth Beach station, 1½ miles offshore, the schooner *Robert C. Harris* appeared to be in distress. She had struck a sunken obstruction 7 miles south of the

station and was in a sinking condition when the life-savers pulled alongside. Her crew of eight were taken into the surfboat, brought ashore, and cared for at the station. When beached shortly afterwards, one-eighth mile north of the station, she was full of water. The life-savers assisted in stripping her of sails, anchors, cables, and other fixtures. The schooner was pulled off the beach the next day and towed to New York by a wrecking tug.

August 12.—At 10 o'clock at night six intoxicated men, who had been cruising about all the evening in the launch *Marie Louise*, tried to come ashore in her tender. The small boat was not yet clear of the launch, which they had left unanchored, when it capsized. Three of the men managed to regain the launch, while the others clung to the bottom of the upturned tender. Their plight was immediately seen by the crew of the City Point (Mass.) station, who launched a power boat and went to their assistance. Having secured the launch to her moorings and picked up the men, the power boat headed for the shore. On the way in the intoxicated men became unruly and proceeded to attack their rescuers. They were promptly subdued, however, and were soon landed on the Columbia Yacht Club float.

August 13.—The steam schooner *Phoenix*, while on passage from Needle Rock, Cal., to San Francisco, was wrecked by a boiler explosion 7 miles northwest of the Arena Cove (Cal.) station, at 9.30 p. m. Two of her crew were instantly killed and two others sustained fatal injuries. The life-saving crew learned of the disaster shortly after 2 o'clock a. m. of the 14th, when nine of the crew of the *Phoenix* landed at Arena Cove in one of the ship's boats. Two of the party were badly scalded. They informed the life-savers of the character of the casualty, and stated that the vessel was drifting ashore with part of the crew still on board. First giving the injured men proper attention, the service crew launched a boat and set out to look for the vessel. After a two hours' search they found her 3 miles south of Arena Cove and 2 miles at sea, on her beam ends and awash. Her bridge and pilot house had broken loose and were found drifting half a mile away. No one was on board. When the station crew returned ashore they learned that a second boat, with 16 survivors, had landed during their absence, making a total of 25 men to reach shore alive. Two of these, the chief engineer and the second mate, died during the day.

August 14.—Responding to a telephone call, the crew of the Jackson Park (Chicago) station went in the power lifeboat to the assistance of a disabled launch, 2½ miles south of the station. The boat, which contained a man, was found lying at anchor in the breakers and helpless, with the seas breaking over her. A line was made fast to her and she was towed into the harbor at Jackson Park. As the service boat was in danger of stranding, owing to the shallowness of the water in the locality of the launch, considerable difficulty was experienced in performing the rescue.

August 16.—The lookout of the Fairport (Ohio) station discovered a launch used by a breakwater construction company drifting rapidly toward a riprap one-half mile north-northwest of the station. The service crew put out to her assistance in their surfboat, but while they were yet on their way she struck the riprap, tearing a hole in her port planking near the stern. A line was quickly made fast to her, but

before she could be towed into shallow water she sank. The two occupants were rescued, however, and taken to a place of safety. The line was finally worked in alongside a dock, where she was shortly afterwards raised.

August 17.—At 12 o'clock noon the keeper of the Baaddah Point (Wash.) station was notified by telephone that an unnamed launch whose five occupants had been engaged in fishing at sea had not been heard from for two days, and that it had been reported that her engine was disabled. The service crew put off in the power lifeboat and after a four-hour search found her 20 miles west-northwest of the station. Flooding seas had disabled her engine and she was helpless. A line was made fast to her and the lifeboat with the launch in tow was headed for Neah Bay. After traversing 5 miles of the return trip, they encountered the launch *Waaddah* flying signals of distress. Her engine, also, had broken down and her four occupants were unable to get her to a place of refuge. A line was passed to them, and after a hard tow the life-savers brought the two launches to their respective moorings in Neah Bay shortly before midnight.

August 26.—In the early morning of this date the steamer *Brazoria*, en route from Philadelphia to Atlantic City, N. J., stranded on the north bar of Absecon Inlet. The heavy seas drove her hard and fast on the bar, and, breaking over her, soon extinguished her fires. Her plight was observed by the watchman in the lookout tower of the Atlantic City (N. J.) station. The life-savers put off in the surfboat to the scene of the wreck. Eight of the 13 members of the *Brazoria's* crew were brought ashore on the first trip, and the remaining 5, with some of their baggage, on the second. It required nearly three hours' hazardous and difficult work to effect the rescue, as the high seas broke continuously over the surfboat. Ten of the ship's crew were furnished dry clothing. The steamer became a total loss. All of her upper works were washed away by the seas, leaving nothing but her hull deeply imbedded in the sand.

August 29.—The surfman on watch at the Monomoy Point (Mass.) station observed clouds of steam issuing from a vessel which was standing in toward the beach 1 mile southeast of the station, and concluded from the actions of her crew that an accident had occurred. She displayed no signal of distress, however, until the life-savers were well on their way to her in their power surfboat. The vessel proved to be the schooner *Ada Ames*, bound from Rockland, Me., to New York, with a cargo of lime. She was on fire and beyond control when the life-savers ran alongside. Her crew were quickly taken into the surfboat and landed at the station. Before the surfboat reached shore the schooner was seen to burst asunder and sink.

August 29.—The schooner *Speculator*, engaged in the fishing trade, stranded on the bar 700 yards from shore and $1\frac{1}{4}$ miles east of the Peaked Hill Bars (Mass.) station. She struck about 1 a. m., and was discovered an hour later by the beach patrol. The Peaked Hill Bars crew put out to the schooner in their surfboat. On the way they saw the vessel's crew rowing along the outer edge of the bar in the ship's dories. They overhauled the dories, took the master into their boat, and headed back for the shore, the other shipwrecked men, by the keeper's instructions, following them. The entire company of 21 men landed in safety through the surf. The crew of the

Wood End station, to whom news of the wreck had been telephoned before the Peaked Bill Bars crew had put off to the rescue, presently arrived on the scene in their power lifeboat, and with the aid of a tug, which had come up, sought to release the vessel, but without success. She was pulled afloat two days later.

September 1.—At 11 p. m. the steamer *Watson*, bound from Seattle to San Francisco, with a valuable cargo of general merchandise, stranded in a thick fog on Waaddah Island Reef, three-fourths mile north of the Baaddah Point (Wash.) station. She carried a crew of 46 men and 91 passengers. In answer to blasts of her whistle the keeper and crew went alongside in their surfboat and informed the ship's captain of his position, and at his request transferred 100 persons ashore, making 4 trips. After landing the first boat load, the keeper telegraphed the news of the stranding to the revenue cutter *Snohomish* at Port Angeles, Wash. Those taken ashore from the steamer were sheltered at the station until the following morning, when they were put aboard the steamer *Buckman*, which had come upon the scene during the night. The *Snohomish* put in her appearance at 8 a. m. of the 2d. After running the necessary lines from the revenue cutter to the stranded vessel, the life-savers assisted the crew of the latter in the work of jettisoning cargo. While this task was in progress one of the *Watson's* crew was accidentally knocked overboard. The life-saving crew rescued him and conveyed him to a physician for treatment. At 11 p. m. of the 2d, when the tide served, the *Snohomish* began making efforts to pull the steamer off, and succeeded after a half hour's work. The *Watson* was able to proceed on her voyage under her own power.

September 5.—At 10 p. m. the sloop *Peggy* went on the rocks at the south end of Plum Island (Mass.) $2\frac{1}{2}$ miles south of the Plum Island station, while on her way from Portsmouth, N. H., to Boston, stormy weather having driven her out of her course. The boarding seas soon filled her, driving the 4 men on board into the rigging, where they lashed themselves to the mast. The surfman covering the south patrol discovered their masthead light and notified the keeper by telephone from the halfway house. The life-saving crew responded in the surfboat and found her in the surf and fast going to pieces. By skillful work they got alongside and took off 3 of the imperiled men. The fourth man fell overboard in the act of jumping into the surfboat, but luckily a surfman seized him before he was swept out of reach and hauled him out of the water. The shipwrecked party were cared for at the station overnight. The sloop became a total loss.

September 8.—At 7 a. m., during a heavy fog, the 157-ton schooner *J. B. Newland*, with a crew of 6 men, ran out of her course and stranded 5 miles northeast of the South Manitou Island (Mich.) station. She was discovered by the keeper of the North Manitou Island light, who telephoned the news to the life-saving crews of the South Manitou Island and North Manitou Island stations. Both crews went to the assistance of the vessel, but, owing to the dangerous position in which she lay and to the state of the sea, were compelled to stand by for some time unable to do anything. About noon the sea having moderated they succeeded in getting off to the schooner. They ran out a 1,200-pound anchor and hove on it until late in the night, when a

gale sprang up, compelling them to quit work. They therefore went ashore, taking the vessel's crew with them. Returning to the schooner the next morning, they worked all day stripping her of sails and gear. This work was kept up until the arrival of the revenue cutter *Tuscarora* on the 13th, which vessel hauled the schooner off. The North Manitou life-saving crew worked two days recovering the anchors slipped by the vessel.

September 23.—The steamer *Bethlehem*, of 2,600 tons burden, carrying a crew of 23 men and a cargo of general merchandise valued at upward of \$200,000, lost her course in the darkness and stranded in the early morning of September 23, three miles west-southwest of the South Manitou Island (Mich.) station. She was floated by wreckers October 4, badly damaged, and with the loss of half of her cargo. During the nine days she was ashore she was battered by a succession of gales and high seas, which rendered wrecking operations extremely difficult and perilous. The life-saving crew stood by almost constantly during this time, performing invaluable service in furnishing transportation to ship's and underwriter's officers, carrying messages, taking out provisions to the wreckers, etc. Shortly after midnight of September 25, as the heavy seas threatened to break up the wreck, her crew of 23 men were landed at the station. On the 30th two watchmen who had been put on the wreck were taken off, the boarding seas again threatening her destruction. On October 2 the weather conditions became so bad as to imperil the lives of 10 wreckers at work on the vessel. Responding to their frenzied calls for help the life-saving crew went out and took them off.

October 1.—Hearing distress signals out in the lake near the hour of midnight the crew of the Muskegon (Mich.) station went out to investigate, and after rowing a mile to the northwest outside the harbor came upon the 683-ton steam barge *L. L. Barth* in a sinking condition with 6 feet of water in her hold. At the master's request the keeper piloted the vessel into Muskegon Harbor and ran her aground. A diver repaired her where she lay, after which she was pumped out. On the 5th she resumed her voyage, apparently all right. When the *Barth* began leaking, as here shown, she was about 15 miles offshore from Muskegon, en route from Buffalo to Chicago with a cargo of coal.

October 5.—The steamer *S. C. Reynolds*, of 1,895 tons register, en route from Chicago to Buffalo with a valuable cargo of package freight, stranded in a fog, and during the prevalence of a high sea, on the outer bar near Hamlin River, a mile south of the Grande Pointe au Sable (Mich.) station and a fifth of a mile offshore. The life-saving crew at Grande Pointe au Sable responded to the steamer's distress signals, and were promptly of service in transmitting news of the casualty to the owners and sending telephone calls for the revenue cutter *Tuscarora* and two tugs. On the arrival of these vessels the life-savers further assisted by running lines and lightering cargo. After several hour's work, in which a number of vessels other than those already referred to took part, the *Reynolds* was released. She carried a crew of 21 men and 1 passenger.

October 8.—The British steamer *Damara*, of 4,987 tons register, bound from San Francisco, Cal., to Grimsby, England, with a cargo of barley, and carrying a crew of 30 men, got off her course in a fog

and stranded off Fort Point, Cal., within 250 yards of the beach. The watch at the Fort Point station, a mile southeast of the scene of the stranding, discovered the tops of the vessel's masts above the fog, although she did not sound any distress signals. The news was at once telephoned to the Merchants Exchange at San Francisco, and to the neighboring life-saving stations, after which the Fort Point station crew went alongside in the surfboat. Within a short time the Government tugs *Slocum*, *Argonaut*, and *Sea Rover*, and the revenue cutter *Golden Gate* arrived. They all placed their hawsers aboard the *Damara* and tried to pull her off, but after several unsuccessful attempts the work was for the time abandoned. On the 9th five tugs made further unsuccessful attempts to release the vessel. On the 11th, at the master's request, the beach apparatus was taken abreast of the steamer and the gear was set up ready for service, with the view of quieting the fears of the ship's crew, as the seas were breaking over her. By the 17th a considerable portion of the cargo had been discharged into barges and some of it jettisoned. In the meanwhile two large pumps, installed in the steamer's main hatches, having lowered the water in her hold, four of the strongest tugs in the harbor made another attempt to move her, but failed. The work of discharging cargo was therefore resumed, and an additional pump was installed in the main hold. On the 19th, with the weather and tide favoring, four tugs pulled her off. The damage to the vessel and cargo amounted to more than \$300,000. Members of the life-saving crew remained by the *Damara* during the entire time she was ashore, running lines, transferring wreckers and others to and from the shore with the breeches buoy, and in other ways affording important assistance incident to the problem in hand.

October 18.—The 7,514-ton steamer *William C. Moreland*, of Cleveland, Ohio, got off her course in smoky weather while en route from Superior, Wis., to Ashtabula, Ohio, with a cargo of iron ore, and stranded on Eagle River Reef, Lake Superior, 21 miles northeast of the Portage (Mich.) station and a mile off shore. The master landed in the ship's yawl, and at 11.30 p. m. news of the stranding was telephoned to the station named. The life-saving crew arrived alongside in the 34-foot power lifeboat after a three-hour run. They stood by until noon of the 19th (word of the stranding having in the meantime been sent to the owners), when the sea became so rough that it was necessary to land the steamer's crew. On the first trip ashore 12 were taken off and on the second 13, comprising the entire company. On the 20th, the sea being less rough, the station crew put 10 of the ship's men aboard the vessel. While the service boat was on its way back to the shore the *Moreland* broke in two. The life-savers headed about and rescued all the sailors. The steamer and her cargo were totally lost. In performing the services here described the service crew was continuously on duty for 36 hours, their clothing drenched constantly by boarding seas, and their lives at times in great danger.

October 19.—On the morning of this date the keeper of the Plum Island (Wis.) station was informed by telephone from Sister Bay, Wis., that a steamer had stranded on Sister Shoal about noon of the 18th. The message stated that she had made no signals of distress but that, as the wind had shifted to the northwest and was blowing

a gale, she was in great danger of breaking up. The station crew responded in the power lifeboat, covering the 18-mile run in two and a half hours. The steamer proved to be the *J. W. Westcott*, of Milwaukee, with a cargo of lumber, and carrying a crew of 13. She had lost her bearings in a fog and grounded as above stated. The life-savers landed the master to enable him to communicate with the owners and summon a tug and a lighter. On the morning of the 20th they carried the master ashore again to telephone for a steam pump, the vessel having sprung a leak and filled during the night. The tug, lighter, and pump having arrived, the work of unloading cargo and pumping the vessel out was begun on the 21st. During the course of this work several trips were made to and from Sister Bay, 3 miles from the wreck, transporting laborers. After about 175,000 feet of the vessel's load of 513,000 feet of lumber had been removed the wind became so strong and the sea so rough that operations had to be suspended, and all hands abandoned ship for the night. On the 22d lines were run to the tug and an unsuccessful attempt was made to get the steamer off. On the 23d the master engaged the small steamer *Addie Wade* to complete the moving of the *Westcott's* deck load and part of the lumber in her hold. When she had been thus lightened a diver repaired some of her worst leaks, the life-savers assisting. She was then pumped out, and efforts to release her were renewed. She was hauled off at 1.20 a. m. of the 24th and taken in tow for Sturgeon Bay.

October 26.—The watch at the Little Island (Va.) station discovered a boat with 3 persons in it, 2 miles off shore on the open sea. The life-saving crew overhauled the boat and towed it to the station, where the rescued persons were given much-needed succor. They informed the keeper that their engine had become disabled, and that they had been adrift for 18 hours without food or water, and constantly drenched by the seas.

October 28.—The schooner *Jennie Weaver*, bound from Cheveaux Island to Port Huron, Mich., with a cargo of lumber, encountered a gale in Saginaw Bay and sprung a leak, becoming waterlogged. She was discovered by the lookout of the Harbor Beach (Mich.) station when she was 7 miles north of the station, at which time she was flying what appeared to be a distress signal. The life-saving crew met her in the lifeboat when she was 2 miles from the station, and 5 surfmen went aboard and helped man her pumps and make more sail in the hope that she would be able to reach harbor. This she succeeded in doing, but she filled within 20 minutes after coming to anchor. The life-savers landed her crew and their effects, with part of the cabin fittings. On the 30th they ran lines from her to a dock, and with the assistance of the service power lifeboat worked her in alongside. On the 31st they helped remove part of her deck load, then manned the pumps, at which task they continued until November 2, when, a diver having repaired her leaks, she was floated. But for the assistance afforded by the station crew she would have stranded on the bowlder reef outside the entrance and pounded to pieces in the surf.

December 6.—At 9 p. m., during a heavy northeast gale and a blinding snowstorm, the 21-ton auxiliary schooner *W. Talbot Dodge* stranded one-half mile east-southeast of the Sandy Point (R. I.) Life-Saving

Station and 100 yards offshore. The surfman on patrol discovered the wreck and hurried to the station to summon the crew. Arriving opposite the vessel, the life-savers fired two shot-lines successfully across her, but her crew made no effort to seize them. By this time her keel had broken off and each boarding sea completely buried her deck. Obeying the shouted instructions of those on the beach, the sailors fastened a line to their dory and dropped it into the sea. The dory soon floated ashore, with the line still in the hands of the sailors. The life-saving crew now fastened a line to the boat and put it back into the water. By means of the two lines it was then hauled to and fro between ship and shore until all hands were safely landed. The schooner became a total loss.

December 12.—Shortly before daylight the south patrol of the Paul Gamiels Hill Station (N. C.) discovered the three-masted schooner *Wm. H. Davidson* stranded, $1\frac{1}{2}$ miles south of his station and 150 yards offshore. When the vessel struck her rudder was carried away, as was also the lifeboat and davits. The patrolman burned a Coston signal to inform those on board that assistance was near, then hastened to the station. After telephoning news of the wreck to the Kitty Hawk station, 6 miles to the southward, the Paul Gamiels Hill crew went to the wreck with the breeches-buoy apparatus. A line was fired squarely across the vessel. The breeches-buoy apparatus was quickly rigged up, and the schooner's crew of 6 men were safely landed. The crew of the Kitty Hawk station did not arrive on the scene until after the rescue had been made, but they helped to save the personal property of the sailors, which was brought ashore in the breeches buoy. The schooner was totally lost, and but a small part of her cargo of lumber was saved.

December 16.—During the stormy night of December 15 the 348-ton schooner *Thomas B. Garland*, coal laden, lost her sails in a fierce gale and was driven ashore $1\frac{1}{4}$ miles northeast of the Coskata (Mass.) station. Her signals of distress were observed at 2.45 a. m. on the 16th by a surfman on the east patrol, who, after burning a Coston light, hurried with the news to his station. The surfboat was taken overland to a point on the beach opposite the wreck and after several unsuccessful attempts was launched through the breakers, and the vessel's crew of six were landed. They were taken to the station and succored. All were suffering from frostbites and exposure, as were also their rescuers. Referring to this service in an official report, the superintendent of the second life-saving district says:

The Coskata crew had no shoals, land, or ship to break the sea for them; they had to drag their boat $1\frac{1}{4}$ miles through drifting sand in a heavy gale. When they arrived they had to launch off the beach in the very face of the gale and surf. It was only 6° above zero and before daylight. They were alone on a desolate beach with no one on shore to assist them had they met with mishap.

December 19.—The gasoline fish boats *Roamer* and *Dixie*, each having on board a crew of five men, appeared at sunset off the Bogue Inlet (N. C.) station with flags at half-mast and signaled that they were out of fuel and wanted to land. The station keeper signaled back that for them to attempt to come in over the bar, the tide being out and the sea high, would be to court disaster in the breakers. He directed them to a place outside where they might wait until he and his crew could come out in the surfboat.

When the life-savers reached the fishermen night had fallen. To run the bar in the darkness would have been an exceptionally hazardous undertaking even for the life-saving crew. Fortunately the moon was due to rise early in the night. They accordingly waited until it appeared and by its light made their way safely over the broken water with the 10 fishermen on board. It is a matter worthy of note in connection with this case that the service crew procured 2 gallons of oil from one of the fish boats and poured it overboard while they were negotiating the bar. In his report of the case the keeper states that the oil proved efficacious in quieting the water, and that but for its effect upon the seas the entire party would have had to spend the night outside the inlet. The fishermen were cared for at the station overnight, and on the following morning their boats, which had been left outside at anchor, were brought into the inlet.

December 21.—At 6.30 a. m. the south patrol of the Cape Lookout (N. C.) station discovered the four-masted schooner *Martha E. Wallace*, 1,108 tons register, stranded on Lookout Shoals, 3 miles south of the station and $1\frac{1}{2}$ miles offshore. She was bound from Brunswick, Ga., to New York City with a cargo of pine crossties, and had run out of her course by mistaking lights. The life-savers went out to her and stood by for a time while the ship's captain was making up his mind whether or not to leave the vessel. He finally decided, however, to abandon her, as she was rapidly filling. Her crew of nine men were accordingly landed. The next day, the sea having moderated, the personal belongings of the crew were saved from the wreck. The vessel became a total loss, and but a small portion of her cargo was salvaged.

December 24.—The Norwegian bark *Spero*, of 679 tons register, bound from Barbadoes, West Indies, to New York with a crew of 12 men, stranded before daylight on Hatteras Beach, 2 miles southwest of the Durants (N. C.) station. Before she struck, the patrol burned a Coston signal to warn her away, but apparently the warning was unheeded, for she failed to change her course. The station lookout saw the patrolman's warning signal and called all hands. Upon the patrolman's arrival at the station with the news the Creeds Hill crew were notified by telephone, after which the Durants crew hurried along the beach to the scene with the beach apparatus. A line was fired across the wreck, which lay 300 yards offshore. The Creeds Hill crew arriving at this juncture, assisted in the work of rigging up the apparatus. This accomplished, nine men—all that were on the wreck—were landed, the three others in the crew having made shore in a boat before the arrival of the life-savers. The shipwrecked men were succored at the Durants station until their departure, four days later. The *Spero* became a total loss.

January 5, 1911.—At 2 p. m. the schooner *Silver Heels* stranded on a sunken shoal 200 yards offshore and 1 mile east-southeast of the Monomoy Point (Mass.) station. The life-savers put out to the vessel in their surfboat, and by manipulating her sails endeavored to float her, but without success. They then manned her pumps, but were equally unsuccessful in freeing her of water. As all efforts to save her were of no avail her crew of four were taken ashore and sheltered for the night. The next morning the ship's crew and the life-savers succeeded in saving part of the schooner's cargo of lumber. The revenue cutter

Gresham appeared on the scene during the progress of the salvage work and made a futile attempt to pull her off. The schooner's crew was thereupon taken aboard the *Gresham*, which steamed away leaving the vessel, valued at \$3,000, a total loss.

January 10.—At 3.45 p. m., Keeper Griesser of the Marblehead (Ohio) station discovered a small boat with two men on board, 3½ miles northeast of the station, working their way through an ice field and making slow progress. At sunset they were within a short distance of open water, and fearing lest they should be swept out into the lake, the keeper summoned his crew (who were off duty, it being the inactive season) with the view of going to their assistance. Four of the crew were selected for the venture and left shore in a "winter" skiff at 6 p. m., the keeper and one man remaining behind to get the power lifeboat ready to go to their assistance should they fail to return or reach Kelleys Island within a reasonable time. Shaping their course by the directions given them by the keeper, the surfmen picked their way in the darkness through the ice, and after several hours' cold and exhausting work, came upon the objects of their search. They were found to be letter carriers on their way to Marblehead. When overhauled they were utterly worn out and chilled, and drifting helplessly with the ice. The rescuers had to drag the two boats (their own and that of the letter carriers) a long distance over the ice to open water where they might launch for the return trip. They landed at the station at midnight, just as the keeper was launching the power lifeboat to go in search of them.

January 16.—At 8 p. m. a telephone message was received by the keeper of the Harbor Beach (Lake Huron) station from Port Sanilac, 30 miles to the southward, stating that two fishermen in a small boat had been caught in floating ice 2 miles offshore at that place, and were being driven out into the lake by a northwest wind. Rescue parties had attempted to reach the imperiled men but had failed. The station keeper and a volunteer crew (it being the inactive season on the Great Lakes) loaded the surfboat on a sleigh and left overland for Port Sanilac at 10.30 p. m. On reaching their destination at 4.30 a. m. of the 17th over rough and dangerous roads, they were informed by the light keeper at Port Sanilac that the men were last seen offshore 4 miles east-southeast. Although it was yet dark the surfboat was launched without delay, and the course pointed out by the light keeper taken. When day broke the rescue party was 3 miles offshore, but with their quest still unrewarded. The search was kept up during the entire day, the life-savers picking their way laboriously through the ice with the aid of axes, handspikes, and pike-poles. When darkness closed in they found themselves within 4 miles of Lexington, Mich. The keeper decided to land at that place to repair their boat, which was leaking badly, and lie over until daylight. Their plans were not destined to be early carried out, however. Ice and wind compelled them to change from the course they would have taken shoreward, so that they did not reach Lexington until 7.30 a. m. of the 18th, having been compelled to land 3 miles from the place named. After getting ashore they engaged a farmer to transport them to the town by team, where they learned that during the preceding night the tug *Harding* had picked up the imperiled men 4 miles out in the lake. The life-saving crew were

suffering severely from exposure and well-nigh exhausted from their protracted exertions. They had been without sleep for more than 50 hours and without food for 27 hours. When they landed their boat was incased in an armor of ice 3 or 4 inches thick. The heroic conduct of Keeper Ferris and the men who accompanied him on his errand of rescue was made the subject of resolutions of appreciation by the citizens of Port Sanilac.

January 17.—The launch *Marion S.*, towing a lumber-laden scow, was caught hard and fast in the ice $1\frac{1}{2}$ miles northeast of the Point of Woods (N. Y.) station. The surfboat was hauled out over the firm ice and poled through the soft ice, and when it could be worked out no farther a surfman reached the launch by means of a "scooter." He found a man and boy in the boat, and in compliance with their request returned to land and telephoned for a tug. On the following day a "scooter" was employed to bring the man and boy ashore. Later a tug came upon the scene and attempted unsuccessfully to get the vessels free. The day after the discovery of the vessels the life-savers went out in two "scooters" and by hard work succeeded in breaking them out of the ice and getting them to the shore. With the assistance of the Lone Hill station crew the launch was repaired and the scow's load of lumber piled on the beach.

January 28.—At daylight the 605-ton barkentine *Stephen G. Hart*, en route from Gulfport, Miss., to Boston, Mass., with a cargo of lumber and carrying a crew of 8 men, was discovered by the keeper of the Cuttyhunk Light stranded a short distance from the light and 2 miles west by south of the Cuttyhunk (Mass.) Life-Saving Station. In response to a telephone message from the light keeper, the life-savers put out to the wreck in their power lifeboat, taking the surfboat in tow. The lifeboat was anchored a short distance from the vessel, the surfboat being used to get in to her. Before the arrival of the service crew the crew of the bark went aboard the lightship in their boat. Shortly after the life-saving crew came alongside, however, they returned to the wreck to get their personal effects, preparatory to going ashore. The life-savers urged them to make haste, as the wind was increasing and the seas becoming dangerous, but for some time no attention was paid to the warnings. They were finally persuaded, however, to enter the surfboat. Their dilatoriness, as it proved, brought disaster upon both the life-saving crew and themselves. The seas, which were now running heavily, soon filled the boat and capsized it. Fortunately, the life-savers righted it, and all hands managed to hold on until they were picked up by a large auxiliary boat. The bark, badly damaged, was pulled afloat four days later.

January 28.—At 10.45 p. m. the two-masted schooner *Gatherer* was driven by a gale on the rocks at the mouth of the Merrimac River, one-fourth mile north of the Newburyport (Mass.) station. Judging from the range of her lights that she was in a dangerous position, the station watch, who had discovered her, summoned the crew, who launched the surfboat and ran alongside. She lay broadside to wind and sea and was covered with frozen spray. Her crew of five men were safely taken off and landed at the station at 12.30 a. m. At daylight, the gale having subsided, the life-savers and the vessel's crew boarded her, ran out a kedge anchor, and set her sails, and in a few hours she cleared the rocks. She was then piloted up the river.

March 6.—About 2 a. m. a surfman on patrol discovered the steamer *Howard* stranded 2 miles southeast of the Jones Beach (N. Y.) station. He burned a Coston signal to inform those on board that assistance was near and hastened to his station to notify keeper and crew. The surfman in the station lookout had seen the flare-up, however, and before the patrolman reached the station he was met by his comrades hurrying along the beach with the breeches-buoy apparatus. The station crew found when they arrived abreast of the vessel that she lay too far offshore for a line to be shot across her. They therefore returned to the station and brought back the surfboat, with which the rescue of the ship's crew of nine men was safely and speedily accomplished. The crew of the Gilgo station assisted in the rescue. The steamer, which was valued at \$20,000, became a total loss.

March 7.—The 2,997-ton British steamer *Manchuria*, en route from Newport News, Va., to Tampico, Mexico, with a cargo of coal and carrying a crew of 25 men, lost her rudder and stranded at 3.35 a. m. on Little Island flats, $3\frac{1}{2}$ miles south of the Little Island (Va.) station. She was discovered by the patrol of the station named. The surfman burned a signal to indicate to those on board that their situation was known on the beach, after which he set out to carry the news to his comrades. The man keeping the station watch saw his signal, however, so that by the time he arrived the crew were up and ready for duty. After communicating with neighboring stations, the life-savers repaired to the scene of the stranding, where they were soon joined by the life-saving crew from False Cape. Two attempts to fire a line over the vessel, which lay 600 yards offshore and broadside to the beach, failed, the line each time falling short. At dawn communication was had with her by means of international code signals, but, despite the fact that a strong wind was blowing and the sea very rough, the master of the steamer declined the offer made by the watching surfmen to land those on board. The station crews, nevertheless, stood by the vessel all day, ready to render any service the master might ask or the occasion demand. By sunset the wind had increased to a 40-mile gale, a heavy rain had set in, and the seas had begun to break over the vessel from bow to stern. Wind and sea rose steadily as the night wore on. At high tide (4 a. m.) of the 8th a 48-mile gale was blowing, the entire beach was inundated to a depth of 3 or 4 feet, and only occasional glimpses could be had of the *Manchuria* through the driving storm. A fierce, blinding snowstorm took the place of the rain in the early morning. Soon after daylight signals were made on the vessel signifying that the crew desired to be taken off. As the steamer had by this time been driven to within 350 yards of the beach, a third and successful attempt was made to reach her with the shot-line. At this juncture the crews of the Dam Neck Mills and Wash Woods stations arrived, and all hands turned to and set up the beach gear. This was a task that required them to work in the water up to their waists, and taxed to the utmost the strength of the 27 surfmen now on the beach. Eight men were landed without mishap. Just before the ninth man started shoreward, however, the swaying of the ship to the motion of the seas snapped the eyebolt in the sand anchor, putting the apparatus temporarily out of commission. While the damage was being repaired the storm abated, and the men on board, becoming reassured, signaled that they did

not desire to be taken off. The life-savers, who were utterly exhausted, therefore returned to their respective stations, two of the crews having been on the beach constantly for 36 hours without sustenance or sleep. On the morning of the 9th the life-savers returned to the scene of the stranding and some of them boarded the steamer, but as she appeared to be resting easily those of her crew still on her decided not to land. The eight sailors who were landed on the previous day were therefore put back on board. Nothing further of note transpired until the 19th, when the steamer was floated by wreckers.

March 27.—At 7.45 a. m., during a northeast gale, the barge *C. S. Ramsey*, with a crew of 2 men and a load of 18 cars of stone, broke loose from the north jetty at Aransas Pass, Tex., and became involved in the breakers. Her anchors were let go, but they would not hold, and she drifted rapidly before the wind along the outer edge of the surf. The lookout at the Aransas (Tex.) station noticed the accident and summoned the crew. The surfboat was immediately launched and taken in tow by the tug *Stella* to a point a mile to windward of the drifting barge, where it was cast off. The life-saving crew succeeded in getting alongside the barge and in taking off the imperiled men, one of whom had been thrown against the stones by boarding seas and severely injured. Later in the day the station crew succeeded in placing 6 men on the barge, who manned the pumps and kept her from sinking. About the middle of the afternoon, the wind having greatly moderated and the sea abated considerably, lines were run from the barge to several tugs, which finally towed her to a safe place.

April 6.—The largest vessel to suffer casualty within the scope of the service operations during the year was the 10,881-ton North German Lloyd steamer *Prinzess Irene*. The disaster in question occurred while she was en route from Mediterranean ports to New York, with 1,725 passengers, a crew of 263, and carrying a large general cargo. She stranded during a thick fog at 4 a. m. on the outer bar a mile east of the Lone Hill station, coast of Long Island. She was discovered about daylight by the east patrol of the station mentioned, and within a short time the life-saving crew from that place were abreast of her, where they were later joined by the Blue Point and Point of Woods life-saving crews. The Lone Hill crew launched their surfboat immediately upon their arrival and boarded the vessel, where they remained, at the master's request, until the following morning to quiet the fears of the passengers. Soon after they went on board they signaled to their comrades on the beach messages to be forwarded to the vessel's owners and to underwriters, revenue cutters, and wreckers. In response to the calls the revenue cutters *Seneca* and *Mohawk* and the wrecking steamer *Relief* arrived at 3 p. m. and arrangements were made for salvaging the vessel. As she appeared to be in no immediate danger of breaking up, the Blue Point crew returned to their station on the evening of the 6th, while the Point of Woods crew stood by on the beach all night ready to render any assistance that might be necessary. On the morning of the 7th the Blue Point crew returned to the steamer, and arrangements were made for placing the passengers aboard the steamer *Prince Frederick*, which was then on its way from New York to the scene of the strand-

ing. In the meantime a line was run from the vessel to the shore and the beach apparatus placed in position ready for use should it be found necessary to resort to that method of landing those on board. The transfer of the passengers to the *Prince Frederick* began at 2 p. m., and was concluded in three hours without accident, three boats manned by life-savers, five from revenue cutters, and two from wrecking steamers participating in the work. While the transfer was in progress anchors were planted and lines run from the vessel to the revenue cutters and to several large wrecking steamers, and on the next high tide an attempt was made to haul her off. Similarly unsuccessful efforts were made on succeeding high tides. On the 8th part of the vessel's cargo was transferred to lighters and taken to New York. The steamer was floated on the 9th and proceeded to New York, convoyed by a wrecking fleet. This disaster involved loss to the owners of approximately \$70,000, counting only damage to vessel and cargo.

April 19.—In the afternoon of this date the 14-ton gasoline steamer *Two States*, with 4 men on board, suffered an accident to her machinery in the Ohio River 400 yards northwest of the Louisville (Ky.) station. Disabled, she was rapidly drifting toward the falls when the Louisville crew went to her assistance in the river life skiff and the power boat. They arrived just in time to prevent her being swept to destruction over the falls. She was towed to a safe landing on the Indiana shore.

April 22.—About 10 p. m. the three-masted schooner *O. D. Witherell*, bound from New York to Philadelphia, with a crew of 7 men, ran out of her course in thick and stormy weather and stranded $1\frac{1}{2}$ miles north of the Fenwick Island (Del.) station. She was discovered shortly after midnight by the beach patrol about 150 feet offshore. After burning a Coston signal to apprise those on board that assistance was at hand, the partolman proceeded to his station and aroused the crew. On arriving abreast of the vessel the life-savers threw a line aboard by means of a heaving-stick and set up the beach apparatus. The entire ship's crew were then quickly hauled ashore. When the work of rescue was completed some of the life-savers boarded the vessel in the buoy and saved her papers, instruments, etc., making 13 trips. The sailors were cared for at the station three days. The schooner became a total loss.

April 26-27.—Shortly after 6 p. m. of the 26th a telegram was received at the Baaddah Point (Wash.) station stating that a launch was in trouble off Clallam Bay. The life-saving crew promptly put out in their power lifeboat and after a 20-mile run found the launch 3 miles offshore in the locality indicated. She proved to be the *Nautilus*, on her way from Seattle to San Francisco, with 2 men on board. Her engine had stopped and she was adrift. The life-savers towed her into Clallam Bay, where she could spend the night and have her engine repaired.

About noon of the 27th another telegram was received at the station to the effect that a launch had been discovered in a disabled condition 3 miles off Tatoosh Island. The service crew responded, and overhauled the *Nautilus* 6 miles northwest of the station. Her engine had again got out of order, and she was drifting near some rocks off the island mentioned. She was towed into Neah Bay. The station keeper advised the occupants of the launch to return to Seattle and

have their engine put in good condition before undertaking the sea voyage to San Francisco. The keeper's advice was followed.

May 1.—During a gale and snowstorm, the 78-ton schooner *Petrel* stranded at 2.30 p. m. one-quarter mile northwest of the South Manitou Island (Mich.) station. The life-saving crew ran alongside in the surfboat and took off her crew of three men. The storm abated during the night and the next morning the life-savers boarded the vessel, manned her pumps, and transferred her deckload to the steamer *Crouse*. Lines were run from the wreck to the steamer, and several unsuccessful attempts made to pull her off. At 7 a. m. on the morning of the 3d, the *Crouse* pulled her afloat and towed her to dry dock. The station crew worked almost continuously from early morning of the 2d until the vessel was freed on the following day, handling cargo, pumping, heaving on the anchors, running lines, and making sail.

May 3.—The schooner *Theresa Wolf*, of Rockland, Me., bound from New York to Quebec with a cargo of coal, sprang a leak off Boston Bay during a northwest gale. Part of her sails were blown away also, and her captain fearing that she might founder ran her before the wind and brought up at anchor 6 miles east-northeast of the Orleans (Mass.) station. Her distress signals were observed by the Orleans life-saving crew at 8 a. m. of the 3d. When the life-savers drew alongside after an hour's hard pull her hold was filled with water to a depth of 5 feet. The pumps were manned, the keeper in the meantime signaling the Nauset station to notify the revenue cutter *Gresham*. At 7 p. m. the *Gresham* arrived, but after consultation between her officers, the station keeper, and the officers of the vessel, it was decided that it would be inadvisable to attempt to tow the vessel into Boston Harbor until daylight, owing to the danger that she might founder. The *Gresham* accordingly stood by, while the life-saving crew manned the pumps throughout the night. At 6 a. m. the next morning the revenue cutter took the disabled vessel in tow for Boston.

May 21.—About noon of this date the 323-ton gasoline steamer *Washcalore* was caught in a storm and battered to pieces on a small, rugged promontory called Island Rock, lying off Cape Sebastian, Oreg., and at a distance of 55 miles south of the Coquille River (Oreg.) life-saving station. The rock mentioned is described by the keeper of the Coquille River station, who with his crew rescued the crew of the *Washcalore*, as being 300 feet square and rising some 80 or 90 feet above the water in a jagged, irregular outline, with a shelving slope to the north and a sheer drop to the sea on the west and southwest, the base of the rock being studded with numerous reefs. Fortunately the vessel struck on the sloping side of the rock, and her crew of 14 men were able to reach the temporarily safe though inhospitable refuge it afforded. They were also fortunate in being able to land some of their belongings and a small supply of provisions. The formation of the island permitted them to work their way around to its lee side, where they found some protection against the wind and spray. They were without shelter, however, and without a fire to dry their clothing or warm themselves. They remained on the rock until rescued by the life-saving crew 24 hours after their vessel was wrecked. News of the disaster reached the Coquille station about 5 p. m. of the 21st from Cape Blanco, a wireless message having been received at that place from the steamer *Argyle*, which had discov-

ered the *Washcalore* and was standing by, though unable to rescue the marooned men. The station keeper and his crew left for the scene of the casualty at 6 p. m. aboard the tug *Klyhiam*, with his surfboat in tow. Part of the tug's deck load of fuel was washed off during the night, and it was necessary to land for an additional supply, for which purpose they ran in at Port Orford at 7 a. m. of the 22d. With their store of fuel replenished the rescuing party again put to sea and reached Island Rock at 12.30 p. m. The service boat was immediately manned and the life-saving crew picked their way cautiously among the reefs until they found a place where they could get in to the sailors. Two trips were required to place them on the tug, which lay at a safe distance from the rock. The storm, which had not abated since the rescuers set out, compelled them to run into Port Orford on the return trip, where they remained overnight. The life-saving crew reached their station at 8 a. m. of the 23d, after an absence of 38 hours, more than 30 of which were spent at sea in a storm.

June 27.—About 10 o'clock on the night of this date a surfman at the Point Bonita (Cal.) station, on patrol, heard the whistles of a vessel off shore, apparently in distress. He notified the keeper of his station by telephone and that officer passed the news on to the keeper of the Fort Point station, where a power boat is maintained. The keeper at Point Bonita nevertheless launched his own boat (the surfboat) and went out in tow of a tug that the Merchants' Exchange of San Francisco had dispatched to look for the vessel. After an hour's search they found her in the breakers near Seal Rocks, 2½ miles southeast of the Point Bonita station. She proved to be the steamer *Signal*, engaged in carrying garbage out to sea from Oakland. She was returning from one of her seaward trips when her engine became disabled, in consequence of which she was driven ashore by a strong northwest wind. When discovered, she lay hard and fast on the rocks and within 50 feet of a cliff. Shortly after the arrival of the Point Bonita life-saving crew, the crews from the Fort Point and Golden Gate stations came upon the scene. The men in the service boats observed persons moving about on the cliff with lanterns, whom they supposed at the time to be members of the Golden Gate life-saving crew. These persons, as it turned out, succeeded in passing a line to the vessel, along which the master and six of the crew of the *Signal* reached shore. One of the crew, who, as was afterwards learned, was intoxicated, refused to pass over the rope. This man was observed from the boats outside to be standing on the bow of the wreck holding onto the forestay. It was thought from his position that he wanted to be taken off by boat. The tide was at flood and there was a high sea running, which, together with the rocks all about the vessel, presented a serious menace to any boat that might attempt to get in alongside. The power boat nevertheless ran in near enough to throw him a line. The line fell at his feet, but he made no attempt to get it, and called to the men in the waiting boat that he did not want to be rescued. Unheeding his expressed wish to be let alone the power boat by skillful maneuvering was run in so close to the wreck that had he been minded he could have jumped down into it. He refused to act, however. The boat therefore withdrew. It was decided after a conference among

the keepers present that the Golden Gate crew should return to their station and bring back the beach apparatus with a view of establishing line communication with the wreck from the cliff. The apparatus arrived at 12.40 a. m., the Golden Gate life-savers being accompanied back by the crew from Southside. Then for the first time it was learned that seven men had already escaped the wreck. Two surfmen now passed out to the vessel over the line already in position, and with the aid of their comrades on the cliff soon had the breeches buoy set up. The intoxicated man still refused to be rescued and threatened the surfmen with a revolver when they attempted to lay hold of him. He was overpowered, however, lashed to the buoy, and sent ashore. One of the station keepers states in his report of the wreck that invaluable assistance was rendered by men of the United States Army from Fort Riley, who operated two large searchlights from the cliff, thereby illuminating the wreck and adjacent waters and rendering the work of taking the intoxicated man off much less hazardous than it would otherwise have been.

LETTERS ACKNOWLEDGING SERVICES OF
LIFE-SAVING CREWS: 1911.

LETTERS ACKNOWLEDGING SERVICES OF LIFE-SAVING CREWS.

Oswego, N. Y., July 6, 1910.

DEAR SIR: Coming near Oswego Harbor on the afternoon of July 4 in the yacht *Papoose* our towline parted in the sea, which was fairly heavy for a boat of that size. Our gasoline boat and dinghy we left within a third of a mile of the shore near the entrance. As they were drifting very slowly I did not care to try to pick them up with the amount of sail I was carrying in the heavy back swell from the pier, but continued to an anchorage with the intention of telegraphing Capt. Anderson from the yacht club.

Before a man could row ashore we saw the life-saving station boat pass the pier and before my man was back from the shore Capt. Anderson had my boats alongside the *Papoose*.

I write this in testimony of the extreme promptness shown by the captain and his crew in discovering the parting of the line and recovering the property. I think they are always equally alert.

Yours truly,

JOHN T. MOTT.

Capt. E. E. CHAPMAN,
*Superintendent United States Life-Saving Service,
Buffalo, N. Y.*

FOSTER HOME ASSOCIATION,
Philadelphia, Pa., July 25, 1910.

MY DEAR SIR: The board of managers of the Foster Home beg gratefully to acknowledge your kind offices to our superintendent, Miss Heeren, in the sad circumstances connected with the drowning of our janitor, Daniel Gallagher, on the 20th instant.

Owing to your watchful care his body was found, and you freely gave your time to perform many kindnesses so as to spare, as much as possible, our superintendent. Pray accept our hearty thanks and appreciation.

In behalf of the board,

EMMA T. MARR, *Secretary.*

Capt. JOSEPH H. RILEY,
*Great Egg Life-Saving Station,
Longport, N. J.*

UNITED STATES CUSTOMS SERVICE,
Subport of Hancock, Mich., September 21, 1910.

DEAR SIR: I desire to call your attention to Mr. Fred C. Sollman, No. 4, of the life-saving crew at the Portage Lake Ship Canal. Mr. Sollman is a young man of excellent bearing, and his diligence in the performance of his duties would attract attention under any ordinary circumstances. On July 27, 1910, his qualifications as a life-saver were brought home to me very forcibly when my youngest son was by accident knocked off the pier into the canal. In all probability he would have drowned if it had not been for Mr. Sollman, who was at the boathouse at the time. He ran and jumped into the canal and saved the boy as he came up the third time. This same Sollman, only three days before, was instrumental in saving from drowning a man from Calumet, Mich., who was visiting the lake shore.

As he is a conscientious and diligent young man in the performance of his duties, I think he deserves special mention, and I take this occasion to recommend him for further advancement.

Very respectfully,

THOMAS COUGHLIN.

Mr. J. G. KIAH,
*Superintendent Eleventh Life-Saving District,
Harbor Beach, Mich.*

BUFFALO, N. Y., 419 BRECKENRIDGE STREET,
July 30, 1910.

GENTLEMEN: I want to thank you for taking my launch, the *Oidono*, off the rocks, about a mile above the Fort Erie Beach Pier, Canada, on the morning of July 30, between the hours of 3 and 5.

I was compelled to throw an anchor and take my crew, consisting of four men, aboard another yacht, the *Janet*, which later also went ashore. My cable parted after we left my boat and she drifted on the rocks. She is a cabin cruiser, 26 feet long, 6 feet beam, with a 15-horsepower Wright engine, and valued at about \$800. By your prompt action she was not damaged to any great extent.

Yours very truly,

JOHN FLETT.

CAPTAIN LIFE-SAVING STATION,
Buffalo, N. Y.

BUFFALO, N. Y., July 30, 1910.

SIR: I wish to extend to you and your crew my thanks for taking my boat off the rocks near Fort Erie Beach Pier about 4 o'clock this morning. My boat is a cabin cruiser, 31 feet long, 8 feet beam, 15 horsepower Buffalo engine, and valued at \$2,500, and is named the *Janet*.

Your prompt action saved me considerable damage, as my boat weighs 4 tons.

Yours very truly,

J. C. THORNER.

KEEPER BUFFALO LIFE-SAVING STATION,
Buffalo, N. Y.

OFFICE OF UNITED STATES ASSISTANT ENGINEER,
Fort Stevens, Oreg., August 8, 1910.

DEAR SIR: I wish to acknowledge my appreciation and that of others connected with these works for the prompt manner in which you responded to a call for assistance on August 2, when one of our men fell overboard; and also for the very efficient work of the life-saving crew in recovering the body.

The life-saving boat arrived at the dock about 10 minutes after the call was sent in, and within about an hour and a half the body was recovered.

Yours truly,

GERALD BAGNALL,
Assistant Engineer.

Capt. OSCAR WICKLUND,
United States Life-Saving Station,
Hammond, Oreg.

310 CALIFORNIA STREET, SAN FRANCISCO, August 4, 1911.

DEAR SIR: We thank you most sincerely for the valuable and courteous attention shown the officers and crew aboard our schooner *James Rolph*, which was wrecked at Point San Pedro on the 2d. Kindly convey to Capt. Gronbech and his crew our thanks and appreciation for their very kind service rendered to us.

Very sincerely yours,

HIND, ROLPH & Co.

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

WEST BERKELEY, CAL., August 8, 1910.

DEAR SIR: The American schooner *James Rolph* stranded at Point San Pedro August 2 at 10 p. m., and I beg to acknowledge the able services rendered on that occasion by the Southside and Golden Gate crews. The Southside lifeboat stayed by us from about 11 a. m., August 3, to 4 p. m. August 4. I was put out of commission on account of a badly sprained ankle, and Capt. John Gronbech of said lifeboat did all in his power to make me comfortable, so with heartfelt thanks to all, I beg to remain,

Yours very truly,

A. OLSEN,
Late Master Schooner *James Rolph*.

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

GLoucester, Mass., 36 HARTZ PLACE, August 14, 1910.

DEAR SIR: The captain and crew of Gloucester fishing schooner *Robert C. Harris*, which was beached at Monmouth Beach, Long Branch, N. J., 10 days ago, take this method of informing you of the valuable service rendered us by Capt. Green and his gallant crew of the Monmouth Beach Life-Saving Station on the 5th instant. Their aid in taking us off the schooner and in stripping her of the valuable belongings was highly appreciated. The hospitality afforded the crew and myself at the station during our four days' stay will long be remembered, as everything was done for our comfort. If all the members of the various life-saving stations in the United States are such energetic hustlers as Capt. Green and his crew, we would say that the authorities at Washington have every reason to feel proud of the United States Life-Saving Service.

Sincerely yours,

CAPT. PARKMAN G. HODGDON AND CREW.

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

CHARLEVOIX, MICH., August 27, 1910.

DEAR SIR: Just a few lines in appreciation of the work of the life-saving crew at this place in the death of Esther Moncrief on August 6 while in bathing in Pine Lake. Miss Moncrief was visiting my daughter at the time, and was in my care. All the facts in the case tend to show that her death was not due to drowning, but to heart failure superinduced by acute indigestion. The life-saving crew on their arrival found a condition absolutely unencouraging, but in a systematic and thorough manner began their efforts at resuscitation and continued for three hours. One thing impressed me, and that was that they were unsparing of themselves in a physical way, and you probably know fully what three hours' work of this kind means.

I have thanked the crew personally for the work they did, but write this so that the department may know how I feel about their efficiency.

Yours respectfully,

W. N. BEMIS.

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

DURANTS LIFE-SAVING STATION, N. C., August 25, 1910.

DEAR SIR: I wish to inform you of the kind treatment I have had from the men of this station. We abandoned our vessel, the schooner *Catharine M. Monahan*, August 24, about 15 miles southeast of Ocracoke Light, in a sinking condition. Signaling us where to land, the life-saving crew were right on hand ready to catch hold of our boat and run her up on the beach. In fact, we have had every attention from the keeper and crew of this station.

J. SHEPPARD, Captain.

The GENERAL SUPERINTENDENT,
Washington, D. C.

CHEROKEE AVENUE, HOLLIS, LONG ISLAND, N. Y., November 28, 1910.

DEAR SIR: It affords me great pleasure to commend the life-saving crew of the Point Lookout (Long Island) Life-Saving Station for their prompt and efficient action August 28, 1910, in rescuing me from drowning. On the morning of the date mentioned, I left Bayonne, N. J., aboard a 16-foot dory launch, which I had just purchased, the boat being in charge of an expert who had been sent along by the boat manufacturing company to deliver the launch at Long Beach. When we arrived at East Rockaway Inlet it was impossible for us to enter the Great South Bay, as the sea was running too high. We therefore decided to go to Jones Inlet, 12 miles east. Unknown to us, the life-saving crew at Long Beach telephoned to the Point Lookout station that a small launch was heading east, and told the crew to keep a watch on us. When we arrived at Jones Inlet, we capsized about 1½ miles from shore. I was picked up by the life-saving crew about one-half mile from shore just about the time I became exhausted and unable to swim. I therefore recommend that the life-saving crew of Point Lookout station be complimented for their action in rescuing me and giving me shelter during the night.

They attended to me the same as if they were trained nurses, putting hot-water bags on my body and feet and rubbing my arms for two hours until my heart action became normal. Also allow me to thank the Blue Anchor Society for the clothing they had sent there for unfortunates like me, as I had lost all my clothing when I was in the water.

Respectfully,

CHARLES H. BRUNS.

UNITED STATES LIFE-SAVING SERVICE,
Treasury Department.

ATLANTIC CITY, N. J., *August 27, 1910.*

DEAR SIR: We trust you will pardon us for the delay in acknowledging the valuable services rendered by yourself and the members of your crew in the case of the steamer *Brazoria* on the 26th day of this month. Possibly such acts of heroism may appear light in the eyes of some men, but we feel that too much praise can not be given to those who even in the performance of duty risk their lives in endeavoring to save the lives of others.

In following out the lines of this letter we are writing to Washington congratulating the department in having such a competent and efficient crew under a leader whose experience and willingness prompt him to perform acts of heroism beyond the point of actually required duty. This letter shows only to a slight degree the deep appreciation we have for what has been done by you and your crew, and we trust that you will understand that this company will ever stand ready to do what it can to add to the comfort and promote the efficiency of the Absecon Life-Saving Station and the members thereof.

Very truly yours,

A. E. JARDINE,

Vice-President and General Manager, Atlantic City Transportation Co.

Capt. LAMBERT PARKER,
United States Life-Saving Station, Atlantic City, N. J.

ATLANTIC CITY, N. J., *August 27, 1910.*

DEAR SIR: We have this day written a letter to the captain and members of the crew of Absecon Life-Saving Station at Atlantic City thanking them for the very valuable service rendered on Friday, the 26th of August, in going to our steamer *Brazoria* and taking therefrom its crew. They not only performed their actual duty, but did everything possible in addition thereto, and are still offering their services in any way that we may be able to use them.

It is therefore with much pleasure that we compliment your department in having such an efficient, willing, and heroic crew to look out for its interests and the interests of those who may require help from the station.

We beg to remain, yours, very gratefully,

A. E. JARDINE,

Vice President and General Manager, Atlantic City Transportation Co.

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

GALVESTON, TEX., *September 29, 1910.*

DEAR SIR: I take great pleasure in informing you that the survey party at Brazos, Santiago, on their return expressed great satisfaction at the way they were housed and treated by Capt. Reed, keeper of the Brazos Life-Saving Station, while on the survey. The care they received during the storm of August 30 and the able manner in which the lifeboat was handled have also been brought to my notice, and I express the feelings of myself and party when I say that you and the crew of the life-saving station did everything possible for their safety and comfort.

Very respectfully,

G. P. HOWELL,

Major, Corps of Engineers, United States Army.

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

NEAH BAY, WASH., *September 2, 1910.*

DEAR SIR: It is the wish of the undersigned persons who were passengers on the steamship *Watson*¹ to express our gratitude to you for the efficient and kind service you rendered us yesterday when we most needed assistance.

We also wish and pray that it may be your lot at all times when you risk your lives at rescuing the shipwrecked to be successful and return in safety to those you love ashore. We also hope that your work of last night will stand as a mark of merit for yourself and crew.

E. D. KENNEDY,
H. E. JORDAN,
JOHN MCARDLE,
[and 50 others].

To the CAPTAIN AND CREW,
Waaddah Island Life-Saving Station, Washington.

18 TREMONT STREET, BOSTON, MASS.,
September 6, 1910.

DEAR SIR: I wish to commend Frank E. Stevens, the keeper of the Plum Island station, Newburyport, Mass., for the good work he did in rescuing my guests, my captain, and myself last night, September 5. We ran ashore on Emersons Rock, a reef which extends out from Plum Island, and were in a very dangerous position. We expected to lose our lives, but by the good work of Capt. Stevens and his crew we were rescued without injury, although the boat was a total loss.

We are very glad to know that there are men of this class looking out for persons sailing along the coast. We can not speak too highly of the way we were treated by Capt. Stevens and his crew.

Yours very truly,

PHILIP W. JACOBS.

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

TEWKSBURY, MASS., *September 14, 1910.*

DEAR SIR: I am pleased to mention at this time the good work of Keeper F. E. Stevens and crew of the Plum Island Life-Saving Station, which came under my notice on the night of September 5, in rescuing, in a dense fog, four men from the yacht *Peggy* from the rocks at the southern end of the island. The yacht was a total loss. I saw the owner and also the captain of the vessel, and they both praise the work of the life-saving crew in the highest terms. Had it not been for them I do not doubt in the least that all four would have drowned. I had a cottage at the time about one-half mile away.

Yours very truly,

WILBUR A. PATTEN.

Hon. S. I. KIMBALL,
Washington, D. C.

UNITED STATES REVENUE-CUTTER SERVICE,
Milwaukee, Wis., September 15, 1910.

SIR: I desire to express to you my appreciation of the good work done by the keepers and crews of the North Manitou Island and South Manitou Island Life-Saving Stations in saving the schooner *J. B. Newland*, stranded on the reefs off North Manitou Island on the 8th instant. The revenue cutter *Tuscarora* received information of the casualty by wire from the keeper of the North Manitou Station, and during operations on the stranded vessel all of the life-saving men did most efficient service.

Respectfully,

K. W. PERRY,
*Captain, United States Revenue-Cutter Service, Commanding,
U. S. Steamer "Tuscarora."*

Capt. A. J. HENDERSON, UNITED STATES REVENUE-CUTTER SERVICE,
Assistant Inspector, Life-Saving Service, Chicago, Ill.

¹ Stranded on reef in fog Sept. 1, 1910, three-fourths of a mile north of Waaddah Island Station. The life-saving crew landed 100 passengers by boat, and later placed them on board another vessel, which carried them to Seattle. The station crew also assisted the revenue-cutter *Snohomish* in getting the *Watson* off.

506 ASHLAND BLOCK, CHICAGO, ILL.,
September 15, 1910.

DEAR SIR: I wish to express my great appreciation of the assistance rendered by you and your crew when my sloop yacht, the *Charlotte R.*, stranded off Evanston on the 11th instant. Owing to your prompt and efficient work no damage was done from our run on the bar. It was my intention to call and express myself personally, but so far business has prevented.

I wish to compliment you on the magnificent personnel of your crew. Should you or any of your men be in the city, I will consider it an honor to have you or them as a guest.

Very gratefully yours,

GEO. M. WEICHELDT.

Capt. PETER JENSEN,
*Keeper Evanston Life-Saving Station,
Evanston, Ill.*

REVENUE-CUTTER SERVICE,
Aransas Pass, Tex., September 23, 1901.

SIR: It is a pleasure to me to call your attention to the services rendered to this vessel by Keeper White of the Aransas Pass Station. On the 20th instant the *Win-dom* anchored in the pass in a good depth of water and in what appeared to me as a good berth. The wind and tide afterwards swung the vessel against a 7-foot lump, not marked on our chart.

Keeper White came on board, pointed out the best place for planting kedge, and after the vessel cleared the shoal directed me to an excellent anchorage.

Respectfully,

A. L. GAMBLE,
First Lieut., United States Revenue-Cutter Service, Commanding.

Hon. S. I. KIMBALL,
General Superintendent, United States Life-Saving Service.

CLEVELAND, OHIO, September 30, 1910.

MY DEAR CAPTAIN: I want to thank you and your splendid crew for the work performed in making connection between our stranded barge and tug on the 27th instant. Up to the present time I have not learned the names of the two daring fellows of your crew who swam through the breakers to the barge. I shall meet them soon, however, and tell them of my esteem for them and for the rest of your magnificent crew.

Faithfully yours,

N. SIMONSON.

Capt. H. HANSEN,
Keeper, Cleveland Life-Saving Station.

NOME, ALASKA, October 12, 1910.

SIR: We, the undersigned, members of the crew of the gasoline schooner *Sea Wolf*, desire to thank Capt. Thomas A. Ross, United States, Life-Saving Service, Nome, Alaska, and his gallant crew, for the assistance rendered us at the time of the wreck of our vessel about 11.30 p. m., October 7, 1910. The *Sea Wolf* was at anchor in the roadstead about 2 miles from shore. A gale was blowing from the southeast, with heavy snow squalls, and about 11.30 p. m. our anchor chain snapped. Our engine being disabled, we started drifting helplessly toward the beach. Realizing our position we raised our distress signal in an effort to attract the attention of the life-saving crew or others. In less than five minutes after our signal had been hoisted, we saw a Coston light burning on the shore, almost abreast of us. It was a matter of but a few minutes before we were on the beach, where we found the entire crew from the life-saving station. Acting under directions from Capt. Ross, they took our lines, and after considerable difficulty succeeded in getting us ashore and saving the vessel and cargo from total destruction. The crew remained at the scene of the wreck from 11.30 p. m., October 7, until 8 a. m., October 11, when they succeeded in dismantling the schooner and securing her on the beach for the winter.

Had it not been for their prompt action, the vessel would have been a total loss, resulting in the loss of all the cargo and possibly in loss of life among ourselves. We therefore take this means of expressing our great gratitude to the Life-Saving Service, and our thanks to Capt. Ross and his crew

Very sincerely yours,

J. T. THORP, *Chief Engineer.*
A. MAUSETTE, *First Mate.*
TEAKAN KINDKORF, *Sailor.*

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

MILWAUKEE, December 1, 1910.

DEAR SIR: We must plead guilty for not doing our duty more promptly, but owing to pressure of business and absence from the city, we only find time now to compliment the good, clean-cut, hard-working crew at the Plum Island, (Wis.) Life-Saving Station. When our steamer, the *J. W. Westcott*, with a full cargo of lumber went on the shoals off Sister Bay, October 19, 1910 in Green Bay, they came on phone call through a fierce storm and stood by the boat. They lent us most valuable assistance, and the captain, as well as each and every man, was a willing worker. I asked the captain for his name and he replied: "We are doing our duty and the crew with me are paid for this. I am one with them. If there are any compliments, they are for all of us."

Very truly yours,

M. HILTY LUMBER CO.,
By C. G. FORSTER, *President.*

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

CLEVELAND, OHIO, November 11, 1910.

GENTLEMEN: At 4 a. m. on Tuesday, November 8, our steamer *D. O. Mills* in anchoring outside the breakwater at Ashtabula, Ohio, dragged her anchor and went on a dumping ground. Your life-saving crew at that port gave very efficient service and helped us to the full extent of their ability, and we wish to extend our thanks to them and to the service for this assistance.

Yours very truly,

PICKANDS, MATHER & Co.

TREASURY DEPARTMENT,
Life-Saving Service, Washington, D. C.

401 METROPOLIS BUILDING,
San Francisco, Cal., November 26, 1910.

DEAR SIR: On November 18 the garage at my residence, 2526 Ocean Boulevard, was destroyed by fire, and for a time our residence was in danger.

I want to express to you the gratitude of my family for the prompt and efficient work done by Capt. Gronbech and his men. It has opened my eyes to the fact that the Life-Saving Service is not only for the protection of those at sea but equally for those on land, and we feel a deep sense of gratitude. Your men did splendid work, and it is a pleasure as well as a duty for me to express our appreciation.

Yours sincerely,

ALEXANDER RUSSELL.

SUPERINTENDENT THIRTEENTH LIFE-SAVING DISTRICT,
Appraisers' Building, San Francisco.

MOREHEAD CITY, N. C., December 16, 1910.

DEAR SIR: Through you I wish to thank Capt. W. T. Willis, keeper of the Core Bank Life-Saving Station, Seventh District, for valuable services rendered me on December 13, 1910, when our boat *Marie* became disabled. The captain came on board with his power boat and towed us to a safe anchorage near the station. After working on the engine for a day and a half, and failing to get it to run, he towed us to Morehead City, where we could get a machinist to make repairs.

Yours very respectfully,

CAPT. A. J. PARKER,
Atlantic City, N. J.

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

PENSACOLA, FLA., *March 1, 1911.*

SIR: We take pleasure in recording our appreciation of the service rendered our schooner *Silas Stearns* upon the occasion of her stranding on the beach to the south of Fort McRee, Fla.

On the morning of February 19 our wrecking crews called at the Santa Rosa Life-Saving Station and requested assistance. This was at once accorded with the utmost heartiness.

The boat and crew from the station were of almost inestimable service, being able with their equipment, and on account of experience and skill, to run lines in the surf where no other available boats were at hand. This work was so speedily and skillfully accomplished that the towboats were able to give a pull without delay. This was of great importance, owing to the fact that the tide served but a short time, and also from the fact that within an hour after the vessel was floated a strong wind and heavy sea arose, which would speedily have bilged her and put her in such condition that salvage would have been impossible.

We most heartily thank the captain and crew and your service, which provided so efficient a source of help to our imperiled property.

Very respectfully,

WARREN FISH CO.,
A. F. WARREN, *President.*

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

PRINCESS ANNE CIRCUIT COURT,
Princess Anne, Va., March 9, 1911.

DEAR SIR: On Tuesday afternoon, March 7, business called me to False Cape, and I passed by the stranded steamer *Manchuria* in a very severe storm. The crews from Life-Saving Stations Nos. 4 and 5 (False Cape and Little Island) were at the wreck, and I saw Capt. J. W. Partridge on the beach directing operations. The storm was so severe that I was compelled to remain at False Cape until this morning. When I arrived at the steamer on my way home I found Capt. Partridge and his crew still on the beach, with Capt. Delon (of the False Cape Station) and his crew, Capt. Woodhouse (of the Dam Neck Mills Station) and part of his crew, and part of the crew of station No. 6 (Wash Woods), ready to render any needed service. Most of them had been out in the rain and snow for 36 hours or more.

Knowing your interest in the faithfulness of these men, and your pride in their achievements, it gives me pleasure to write this letter.

Very respectfully yours,

A. E. KELLAM.

BRITISH S. S. "MANCHURIA,"
Stranded on Little Island Beach, N. C., March 9, 1911.

GENTLEMEN: We, the master, officers, engineers, and crew, wish to take advantage of this feeble method in conveying to you all our deep appreciation and pride at the manner in which you stood by us in our need and for the noble courage and self-sacrifice you displayed in so heroically sticking to your stations during all Tuesday and Tuesday night, up to Wednesday, when you landed the eight men who wished to leave the ship—altogether about 30 hours.

Although we ourselves were exposed to the buffeting of the storm, we at least had a little shelter, whereas you on the beach worked like Trojans and waited possible developments in the teeth of the fierce gale and you must have been almost blinded by the flying spray and sand.

Please accept our heartfelt thanks, both for the attention you gave to us and for the particularly smart manner in which you carried out your duties, especially the rapidity with which our first rocket was answered, and excellent mortar shooting. We are all proud of you. These feelings are shared alike by all on board and to which we, the undersigned, subscribe our names.

W. H. GRAHAM, *First Mate.*
R. THIRLANAY, *Second Mate.*
JAS. McDERMOTT, *Steward.*
C. CHRISTIANSEN, *First Engineer.*
W. FRANK, *Second Engineer.*
R. S. KLOTTRUP, *Third Engineer.*

TO the OFFICERS AND MEN
OF THE LIFE-SAVING BRIGADE, VIRGINIA AND NORTH CAROLINA.

VIRGINIA BEACH, *March 12, 1911.*

DEAR SIR: As special agent and surveyor representing the underwriters who are interested in the British steamer *Manchuria* of West Hartlepool, now stranded south of Little Island Life-Saving Station, I should certainly fail in my duty if I did not express to you my very great appreciation of the noble and energetic efforts displayed by Capt. Partridge and his entire crew, and the captains and crews from the other stations near by that so nobly and unselfishly stood by this disabled vessel until responsible aid came from Norfolk. Even then these noble men stood by with their equipment, upon the beach for many hours until the severe storm had subsided and all danger to life was past.

The very great exposure suffered by these men from time to time and the tremendous risks they are exposed to in their efforts to save life and property warrants the earnest consideration of every legislator in the United States Congress, and I do most earnestly hope that the day is not far distant when we will all see every Senator join in a rising vote as they grant this noble body of men what they should have had years ago—a pension equal to the service they unselfishly render to their fellow men.

It is only "those that go down to the sea in ships and see the wonders of the deep" that honestly know what these men have to put up with.

Yours faithfully,

H. B. SAUNDERS.

S. I. KIMBALL, Esq.,

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

CHINCOTEAGUE, VA., *May 29, 1911.*

MY DEAR SIR: I wish to extend our thanks to you and the captain and crew of Assateague Life-Saving Station, for the valuable service rendered in rescuing us and saving our schooner *Riggin* from a total loss on the stormy night of March 26, 1911. We are indeed very grateful to you and the captain and crew.

Yours very truly,

MAJOR JONES,
Captain Schooner "Riggin."

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

TARPON, TEX., *March 30, 1911.*

DEAR SIR: I have the honor to express my gratitude for the valuable and willing services rendered me by Capt. Edwin White and his crew of the Aransas Life-Saving Station on Monday, the 27th instant, in helping to save the lives of two of our men and my barge *Ramsey*, loaded with 18 cars of stone.

While at work at the end of the north jetty last Monday a severe northeaster came up, parting the lines of our derrick barge *Alabama* from the jetty and breaking the barge *Ramsey* adrift. Mr. R. L. Mercer and the captain of the barge *Ramsey* dropped anchor, but the chain parted and the barge with two men on board barely cleared the end of the south jetty, going through the south break. Another anchor was gotten overboard, but the barge dragged about 2 miles to the southward.

In the meantime, Capt. White and his crew succeeded in taking Inspector Mercer and the bargeman off, and later took my foreman and five men out to the barge who stood by the pump until late that afternoon when the weather moderated sufficiently for our launch to work her offshore where the tug *Stella* could get her.

But for the valuable assistance rendered me by Capt. White and crew, there is hardly any doubt that I would have lost both barge and cargo, and probably the lives of two of our men.

I wish to express my sincere thanks to you and to Capt. White and his crew for the efficient and willing services rendered me.

Yours very respectfully,

DAVID M. PICTON.

CAPT. W. A. HUTCHINGS,

*Superintendent Ninth Life-Saving District,
Galveston, Tex.*

NEW YORK, *May 10, 1911.*

SIR: Our company, the North German Lloyd, of Bremen, have placed upon us the pleasurable commission of conveying to you their sincere and profound appreciation of the great and valued assistance which you and your department rendered in con-

nection with the misfortune that overtook our steamship *Prinzess Irene* which stranded on Lone Hill on April 6, and ultimately floated on April 9, 1911.

We desire to express the hearty thanks of our company, not only to you and your immediate assistants, but also to Capt. G. C. Carmine and crew of the derelict destroyer *Seneca*, Capt. S. M. Landrey and crew of the revenue cutter *Mohawk*, and the officers and crews of the life-saving stations at Lone Hill, Point of Woods, and Blue Point, Long Island, for their courageous and indefatigable efforts in behalf of our passengers and property and the ready willingness shown to give succor for the cause of humanity.

Respectfully,

OELRICHS & Co.

HON. FRANKLIN MACVEAGH,
Secretary of the Treasury, Washington, D. C.

NORTH HAVEN, ME., *June 17, 1911.*

SIR: This spring I had occasion to accept the aid of Capt. Pugh and his fine body of men, who got me out of the breakers of Beaufort Inlet, April 7, 1911. Without a murmur and without a blunder, these quiet men labored all the afternoon in vain. At the next flood tide they came aboard and worked from 2.30 a. m., got me clear, and put out anchors in deep water.

Capt. Pugh, of Fort Macon Station, is a rare manager of men, and one who is ever ready for the sacrifice of comfort and life. Thrice have I been helped by your men, and I sign myself their fervent champion.

G. H. CLEMENTS,
Yawl Adventure.

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

CHARLESTON, S. C., *April 11, 1911.*

DEAR SIR: Kindly accept my thanks and those of my family for the part your men played in saving our property on the island on last Saturday night, the 8th instant, when the houses of Mr. Harvey were destroyed by fire. Had it not been for the work they did, our summer home would undoubtedly be now nothing but a pile of ashes.

Yours, very truly,

J. H. C. WULBERN.

Capt. FROMBERGER,
Life-Saving Station, Sullivans Island, S. C.

SULLIVANS ISLAND, S. C., *April 12, 1911.*

DEAR SIR: The board of township commissioners for Sullivans Island desires to extend to you its formal appreciation of the valuable services rendered by the men of your crew in fighting the fire which occurred at station 23, Sullivans Island, at midnight Saturday, April 8. The board realizes that, but for the valuable assistance given by your men, this fire might have been a disastrous conflagration.

I am, on behalf of the board, very truly yours,

W. B. WILBUR, *Clerk.*

Capt. J. H. FROMBERGER,
*United States Life-Saving Station,
Sullivans Island, S. C.*

MOREHEAD CITY, N. C., *April 17, 1911.*

DEAR SIR: I wish to thank the service for the watchfulness and good care we received at Bogue Inlet on the 14th instant from Capt. Moore and his men. We came to the inlet in a blow and tried to get in at the wrong place. Our engine was stopped, and our boat, the *Louisa A.*, blew in sideways over the breakers. The life-saving crew started as soon as they saw us take the wrong course. They took the two ladies off and returned with a small launch and towed us to where we could get fixed up. We have thanked Capt. Moore and his men, and feel grateful to the service.

Yours, very truly,

WILBUR ALEXANDER,
Albany, N. Y.

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

GALVESTON, TEX., *May 3, 1911.*

SIR: We wish to thank you and your crew for services rendered to the launch *Trinity* during the gale of April 25, 1911, and we are indebted to you and your crew for your assistance to us.

Yours respectfully,
 Capt. J. F. PHILLIPS,
Galveston Life-Saving Station.

Capt. EARL MONTGOMERY.

ANGLESEA, N. J., *May 3, 1911.*

DEAR SIR: It was my misfortune on April 30 last to get capsized in the surf about a mile up the coast from the Tathams Life-Saving Station. I was rescued by the crew from that station in such a remarkably short space of time and was so well taken care of after being rescued that it is with pleasure I congratulate you on being able to assemble such a worthy crew as you have at that station. As for Capt. McGinley, I never met a more gentlemanly man. It seemed as though he could not do enough for us, and the same is true of the whole crew. Not one of them took time to dress for the task, but went right into the surf with their Sunday clothes on. While I was there I could not help but notice the brotherly feeling that exists among the whole crew. I also noticed there is perfect discipline, and Capt. McGinley has perfect control, without any dissension whatever. He has but to give an order, and it is obeyed immediately. I did not hear one profane or vulgar word about the station. I can not praise the efficient service they rendered too highly.

Respectfully yours,

F. E. CUMMINGS.

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

TATOOSH ISLAND, WASH., *May 10, 1911.*

DEAR SIR: We, the undersigned, desire to express our sincere thanks and appreciation for the kind treatment and services rendered May 2, 1911, by Capt. McAfee and crew of the Baaddah Point Life-Saving Station, Neah Bay, Wash., and the United States tug *Snohomish* in their persistent search for the bodies of our loved ones, Forrest Cowan, R. M. Waddell, and Mrs. G. L. Talmadge, drowned here recently in the surf at the island.

Every possible assistance that the heart could desire was voluntarily and cheerfully rendered in a true spirit of sympathy for the bereaved and a high regard for duty, and it is with a feeling of pride and thanksgiving that we have them here, an honor to this or any community, and it is our prayer that long may they remain.

Very respectfully,

JOHN M. COWAN,
Keeper United States Lighthouse.
 GEORGE L. TALMADGE.
 WM. MEADE THOMPSON.
 SHIRLEY COWAN.
 SPENCER U. HUNGERFORD.
 HAROLD B. HOBBS.

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

SEABROOK, TEX., *May 14, 1911.*

DEAR SIR: I want to thank your crew at the Galveston Life-Saving Station through you for their prompt response and noble work on the night of May 3, 1911, when I called for aid to rescue my wife, Mrs. Lewis, her child, Mrs. Belyou and her child, who were out on Red Fish Reef, 14 miles south-southwest from Galveston. They were in an unanchored boathouse, and, if the storm had continued all night at the same violence as it was when the crew rescued them, they all would have been lost. The ladies join me in extending their thanks for their rescue, and I trust the service will continue to be as efficient by your successor as it has been in the past.

Yours very truly,

E. J. BAKER.

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

OFFICE OF INSPECTOR, TENTH DISTRICT,
Buffalo, N. Y., May 15, 1911.

SIR: A letter has just been received from the keeper of the Presque Isle Light-Station, Erie, Pa., stating that on May 8, 1911, a serious brush fire on the Presque Isle Peninsula threatened Government property belonging to the Lighthouse Service. In saving this property valuable assistance was rendered by the captain of the Erie Life-Saving Station and members of his crew. It is desired to express to them through you the appreciation of this office for the services rendered.

Very respectfully,

C. D. STEARNS,
Commander, United States Navy, Inspector.

Capt. E. E. CHAPMAN,
Superintendent Tenth Life-Saving District, Buffalo, N. Y.

ATLANTIC CITY, N. J., May 31, 1911.

DEAR SIR: On Friday, May 12, 1911, our steamer *Goldsboro* grounded after coming inside of the bar of Absecon Inlet. The prompt, energetic action of the Atlantic City Life-Saving crew in going to her assistance probably saved the vessel from serious loss. At a meeting of the board of directors of this company, held Tuesday, May 16, 1911, the following resolution was adopted:

"Resolved, That recognizing the great assistance rendered by Capt. Lambert Parker and the crew of the Atlantic City Life-Saving Station in going to the rescue of the steamer *Goldsboro* May 12, 1911, this company feels deeply grateful for said services, and hereby extends a vote of thanks to the United States Life-Saving Service, and to Capt. Lambert Parker and his crew in particular, for their heroic and untiring services rendered."

Respectfully yours,

ATLANTIC CITY TRANSPORTATION CO.
W. J. MELONEY, Secretary.

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

CHICAGO, ILL., July 1, 1911.

DEAR SIR: I wish to express my appreciation of the prompt and efficient manner in which the crew at the mouth of the river in Chicago came to my assistance last Sunday, June 25.

While sailing in my yacht *Neva*, I took rather a short cut from the mouth of the river, passing within about 150 or 200 feet outside the breakwater, where the engineer's charts show 15 to 17 feet of water. My boat, drawing less than 10 feet, went hard aground, and the lead line showed a little over 9 feet.

I was close enough to the life-saving station to hail them through the megaphone, and the captain and crew came to my assistance in the power lifeboat, gave me a line, and hauled me off in record time.

Yours, very truly,

LOUIS C. ROBERTS.

OFFICER IN CHARGE, UNITED STATES LIFE-SAVING STATIONS,
Chicago, Ill.

PERIODS OF EMPLOYMENT OF SURFMEN:
1911.

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.	6 surfmen from Aug. 1, 1910, to May 31, 1911, and 1 additional surfman from Oct. 1, 1910, to May 31, 1911.
	Burnt Island and Dambrove Island	6 surfmen from Aug. 1, 1910, to May 31, 1911, and 2 additional surfmen from Oct. 1, 1910, to May 31, 1911.
	White Head and Portsmouth Harbor	7 surfmen from Aug. 1, 1910, to May 31, 1911.
	Cross Island and Great Wass Island	7 surfmen from Aug. 1, 1910, to May 31, 1911, and 1 additional surfman from Oct. 1, 1910, to May 31, 1911.
	Isles of Shoals	6 surfmen from Dec. 21-25, 1910, and 8 surfmen from Dec. 26, 1910, to May 31, 1911.
2	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, Madaket, Muskeget, and Gay Head.	6 surfmen from Aug. 1, 1910, to May 31, 1911, and 1 additional surfman from Oct. 1, 1910, to May 31, 1911.
	Gloucester, Wood End, Chatham, Monomoy, and Cuttyhunk.	7 surfmen from Aug. 1, 1910, to May 31, 1911, and 1 additional surfman from Oct. 1, 1910, to May 31, 1911.
	Monomoy Point	9 surfmen from Aug. 1, 1910, to May 31, 1911, and 1 additional surfman from Oct. 1, 1910, to May 31, 1911.
	City Point	9 surfmen from July 1 to Nov. 15, 1910, and from May 1 to June 30, 1911.
3	Narragansett Pier, Point Judith, Quonochontaug, Sandy Point, New Shoreham, and Block Island.	6 surfmen from Aug. 1, 1910, to May 31, 1911, and 1 additional surfman from Oct. 1, 1910, to May 31, 1911.
	Fishers Island	7 surfmen from Aug. 1, 1910, to May 31, 1911, and 1 additional surfman from Oct. 1, 1910, to May 31, 1911.
	Brenton Point	6 surfmen from Aug. 1, 1910, to Feb. 12, 1911; 7 surfmen from Feb. 13 to May 31, 1911, and 1 additional surfman from Oct. 1, 1910, to May 31, 1911.
	Watch Hill	6 surfmen from Aug. 1, 1910, to Feb. 10, 1911; 7 surfmen from Feb. 11 to May 31, 1911, and 1 additional surfman from Oct. 1, 1910, to May 31, 1911.
4	Ditch Plain, Hither Plain, Napeague, Amagansett, Georgica, Mecox, Southampton, Shinnecock, Tiana, Quogue, Potunk, Moriches, Forge River, Smiths Point, Bellport, Blue Point, Lone Hill, Point of Woods, Fire Island, Oak Island, Gilgo, Jones Beach, Zachs Inlet, Short Beach, Point Lookout, Long Beach, Rockaway, Rockaway Point, Eatons Neck, and Rocky Point.	6 surfmen from Aug. 1, 1910, to May 31, 1911, and 1 additional surfman from Oct. 1, 1910, to May 31, 1911.
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.	6 surfmen from Aug. 1, 1910, to May 31, 1911, and 1 additional surfman from Oct. 1, 1910, to May 31, 1911.
	Monmouth Beach	7 surfmen from Aug. 1, 1910, to May 31, 1911.
	Sandy Hook	8 surfmen from Aug. 1, 1910, to May 31, 1911.

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Districts.	Stations.	Periods of employment (all dates inclusive).
5	Atlantic City.....	7 surfmen from Aug. 1, 1910, to Apr. 22, 1911; 9 surfmen from Apr. 23 to May 31, 1911, and 1 additional surfman from Oct. 1, 1910, to Apr. 22, 1911.
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. Lewes, Wachapreague, Hog Island, Cobb Island, and Smith Island.	6 surfmen from Aug. 1, 1910, to May 31, 1911, and 1 additional surfman from Oct. 1, 1910, to May 31, 1911.
7	Assateague Beach..... Virginia Beach, Dam Neck Mills, Little Island, False Cape, Wash Woods, Penneys Hill, Currituck Beach, Poyners Hill, Caffees Inlet, Paul Gamiels Hill, Kitty Hawk, Kill Devil Hills, Nags Head, Bodie Island, Oregon Inlet, Pea Island, Chicamacomico, Gull Shoal, Little Kinnakeet, Big Kinnakeet, Durants, Ocracoke, Portsmouth, Core Bank, Fort Macon, and Bogue Inlet. New Inlet and Hatteras Inlet..... Oak Island.....	7 surfmen from Aug. 1, 1910, to May 31, 1911. 8 surfmen from Aug. 1, 1910, to May 31, 1911. 6 surfmen from Aug. 1, 1910, to May 31, 1911, and 1 additional surfman from Oct. 1, 1910, to May 31, 1911. 7 surfmen from Aug. 1, 1910, to May 31, 1911. 7 surfmen from Aug. 1, 1910, to May 31, 1911, and 1 additional surfman from Oct. 1, 1910, to May 31, 1911. 8 surfmen from Aug. 1, 1910, to May 31, 1911.
8 ^a	Cape Henry, Cape Hatteras, Creeds Hill, Cape Lookout, and Cape Fear. Sullivans Island.....	6 surfmen from Aug. 1, 1910, to May 31, 1911. 6 surfmen from Aug. 1, 1910, to May 31, 1911.
9	Santa Rosa, Sabine Pass, Galveston, Velasco, Aransas, and Brazos. San Luis and Saltría.....	7 surfmen from Aug. 1, 1910, to May 31, 1911. 7 surfmen from July 1 to Dec. 5, 1910, and from Apr. 6 to June 30, 1911.
10	Big Sandy and Niagara..... Oswego and Charlotte..... Ashtabula and Marblehead..... Buffalo and Erie..... Fairport and Cleveland.....	8 surfmen from July 1 to Dec. 5, 1910, and from Apr. 6 to June 30, 1911. 7 surfmen from July 1 to Dec. 10, 1910, and from Apr. 1 to June 30, 1911. 8 surfmen from July 1 to Dec. 10, 1910, and from Apr. 15 to June 30, 1911. 8 surfmen from July 1 to Dec. 10, 1910, and from Apr. 1 to June 30, 1911.
11	Lorain..... Louisville..... Lake View Beach.....	8 surfmen from Apr. 25 to June 30, 1911. 7 surfmen from July 1, 1910, to June 30, 1911. 7 surfmen from July 1, to Dec. 8, 1910, and from Apr. 12 to June 30, 1911.
12	Harbor Beach, Pointe aux Barques, Port Austin, Tawas, Sturgeon Point, Thunder Bay Island, Middle Island, Hammond, and Bois Blanc. Vermilion, Crisps, Two Heart River, and Deer Park. Grand Marais..... Marquette..... Portage..... Duluth.....	8 surfmen from July 1 to Dec. 8, 1910, and from Apr. 12 to June 30, 1911. 8 surfmen from July 1 to Dec. 8, 1910, and from Apr. 19 to June 30, 1911. 8 surfmen from July 1 to Dec. 8, 1910, and from Apr. 22 to June 30, 1911. 8 surfmen from July 1 to Dec. 9, 1910, and from Apr. 15 to June 30, 1911.
13	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, Evanston, Kenosha, Racine, Two Rivers, Kewaunee, Sturgeon Bay Canal, Baileys Harbor, and Plum Island. Grand Haven, South Chicago, Jackson Park, Old Chicago, Milwaukee, and Sheboygan.	7 surfmen from July 1 to Nov. 30, 1910, and from Apr. 1 to June 30, 1911. 8 surfmen from July 1 to Nov. 30, 1910, and from Apr. 1 to June 30, 1911.
	Nome, Tillamook Bay, Yaquina Bay, Coquille River, and Point Reyes. Ilwaco Beach, Grays Harbor, Willapa Bay, Umpqua River, Coos Bay, Humboldt Bay, Arena Cove, Point Bonita, Fort Point, and Southside. Cape Disappointment and Point Adams..... Golden Gate..... Baaddah Point.....	8 surfmen from July 1, 1910, to June 30, 1911, and 1 additional surfman from July 1 to Aug. 25, 1910, and from May 1 to June 30, 1911. 9 surfmen from July 1, 1910, to June 30, 1911. 10 surfmen from July 1, 1910, to June 30, 1911.

^a 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:
1911.

STATEMENT SHOWING THE APPROPRIATIONS AND EXPENDITURES FOR THE MAINTENANCE OF THE LIFE-SAVING SERVICE FOR THE FISCAL YEAR ENDING JUNE 30, 1911.

APPROPRIATION—LIFE-SAVING SERVICE, 1911.

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
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For pay of crews of surfmen employed at the life-saving and lifeboat stations, including the old Chicago station, at the rate of \$70 per month each for the 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.

Total.....	2,037,040.00	2,341,740.00
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EXPENDITURES.

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

District No. 1, July 1, 1910, to June 30, 1911.....	\$2,200.00
District No. 2, July 1, 1910, to June 30, 1911.....	2,200.00

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District No. 3, July 1, 1910, to June 30, 1911.....	\$2,000.00	
District No. 4, July 1, 1910, to June 30, 1911.....	2,200.00	
District No. 5, July 1, 1910, to June 30, 1911.....	2,200.00	
District No. 6, July 1, 1910, to June 30, 1911.....	2,200.00	
District No. 7, July 1, 1910, to June 30, 1911.....	2,200.00	
District No. 8, July 1, 1910, to June 30, 1911.....	1,900.00	
District No. 9, July 1, 1910, to June 30, 1911.....	2,000.00	
District No. 10, July 1, 1910, to June 30, 1911.....	2,200.00	
District No. 11, July 1, 1910, to June 30, 1911.....	2,200.00	
District No. 12, July 1, 1910, to June 30, 1911.....	2,200.00	
District No. 13, July 1, 1910, to June 30, 1911.....	2,200.00	
		\$27,900.00
Salaries of 275 keepers, districts Nos. 1 to 13, inclusive, quarter ending Sept. 30, 1910.....	67,950.00	
Salaries of 276 keepers, districts Nos. 1 to 13, inclusive, quarter ending Dec. 31, 1910.....	68,072.23	
Salaries of 276 keepers, districts Nos. 1 to 13, inclusive, quarter ending Mar. 31, 1911.....	68,200.00	
Salaries of 277 keepers, districts Nos. 1 to 13, inclusive, quarter ending June 30, 1911.....	68,430.56	
		272,652.79
Pay of surfmen in district No. 1, from Aug. 1, 1910, to May 31, 1911.....	67,991.26	
Pay of surfmen in district No. 2, from July 1, 1910, to June 30, 1911.....	147,608.08	
Pay of surfmen in district No. 3, from Aug. 1, 1910, to May 31, 1911.....	41,364.10	
Pay of surfmen in district No. 4, from Aug. 1, 1910, to May 31, 1911.....	134,037.58	
Pay of surfmen in district No. 5, from Aug. 1, 1910, to May 31, 1911.....	185,015.92	
Pay of surfmen in district No. 6, from Aug. 1, 1910, to May 31, 1911.....	86,347.79	
Pay of surfmen in district No. 7, from Aug. 1, 1910, to May 31, 1911.....	156,735.71	
Pay of surfmen in district No. 8, from Aug. 1, 1910, to May 31, 1911.....	3,948.84	
Pay of surfmen in district No. 9, from Aug. 1, 1910, to May 31, 1911.....	32,863.30	
Pay of surfmen in district No. 10, from July 1, 1910, to June 30, 1911.....	47,213.64	
Pay of surfmen in district No. 11, from July 1 to Dec. 13, 1910, and from Apr. 12 to June 30, 1911.....	72,265.11	
Pay of surfmen in district No. 12, from July 1 to Nov. 30, 1910, and from Apr. 1 to June 30, 1911.....	113,532.08	
Pay of surfmen in district No. 13, from July 1, 1910, to June 30, 1911.....	118,634.84	
Pay of volunteer surfmen for assistance to the keepers and crews of certain stations at wrecks which occurred during the active season:		
District No. 1.....	\$3.00	
District No. 5.....	5.10	
District No. 12.....	3.00	
		11.10
Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations:		
District No. 1.....	\$65.00	
District No. 2.....	4.00	
District No. 3.....	33.00	
District No. 5.....	36.00	
District No. 6.....	35.00	
District No. 7.....	27.00	
District No. 10.....	60.00	
District No. 11.....	171.00	
District No. 12.....	117.00	
		548.00
		1,208,117.35

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Commutation of rations for keepers and surfmen.....	\$197,234.10	
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882.....	\$2,392.81	
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882.....	20,135.43	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882.....	10,899.27	
		33,427.51
Apparatus.....	16,074.20	
Books, charts, stationery, advertising, etc.....	1,708.60	
Care of stations pending appointment of keepers.....	749.38	
Commutation of quarters and fuel in kind for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service.....	10,159.25	
Compensation for special services, labor, etc.....	55,725.98	
Draft animals.....	16,162.35	
Equipments.....	13,065.28	
Freight, packing, storage, telegraphing, etc.....	7,141.99	
Fuel and water for stations.....	33,851.89	
Furniture.....	6,971.27	
Medals.....	1,082.07	
Protection of stations.....	3,169.32	
Rebuilding, repair, and improvement of stations.....	41,559.30	
Rents.....	8,888.66	
Repairs to apparatus, equipments, and furniture.....	9,410.44	
Sites for stations.....	2,046.39	
Subsistence of persons rescued from wrecked vessels.....	101.80	
Supplies.....	31,137.11	
Telephones, telephone lines, and their maintenance.....	24,298.67	
Transporting apparatus to and from wrecks, at stations where horses are not kept.....	495.24	
Traveling expenses of officers.....	13,091.51	
		296,890.70

Total expenditures from appropriation "Life-Saving Service, 1911".....	2,036,222.45
Balance of available funds, June 30, 1911.....	305,517.55
	<u>2,341,740.00</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, 1910.....	\$319,539.40
To which repayments have been made amounting to.....	2,377.22
	<u>321,916.62</u>

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, 1910," available as above..... \$321,916.62

Pay of surfmen, as follows:	
Core Bank Station, seventh district, Nov. 19-21, 1910..	\$6.50
Coos Bay Station, thirteenth district, (2) Jan. 25-Apr. 22, 1911.....	373.86
Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations:	
District No. 1.....	\$12.00
District No. 2.....	24.00
District No. 5.....	18.00
District No. 6.....	7.00
District No. 7.....	51.00
District No. 9.....	30.00
	<u>142.00</u>

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Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882.....	\$3,093.99	
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882.....	16,672.98	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882.....	6,605.83	\$26,372.80
<hr/>		
Apparatus.....	100,134.26	
Books, charts, stationery, advertising, etc.....	210.28	
Commutation of quarters and fuel in kind for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service.....	1,098.26	
Compensation for special services, labor, etc.....	4,121.04	
Draft animals.....	1,892.98	
Equipments.....	1,694.27	
Freight, packing, storage, telegraphing, etc.....	3,177.72	
Fuel and water for stations.....	1,587.12	
Furniture.....	237.90	
Medals.....	628.74	
Rebuilding, repair, and improvement of stations.....	78,714.31	
Rents.....	2,646.01	
Repairs to apparatus, equipments, and furniture.....	5,400.04	
Sites for stations.....	240.00	
Subsistence of persons rescued from wrecked vessels.....	4.00	
Supplies.....	983.78	
Telephones, telephone lines, and their maintenance.....	11,073.55	
Transporting apparatus to and from wrecks, at stations where horses are not kept.....	3.00	
Traveling expenses of officers.....	2,031.14	
<hr/>		
		215,878.40
Total expenditures from appropriation "Life-Saving Service, 1910".....		242,773.56
Balance of available funds, June 30, 1911.....		79,143.06
<hr/>		
		321,916.62

There also remained unexpended at the beginning of the fiscal year, from appropriation of 1909, the following:

"Life-Saving Service, 1909"..... \$72,531.90

The expenditures from this balance during the year, made in payment of indebtedness standing over from the fiscal year ending June 30, 1909, were as follows:

"Life-Saving Service, 1909," available as above..... \$72,531.90

Pay of surfmen, Baaddah Point Station, thirteenth district, Nov. 1 to 19, 1908..... \$82.34

Commutation of rations for keepers and surfmen..... 11.40

Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882..... \$442.46

Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882..... 631.45

Pay of widows and others under provisions of section 8 of the act approved May 4, 1882..... 293.55

1,367.46

Apparatus..... 150.00

Books, charts, stationery, advertising, etc..... 6.00

Freight, packing, storage, telegraphing, etc..... 506.98

Fuel and water for stations..... 14.11

Rebuilding, repair, and improvement of stations..... 200.00

Rents..... 2.00

Repairs to apparatus, equipment, and furniture..... 35.00

914.09

Total expenditures from appropriation "Life-Saving Service, 1909"..... 2,375.29

Balance unexpended June 30, 1911..... 70,156.61

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This unexpended balance of \$70,156.61 was carried to the surplus fund June 30, 1911.

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, 1910.....	\$9,990.34
This sum has been increased by amounts realized from sales of public property belonging to the Life-Saving Service condemned and sold in conformity with provisions of law.....	1,463.94
Total available funds at the close of June 30, 1911.....	11,454.28

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 \$371.50, being tolls for the transmission of messages.

The total net expenditures for the maintenance of the Life-Saving Service during the fiscal year ending June 30, 1911, were therefore as follows:

"Life-Saving Service, 1911".....	\$2,036,222.45
"Life-Saving Service, 1910".....	242,773.56
"Life-Saving Service, 1909".....	2,375.29
	2,281,371.30

Less the following:	
Repayments to appropriations—	
"Life-Saving Service, 1910".....	\$2,377.22
"Rebuilding and improving life-saving stations (proceeds of sales)".....	1,463.94
	3,841.16

Total net expenditures of the service..... 2,277,530.14

There remained standing to the credit of the respective appropriations at the close of the fiscal year ending June 30, 1911, available as heretofore stated, the following balances:

"Life-Saving Service, 1911".....	\$305,517.55
"Life-Saving Service, 1910".....	79,143.08
"Rebuilding and improving life-saving stations (proceeds of sales)".....	11,454.28

The foregoing statement of the net expenditures for the maintenance of the Life-Saving Service for the fiscal year ending June 30, 1911, differs from the expenditures by warrants in the following particulars:

Net expenditures by warrants.....	\$2,289,355.83
To which should be added the following amount, as shown on page 130 of the report for 1910:	
In hands of disbursing clerk, Treasury Department, June 30, 1910, "Life-Saving Service, 1910".....	19,073.37
	2,308,429.20

Less the following amounts:	
In hands of disbursing clerk, Treasury Department, June 30, 1911—	
"Life-Saving Service, 1911".....	\$25,906.22
"Rebuilding and improving life-saving stations (proceeds of sales)".....	1,463.94
Amounts reappropriated and expended by warrants not included in the foregoing statement.....	3,528.90
	30,899.06

Net expenditures from appropriations for the year..... 2,277,530.14

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

“ESTABLISHING LIFE-SAVING STATIONS.”

Balance on hand July 1, 1910 (including \$3,815.65 in hands of disbursing clerk, Treasury Department).....	\$38,283.05
Appropriation.....	20,000.00
	58,283.05
Expenditures during the year.....	36,958.57
	21,324.48
Unexpended balance June 30, 1911 (including \$5,458.32 in hands of disbursing clerk).....	21,324.48

“SALARIES, OFFICE LIFE-SAVING SERVICE, 1911.”

Appropriation.....	\$46,500.00
Expenditures.....	46,011.93
	488.07
Amount unexpended.....	488.07

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

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

The above-named organization of women was established in 1880. The object of the association, as its name indicates, is to furnish relief to sick, injured, and destitute survivors of marine casualties and other situations of distress or misfortune. This benevolent society has been of invaluable assistance in the humanitarian work of alleviating pain, suffering, and want among the unfortunates temporarily in the care of the life-saving crews. The headquarters of the association are located in New York City, from which point, upon application, the stores, consisting of boxes of clothing, blankets, restoratives, etc., are forwarded direct to the stations, without expense to the Government. The statement appended hereto shows the stations at which such supplies were expended during the period covered by this report, the number of beneficiaries, and the circumstances of their distress.

Date.	Station.	Beneficiaries.
1910.		
July 2	Point Reyes, Cal.	The 2 occupants of the stranded launch Loretta.
17	Golden Gate, Cal.	A man who had lost part of his clothing while in bathing.
24	Oswego, N. Y., Lake Ontario	2 men, rescued from a capsized rowboat.
24	Portage, Mich., Lake Superior.	3 men from a capsized canoe and a man who had fallen off a dock.
Aug. 2	Green Run Inlet, Md.	A woman who got wet while traveling in an open boat.
4	Deer Park, Mich., Lake Superior.	The master and engineer of the stranded gasoline launch Monarch.
10	Portage, Mich., Lake Superior.	A man who fell overboard and another who jumped in and rescued him.
22	Bois Blanc, Mich., Lake Huron.	3 fishermen from the wrecked fishing boat Welcome.
25	Point Adams, Oreg.	A fishermen; furnished a pair of shoes and socks.
26	Point Lookout, N. Y.	2 men from a launch that swamped on Jones Inlet Bar.
26	Atlantic City, N. J.	10 of crew of wrecked steamer Brazoria.
Sept. 5	Plum Island, Mass.	4 persons rescued from the wrecked sloop Peggy.
5	Buffalo, N. Y., Lake Erie...	A man who fell overboard and was pulled out by lookout.
9	Ludington, Mich., Lake Michigan.	2 men from the wrecked scow Kellog.
Oct. 4	Orleans, Mass.	A gunner rescued from mudhole.
15	City Point, Mass.	A man rescued from a capsized launch.
21	Harbor Beach, Mich.	A man who had fallen off pier.
Nov. 2	Cleveland, Ohio	A man rescued from a capsized skiff.
7	Race Point, Mass.	5 fishermen, capsized from a dory.
25	City Point, Mass.	A woman who had escaped from a burning hotel.
28	Saluria, Tex.	2 men, searching for a missing launch.
Dec. 5	Little Beach.	6 men from wrecked schooner L. Q. C. Wishart.
21	Chester Shoals, Fla.	A man who had fallen overboard from a vessel.
1911.		
Jan. 7	Point Lookout.	Man who had fallen out of rowboat.
17	Velasco.	2 men from a stranded launch.
23	Spermaceti Cove.	A man rescued from a capsized boat.
28	Cuttyhunk.	Crew of wrecked barkentine Stephen G. Hart.
30	Umpqua River.	4 men of stranded steamer Wilhelmina.
Feb. 13	Monomoy Point.	A man who fallen into the water.
18	Golden Gate.	A boy rescued from the surf.
18	Short Beach.	Man fell off pier; rescued by surfmen.
21	Sabine Pass.	Captain of wrecked steamer Lola.
Mar. 5	Highland.	3 men from stranded schooner Mattakeesett.
5	Peaked Hill Bars.	Crew of wrecked schooner Mattakeesett.
7	Humboldt Bay.	A clam digger drenched while landing on beach.

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Date.	Station.	Beneficiaries.
1911.		
Mar. 8	Little Island, Va.....	8 men from steamer Manchuria.
11	Golden Gate.....	A woman and boy rescued from drowning.
11	North Beach.....	A man who came to station wet.
24	Creeds Hill.....	5 fishermen who capsized trying to land.
Apr. 6	Barnegat.....	A man from stranded launch Bessie.
18	Golden Gate.....	A girl rescued from a lake.
20	Lewes.....	3 men rescued from capsized boat.
27	Isle of Wight.....	An injured fisherman.
30	Tathams.....	2 men rescued from capsized skiff.
23	Jackson Park.....	A boy who had fallen overboard.
May 1	Ludington.....	A man who had fallen from pier; rescued by crew.
2	Milwaukee.....	3 men of crew of wrecked schooner Kate E. Howard.
8	Wallops Beach.....	2 men of crew of disabled fish boat.
23	North Manitou Island.....	Man who had fallen from dock; rescued by crew.
25	Racine.....	A man rescued from drowning.
25	Milwaukee.....	2 men rescued from capsized skiff.
June 4	do.....	A man who had fallen into the river.
4	Jackson Park.....	3 men from capsized launch Ida.
18	Biscayne Bay.....	A man whose clothing was drenched.
28	Kenosha.....	Boy rescued from drowning and resuscitated.

**TABULAR STATEMENT OF CASUALTIES TO VESSELS
WITHIN THE FIELD OF OPERATIONS OF
THE LIFE-SAVING SERVICE: 1911.**

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.
1910.					
July 21	Burnt Island	5½ miles SSW	Str. Massasoit	364	Searsport, Me.
Aug. 3	Cape Elizabeth	4 miles S	Str. Scandinavian	55	Portland, Me.
4	Quoddy Head	2 miles E	Sc. Edward Stewart	398	Machias, Me.
Oct. 5	Portsmouth Harbor	1 mile NE	Sc. Eva May	158	do
12	White Head	1½ miles E	Sc. Ella May	96	Rockport, Me.
26	Burnt Island	2 miles SW	Sc. Henry W. Cramp	1,629	Boston, Mass.
Nov. 7	White Head	3 miles W	Sc. Winnegance	264	Bath, Me.
8	Walls Sands and Portsmouth Harbor	3 miles NE, Walls Sands	Sc. George W. Collins	84	Machias, Me.
8	Portsmouth Harbor	5½ miles SE	Sc. Hattie Muriel (Br.)	84	St. John, New Brunswick.
18	Cape Elizabeth	1½ miles SW by W.	Sc. John Cadwallader	137	Bangor, Me.
Dec. 5	Burnt Island	10 miles N	Gas. str. Joker II	12	Mount Desert Fer- ry, Me.
11	Cross Island	6 miles N. by W.	Sc. William L. Elkins	241	New York City ...
11	White Head	3 miles W	Sc. Margaret Dillon	77	Boston, Mass.
13	Hunniewells Beach	6 miles N	Sc. Carrie C. Ware	185	Machias, Me.
13	Portsmouth Harbor	1 mile NW	Sc. Margaret G. (Br.)	341	Parrsboro, Nova Scotia.
16	Hunniewells Beach	2 miles N. by E.	Bge. P. N. Co. No. 9	127	Portsmouth, N. H.
17	Burnt Island	1 mile NW	Sc. Morris and Cliff	238	Rockland, Me.
17	Portsmouth Harbor	¼ mile NE	Sc. Nellie Eaton	118	Boston, Mass.
31	Burnt Island	3 miles SE	Sc. Brigadier	310	Rockland, Me.
1911.					
Jan. 1	Cross Island	14 miles SW ..	Sc. Nickerson	39	Southwest Harbor, Me.
6	Damiscove Island	5½ miles N	Sc. Red Jacket	116	Boothbay, Me.
9	Quoddy Head	2½ miles NE ..	Sc. C. W. Dexter	91	Calais, Me.
11	Cross Island	1 mile N	Sc. Greta (Br.)	146	Dorchester, New Brunswick.
27	Burnt Island	1 mile NE	Sc. Roger Drury	360	Boston, Mass.
Feb. 23	Cranberry Isles	3 miles N. by W.	Sc. Puritan	116	Southwest Harbor, Me.
Apr. 11	Burnt Island	3¾ miles NE ..	Sc. Ned P. Walker	98	Bucksport, Me.
May 21	Isles of Shoals	2 miles SW	Sc. James A. Garfield	73	Gloucester, Mass. .
June 3	Portsmouth Harbor	9 miles ENE ..	Sc. Ella Clifton	108	Boston, Mass.
10	Fletchers Neck	¼ mile N	Sc. Arrow	30	Gloucester, Mass. .
	Total			6,095	

DISTRICT NO. 2, EMBRACING

1910.					
July 8	Gurnet	Browns Island	Sc. Grace Otis	62	Gloucester, Mass. .
Aug. 8	City Point	2 miles SE	Str. Houghs Neck	60	Boston, Mass.
11	do	4 miles SSE ..	Slp. Vandal	18	do
17	Gloucester	Normans Woe Reef	Sc. Woodbury M. Snow	107	Rockland, Me.
23	City Point	¼ mile NE	Gas. str. Princess	18	Boston, Mass.
23	Monomoy Point	Shovelful Shoal	Sc. Lizzie Lane	231	Belfast, Me.

NOTE.—For tabulation of casualties to undocumented vessels, see pages 138-153.

1911—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.
Maine to Boston, Mass.....	General...	\$20,000	\$40,000	\$60,000	\$50	20			
In Portland Harbor.....		15,000		15,000	100	5			
St. John, New Brunswick, to New York City.	Laths.....	9,000	1,500	10,500		12			
Bangor, Me., to Bridgeport, Conn.	Lumber...	2,500	1,500	4,000		5			
Boston, Mass., to Rockport, Me.		2,000		2,000	50	4			
Norfolk, Va., to Bangor, Me.	Coal.....	40,000	10,000	50,000	1,000	11			
Bath to Long Cove, Me.....		15,000		15,000	100	5			
Machias, Me., to Lynn, Mass.	Lumber...	400	1,100	1,500		3			
Dorchester, New Brunswick, to Boston, Mass.	do.....	800	2,500	3,300		4			
Gloucester, Mass., to Bangor, Me.		4,500		4,500	4,500	6			
Thomaston to Port Clyde, Me.	Gasoline..	2,000	175	2,175		3			
Fall River, Mass., to St. John, New Brunswick.		8,000		8,000		6			
On fishing trip.....		9,200		9,200		16			
Bath to Jonesport, Me.....		5,500		5,500		4			
St. John, New Brunswick, to Galveston, Tex.	Lumber...	5,000	3,000	8,000		9			
At mooring.....		4,500		4,500		3			
Boston, Mass., to Rockland, Me.		3,000		3,000		4			
St. John, New Brunswick, to Boston, Mass.	Lumber...	3,000	1,200	4,200		5			
New York City to Rockland, Me.	Coal.....	8,000	2,400	10,400	800	7			
Manset to Portland, Me.....	Fish.....	2,000	800	2,800	900	10			
Boston, Mass., to Richmond, Me.		1,200		1,200	1,200	4			
Wellfleet, Mass., to Calais, Me.		800		800		4			
St. John, New Brunswick, to Pawtucket, R. I.	Lumber...	4,000	6,000	10,000	1,000	6			
do.....	do.....	4,000	10,000	14,000		7			
Bar Harbor to Seal Harbor, Me.		1,900		1,900	50	3			
Gloucester, Mass., to Port Clyde, Me.	Salt.....	2,500	600	3,100	250	4			
Newfoundland to Gloucester, Mass.	Fish.....	2,000	4,500	6,500		6			
Augusta, Me., to Yarmouth, Mass.	Lumber...	1,000	2,000	3,000		4			
Five Islands, Me., to Gloucester, Mass.	Fish.....	500	2,000	2,500	100	2			
		177,300	89,275	266,575	10,100	182			

COAST OF MASSACHUSETTS.

On fishing trip.....	\$3,000		\$3,000		19				
Houghs Neck to Boston, Mass.	12,000		12,000	\$25	34				
In Boston Harbor.....	800		800		4				
Gloucester, Mass., to Rockland, Me.	2,000		2,000		4				
On pleasure trip.....	3,000		3,000		48				
New York to Bangor, Me...	2,000		2,000		5				

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.
1910.					
Aug. 29	Peaked Hill Bars and Wood End.	1½ miles E. Peaked Hill Bars.	Se. Speculator.....	110	Gloucester, Mass..
29	Monomoy Point.....	1 mile SE.....	Se. Ada Ames.....	199	Rockland, Me.....
Sept. 15	City Point.....	150 yards NNW.	Gas. str. Princess.....	18	Boston, Mass.....
19	.....do.....	300 yards W...	Se. Glenesk.....	17	.....do.....
24	Point Allerton.....	2 miles NW...	Se. Boyd and Leeds.....	69	Salem, Mass.....
Oct. 1	Gloucester.....	4½ miles N.....	Gas. str. Weow.....	30	New York City....
1	Point Allerton.....	¾ mile SW.....	Slp. Golden Hope.....	7	Boston, Mass.....
8	Peaked Hill Bars.....	¼ mile NW.....	Se. Martha P. Small.....	2,178	Bath, Me.....
15	Gloucester.....	1 mile SSW...	Gas. str. Myrtle.....	8	Gloucester, Mass..
16	.....do.....	¼ mile SE.....	Gas. str. Lactus II.....	25	New York City....
16	Point Allerton.....	2 miles NW...	Se. Washakie.....	78	Boston, Mass.....
22	Gloucester.....	2 miles SW...	Gas. str. Myrtle.....	8	Gloucester, Mass..
30	Muskeget.....	7 miles NNE..	Se. Sarah and Lucy.....	252	New York City....
Nov. 1	Point Allerton.....	2 miles NW...	Se. Frances P. Mesquita.....	105	Gloucester, Mass..
2	.....do.....	.....do.....	Se. E. C. Hussey.....	81	Salem, Mass.....
4	City Point.....	¼ mile S.....	Slp. Vandal.....	18	Boston, Mass.....
4	Gurnet.....	6 miles SW...	Se. Teresa D. Baker.....	87	.....do.....
6	Peaked Hill Bars.....	½ mile NNW...	Se. George P. Hudson.....	2,258	.....do.....
17	Point Allerton.....	2½ miles NW..	Se. Harry Morris (Br.)....	98	St. Martins, New Brunswick.
18	Pamet River.....	¼ mile SE.....	Se. Lucy May.....	104	Machias, Me.....
Dec. 6	Wood End.....	2 miles E.....	Se. Abbie and Eva Hooper.	321	Boston, Mass.....
7	Gay Head.....	1½ miles S.....	Gas. str. Olive May.....	14	Edgartown, Mass..
10	Straitsmouth.....	1½ miles SSE..	Se. Hazel Dell.....	157	Brookline, Me.....
16	Coskata.....	1½ miles N. by E.	Se. Thomas B. Garland.....	348	Portsmouth, N. H.
24	Gloucester.....	1½ miles S. by W.	Bk. Supurb (Nor.).....	1,578	Stavanger, Norway.
30	Point Allerton.....	1½ miles N.....	Se. Gracie E. Freeman.....	12	Gloucester, Mass..
31	Nauset and Orleans....	6 miles S.E. Nauset.	Gas. str. Northland.....	2,047	Rockland, Me.....
1911.					
Jan. 2	Cuttyhunk.....	5 miles E. ½ N.	Str. Kennebec.....	2,183	Marquette, Mich..
5	Monomoy Point.....	1 mile ESE...	Se. Silver Heels.....	134	Rockland, Me.....
6	Point Allerton.....	3 miles NW...	Se. Mattakesett.....	77	Boston, Mass.....
10	Peaked Hill Bars, Race Point, and High Head.	½ mile NNW. Peaked Hill Bars Station.	Bge. Pine Forest.....	910	Philadelphia, Pa..
10	Peaked Hill Bars and Race Point Station.	½ mile NNW. Peaked Hill Bars Station.	Bge. Treverton.....	1,763	.....do.....
10	Peaked Hill Bars, Race Point, and High Head Station.	½ mile NW. Peaked Hill Bars Station.	Bge. Corbin.....	954	.....do.....
13	Point Allerton.....	2½ miles NNW..	Se. Thomas S. Gorton.....	140	Gloucester, Mass..
19	.....do.....	3 miles NNW..	Se. No. 16.....	929	Baltimore, Md.....
27	Cuttyhunk.....	2 miles W. by S.	Bkn. Stephen G. Hart.....	605	New York, N. Y..
28	Newburyport.....	¼ mile N.....	Se. Gatherer.....	95	Boston, Mass.....
Mar. 1	Plum Island.....	3½ miles S.....	Str. Jonas H. French.....	195	.....do.....
5	Peaked Hill Bars and High Head.	2 miles ESE. Peaked Hill Bars Sta.	Se. Mattakesett.....	77	.....do.....
8	Point Allerton.....	2 miles NW...	Se. Lucania.....	147	Gloucester, Mass..
12	Gloucester.....	1½ miles NE..	Se. Eliza Levensaler.....	159	Thomaston, Me.....
14	.....do.....	¾ mile E.....	Gas. str. Hope.....	11	Wilmington, N. C.
17	Newburyport.....	2 miles NW...	Se. Eben Parsons.....	91	Boston, Mass.....

1911—documented vessels—Contd.

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.
On fishing trip.....	Fish.....	\$7,000	\$1,200	\$8,200	\$3,200	20	8	8	
Rockland, Me., to New York City.	Lime.....	6,000	2,700	8,700	8,700	5	5	5	
In Boston Harbor.....		3,000		3,000		79			
.....do.....		2,000		2,000					
On fishing trip.....	Fish.....	3,000	500	3,500		15			
Winthrop to Annisquam, Mass.		10,000		10,000	300	5			
In Boston Harbor.....		600		600		4			
Portsmouth, N. H., to Baltimore, Md.		50,000		50,000		14			
Beverly to Gloucester, Mass.	Fish.....	500	30	530		2			
On pleasure trip.....		17,000		17,000	200	8			
On fishing trip.....	Fish.....	9,000	1,200	10,200		15			
Beverly to Gloucester, Mass.		500		500		2			
Boston, Mass., to New York City.	Paving blocks.	3,500	2,500	6,000	700	10			
On fishing trip.....	Fish.....	9,000	500	9,500		16			
.....do.....		6,000		6,000		17			
In Boston Harbor.....		8,000		8,000	10				
In Plymouth Harbor.....	Gravel.....	1,000	30	1,030	100	4			
Baltimore, Md., to Boston, Mass.	Coal.....	60,000	7,000	67,000		14			
St. Martins, New Brunswick, to Boston, Mass.	Piling.....	900	2,000	2,900		4			
Cherryfield, Me., to Boston, Mass.	Lumber...	3,000	2,600	5,600	100	4			
Port Richmond, Pa., to Boston, Mass.	Coal.....	3,000	2,000	5,000		7			
On fishing trip.....		3,000		3,000	3,000	5	1		
Calais, Me., to Boston, Mass.	Lumber...	1,200	2,500	3,700	200	4		4	4
South Amboy, N. J., to Salem, Mass.	Coal.....	7,000	1,380	8,380	3,480	6	6	6	12
Bristol, England, to Boston, Mass.		70,000		70,000		19			
Plymouth to Boston, Mass.	Fish.....	600	50	650		3			
Philadelphia, Pa., to Searsport, Me.	Coal.....	125,000	12,000	137,000	3,000	13			
Baltimore, Md., to Boston, Mass.	.....do.....	175,000	10,000	185,000	81,000	21			
Great Salmon River, New Brunswick, to Vineyard Haven, Mass.	Lumber...	3,000	3,000	6,000	6,000	4	4	4	4
On fishing trip.....	Fish.....	8,000	800	8,800		16			
Philadelphia, Pa., to Marblehead, Mass.	Coal.....	7,565	4,760	12,325	12,325	5	5		
Philadelphia, Pa., to Portland, Me.	.....do.....	28,315	8,410	36,725	36,725	7	7		
Philadelphia, Pa., to Portsmouth, N. H.	.....do.....	8,315	6,580	14,895	14,895	5	5		
On fishing trip.....		14,000		14,000		23			
Baltimore, Md., to Beverly, Mass.	Coal.....	20,000	5,000	25,000		5			
Gulfport, Miss., to Boston, Mass.	Lumber...	10,000	10,000	20,000	8,000	8	8	8	20
Boston to Plum Island, Mass.		2,000		2,000		5	5	5	5
In Ipswich Harbor.....	Sand.....	43,000	350	43,350		6			
On fishing trip.....	Fish.....	8,000	1,000	9,000	9,000	15	14	14	28
.....do.....		14,000		14,000		23			
Gloucester, Mass., to Thomaston, Me.		2,000		2,000		4			
On fishing trip.....	Fish.....	1,500	40	1,540	500	4	4		
Merrimac River to Boston, Mass.	Sand.....	1,500	160	1,660	130	5			

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.
1911.					
Mar. 17	Gurnet.....	$\frac{1}{2}$ mile S.....	Sc. Teresa D. Baker.....	87	Boston, Mass.....
17-19	Cuttyhunk.....	12 miles SW. by W.	Sc. Marcus L. Urann.....	1,899	.....do.....
Apr. 12	Gloucester.....	5 miles SE.....	Gas. str. Mystic.....	7	.....do.....
20	Wood End.....	$\frac{1}{2}$ mile S.....	Sc. Caroline Gray.....	327	Rockland, Me.....
24	Point Allerton.....	2 miles NW...	Sc. Corsair.....	111	Gloucester, Mass..
26	Monomoy.....	$3\frac{1}{2}$ miles E. by S.	Sc. Ella M. Storer.....	449	Boston, Mass.....
30	Orleans.....	12 miles NE...	Sc. Geo. D. Edmands.....	541	.....do.....
30	Peaked Hill Bars.....	700 yards NE..	Sc. Metinc.....	261	Rockland, Me.....
May 2	Gurnet.....	2 miles N. $\frac{1}{2}$ E.	Sc. Teresa D. Baker.....	87	Boston, Mass.....
2	Plum Island.....	2 $\frac{1}{2}$ miles SSW	Sc. Norton.....	104	Salem, Mass.....
3	Orleans.....	6 miles ENE...	Sc. Theresa Wolf.....	307	Rockland, Me.....
9	Gloucester.....	1 mile ENE.....	Sc. Thalia.....	82	Gloucester, Mass..
12	City Point.....	$\frac{1}{2}$ mile N by E.	Gas. yt. Palm.....	33	Boston, Mass.....
20-21	Gloucester.....	3 miles ENE...	Sc. Rebecca Bartlett.....	67	Gloucester, Mass..
23	Cuttyhunk.....	5 miles SW....	Sc. Lillie A. Wilson.....	56	Newport, R. I.....
26	City Point.....	In Dorchester Bay.	Slp. Triton.....	7	Boston, Mass.....
	Total.....			23,618	

DISTRICT NO. 3.—EMBRACING COASTS OF

1910.					
July 28	Block Island.....	2 $\frac{1}{2}$ miles N....	Sc. A. F. Davison (Br.)...	503	Annapolis, Nova Scotia.
Sept. 20	Watch Hill.....	1 mile S.....	Sc. J. M. Harlow.....	232	Rockland, Me.....
Nov. 16	New Shoreham.....	$\frac{1}{2}$ mile SE.....	Sc. yt. Ellesmere.....	26	Boston, Mass.....
27	Point Judith.....	Falkners Is- land.	Sc. Harriet C. Whitehead..	222	Providence, R. I..
Dec. 6	Sandy Point.....	$\frac{1}{2}$ mile ESE...	Gas. str. W. Talbot Dodge.	21	Stonington, Conn.
1911					
Apr. 30	New Shoreham.....	1 $\frac{1}{4}$ miles S....	Sc. Etta M. Story.....	55	New Bedford, Mass.
May 20	Watch Hill.....	1 mile W.....	Str. Castle.....	85	United States ves- sel.
	Total.....			1,144	

DISTRICT NO. 4.—EMBRACING

1910.					
Aug. 12	Blue Point.....	$\frac{1}{2}$ mile NNW..	Slp. Dolphin.....	8	Patchogue, N. Y..
14	Fire Island.....	1 $\frac{1}{2}$ miles NE...	Gas str. Jane.....	9	Baltimore, Md....
31	.....do.....	1 $\frac{1}{2}$ miles NNW.	U. S. Str. Guide.....	32	New York City...
Sept. 6	Short Beach and Point Lookout.....	1 $\frac{1}{2}$ miles WSW. Short Beach.	Sc. Caroline Augusta.....	27	Patchogue, N. Y.
Oct. 2	Point Lookout.....	1 mile E.....	Gas. str. Sea Gull.....	13	.....do.....
3	.....do.....	.....do.....	Str. William F. Reed.....	30	New York City...
4	.....do.....	1 mile NE....	Gas. Str. Hattie L. Negus..	14	.....do.....
9	Short Beach.....	2 miles WSW.	Sc. yt. Sunshine.....	17	.....do.....

1911—documented vessels—Contd.

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.
Boston to Plymouth, Mass.		\$1,000		\$1,000		6			
Newport News, Va., to Portland, Me.	Coal	125,000	\$12,000	137,000		11			
On fishing trip.		1,500		1,500		3			
Frankfort, Me., to New York, N. Y.	Stone	4,500	5,000	9,500	\$500	6			
Boston to Hingham Bay, Mass.		7,000		7,000		18			
New York, N. Y., to Portsmouth, N. H.	Coal	5,000	2,985	7,985		8			
Stonington, Me., to New York, N. Y.	Stone	30,000	5,000	35,000	500	6			
Rockland, Me., to New York, N. Y.	do	18,000	8,000	26,000		5			
Plymouth to Boston, Mass.	Gravel	1,000	280	1,280	1,280	5			
In Ipswich Harbor	Granite	5,000	300	5,300	500	5			
New York, N. Y., to Lubec, Me.	Coal	12,000	2,000	14,000	1,000	5			
Gloucester to Beverly, Mass.		8,000		8,000		18			
At anchor		10,000		10,000					
Five Islands, Me., to Gloucester, Mass.	Fish	1,000	400	1,400	300	6			
Newport, R. I., to Wellfleet, Mass.	Oysters	2,500	2,500	5,000	5,000	2			
At anchor		1,000		1,000					
		1,011,295	126,755	1,138,050	200,670	669	22	54	86

RHODE ISLAND AND FISHERS ISLAND.

Stamford, Conn., to Annapolis, Nova Scotia.		\$100,000		\$100,000		10			
Tremont, Me., to Sag Harbor, N. Y.	Lumber	4,000	\$5,000	9,000	\$500	5			
Boston, Mass., to Colon, Panama.		7,000		7,000		4			
Perth Amboy, N. J., to Providence, R. I.	Sand and clay	8,000	1,000	9,000	50	4			
On fishing trip	Fish	2,500	400	2,900	500	5	5	20	
New Bedford, Mass., to Block Island, R. I.	Salt, fish, etc.	4,250		4,250	4,250	15	15	30	
New London, Conn., to Fort Mansfield, R. I.		13,500		13,500	100	9			
		139,250	6,400	145,650	5,400	52	20	50	

COAST OF LONG ISLAND.

On pleasure trip		\$3,000		\$3,000	\$3,000	2			
Gravesend Bay to Patchogue, N. Y.		2,000		2,000		3			
Fire Island to New York, N. Y.		20,000		20,000		6			
Port Johnson, N. J., to Freeport, N. Y.	Coal	700	\$200	900		2			
Freeport to Point Lookout, N. Y.		4,000		4,000		11			
Long Beach to Amityville, N. Y.		5,000		5,000		4			
Amityville to Sheepshead Bay, N. Y.		1,200		1,200					
New York City to Merrick, N. Y.		1,200		1,200		4			

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.					
Nov. 17	Fire Island.....	$\frac{1}{2}$ mile NE.....	Sc. Nelson.....	34	Patchogue, N. Y..
19	Oak Island and Fire Island.....	2 miles SE. Oak Island.	Gas. str. Wolverine.....	14	.....do.....
20	Short Beach.....	1 $\frac{1}{4}$ miles WSW.	Gas. str. Bessie B.....	8	New York City...
23	Oak Island and Fire Island.....	2 miles SE. Oak Island.	Sc. Emily Baxter.....	53	Patchogue, N. Y..
Dec. 8	.....do.....	4 miles N. Fire Island.	Gas. str. Minnie C. Bach..	25	Chincoteague, Va.
14	Fire Island.....	1 mile NW....	Gas. str. Tender.....	9	New York City...
1911.					
Jan. 4	Oak Island.....	1 mile SSE....	Gas. str. Pittsburg.....	23	Somers Point, N. J.
Feb. 24	Ditch Plain.....	4 miles NE....	Sc. George M. Grant.....	1,254	New Haven, Conn.
Mar. 6	Jones Beach and Gilgo.	2 miles SE. Jones Beach Station.	Str. Howard.....	179	New York, N. Y..
19	Point of Woods.....	2 miles NNE..	Gas.str. Charles W. Lynde.	66	Patchogue, N. Y..
25	Short Beach.....	2 miles SW....	Sc. Frances Smith.....	48	.....do.....
28	Point of Woods.....	335 yards W..	Sc. Edith E. Dennis.....	102	Greenport, N. Y..
28	Fire Island.....	2 miles W....	Gas. str. John Lundy.....	27	New York, N. Y..
30	Point Lookout.....	2 miles E....	Gas. str. Juno.....	13	.....do.....
Apr. 2	Oak Island and Fire Island.	Fire Island Bar.	Sc. Sallie M. Russell.....	41	Patchogue, N. Y..
5	Point of Woods.....	1 mile NE....	Gas. str. Two Brothers.....	14	.....do.....
6	Lone Hill, Blue Point, and Point of Woods.	1 mile E. of Lone Hill.	Str. Princess Irene (Ger.)	10,881	Bremen, Germany
25	Short Beach and Point Lookout.	3 miles NW. of Short Beach.	Sc. J. & C. Heinley.....	43	New York, N. Y..
26	Point of Woods.....	3 miles W....	Sc. Amerigo.....	29	Patchogue, N. Y..
26	Oak Island.....	1 $\frac{1}{4}$ miles SE....	Sc. Peter Mehrhoff.....	67	New York, N. Y..
May 11	Oak Island and Fire Island.	$\frac{1}{2}$ mile S. of Oak Island.	Gas. str. Claude L.....	12	.....do.....
14	Fire Island.....	1 mile NE....	Sc. Emma A. Chaseboro..	86	.....do.....
31	Blue Point.....	3 miles N....	Gas. str. Water Island....	7	Patchogue, N. Y..
	Total.....			13,185	

DISTRICT NO. 5.—EMBRACING

1910.					
July 24	Hereford Inlet.....	$\frac{1}{2}$ mile SE....	Gas. str. Florence.....	10	Camden, N. J.....
Aug. 5	Mommouth Beach.....	$\frac{1}{2}$ mile N....	Sc. Robert C. Harris.....	21	Gloucester, Mass..
11	Tathams.....	1 mile WSW..	Gas. str. Lynx.....	8	Camden, N. J.....
12	South Brigantine and Brigantine.	3 miles SE. South Brigantine.	Str. African Monarch (Br.)	4,296	Glasgow, Scotland
13	Tathams.....	1 $\frac{1}{2}$ miles SW..	Gas. str. Winning.....	30	New York City...
13	Cape May.....	2 miles SW....	Gas. str. Winola.....	12	Anglesea, N. J....
15	Tathams.....	1 $\frac{1}{4}$ miles WSW	Gas. str. J. A. Reed.....	15	Somers Point, N. J.
18	Hereford Inlet.....	2 $\frac{1}{2}$ miles NNE.	Gas. str. John L.....	12	.....do.....
22	Forked River.....	1 mile W....	Sc. Lillie Long.....	9	Philadelphia, Pa..
22	Hereford Inlet.....	1 $\frac{1}{2}$ miles NE..	Gas. str. Theo. B. Love..	8	Bridgeton, N. J....
22	.....do.....	.....do.....	Gas. str. Rupert II.....	10	Somers Point, N. J.
24	Spermaceti Cove.....	$\frac{1}{2}$ mile SW....	Slp. Stewart L. Woodford	7	Perth Amboy, N. J.
24	Hereford Inlet.....	1 $\frac{1}{2}$ miles NE..	Str. Helen Bethel.....	62	Philadelphia, Pa..
26	Atlantic City.....	1 mile E....	Str. Brazoria.....	423	Atlantic City, N. J.

1911—documented vessels—Contd.

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.
Sayville, N. Y., to New York City		\$3,000		\$3,000		2			
Bayonne, N. J., to West Sayville, N. Y.		7,000	\$900	7,800		2			
On fishing trip		800		800		3			
Jones Point to Patchogue, N. Y.	Gravel	2,500	100	2,600	\$2,100	3	3	6	
On fishing trip	Fish	3,500	500	4,000		7	4	4	
New York City to Fire Island, N. Y.		1,500		1,500		3	3	15	
On fishing trip		2,500		2,500		7			
New Haven, Conn., to Newport News, Va.		16,000		16,000		10			
New York City to Jones Beach, N. Y.		20,000		20,000	20,000	9	9	9	
South Amboy, N. J., to Patchogue, N. Y.	Coal	4,000	450	4,450		3			
Short Beach to Hastings, N. Y.	Sand	2,000	100	2,100		4			
Brooklyn to Point of Woods, N. Y.	Lumber	4,000	2,000	6,000		4			
On fishing trip	Fish	1,500	500	2,000		6			
Lindenhurst to Freeport, N. Y.		2,000		2,000		2			
Sayville to Edgewater, N. Y.	Sand	1,500	100	1,600	50	3			
Bridgeport, Conn., to Sayville, N. Y.	Oysters	1,800	750	2,550		2			
Gibraltar to New York City	General	640,000	450,000	1,090,000	69,300	1,988			
Port Johnson to Amityville, N. Y.	Coal	1,500	400	1,900	75	2			
Bridgeport, Conn., to Sayville, N. Y.	Oysters	2,000	1,200	3,200		2			
Sayville to Northport, N. Y.		2,500		2,500		4			
Milford, Del., to Sayville, N. Y.	Oysters	1,500	700	2,200	500	3			
Northport to Sayville N. Y.	do	2,000	1,500	3,500		3			
South Beach to Patchogue, N. Y.		2,000		2,000		4			
		762,200	459,300	1,221,500	95,025	2,108	19	34	

COAST OF NEW JERSEY.

On fishing trip		\$2,000		\$2,000		10			
Gloucester, Mass., to New York City	Fish	2,800	\$400	3,200	\$1,700	8	3	3	
Atlantic City to Fortescue, N. J.		1,500		1,500		2			
Philadelphia, Pa., to New York City		40,000		40,000		35			
Atlantic City to Stone Harbor, N. J.		10,000		10,000		5			
Delaware to Holly Beach, N. J.		1,500		1,500		2			
Anglesea to Stone Harbor, N. J.		4,000		4,000		38			
On fishing trip		2,000		2,000		18			
On pleasure trip		1,200		1,200		4			
On fishing trip		1,000		1,000		10			
do		1,500		1,500		15			
New York City to Sandy Hook, N. J.		500		500		2	2	4	
On fishing trip		12,000		12,000		54			
Philadelphia, Pa., to Atlantic City, N. J.	General	25,000	6,000	31,000	30,000	13			

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. Sept. 4	Sandy Hook.....	½ mile N.....	Gas. str. Nettle.....	29	New York City...
22	Little Egg.....	1 mile NW.....	Gas. str. Imperia.....	19	Bridgeport, Conn.
26	Great Egg.....	1¼ miles SW...	Gas. str. Favorite.....	7	Somers Point, N. J.
Oct. 1	Forked River.....	1¼ miles NNW	Sc. Lillie Long.....	9	Philadelphia, Pa..
7	Atlantic City.....	½ mile N.....	Gas. str. Imperia.....	19	Bridgeport, Conn.
12	Seabright.....	do.....	Gas. str. John Anton.....	17	New York City...
12	Little Egg and Little Beach.....	1 mile S. Little Egg.....	Sc. Alberta.....	77	Chincoteague, Va.
15	Atlantic City.....	½ mile N.....	Slp. Lon V. Stephens.....	13	Somers Point, N. J.
Nov. 17	Hereford Inlet.....	½ mile SE.....	Gas. str. Goldy Budd.....	15	do.....
Dec. 3	Little Beach and Brigantine.....	½ mile SW. Little Beach.....	Gas. str. B. E. Pennington.....	8	do.....
4	South Brigantine, Brigantine, and Atlantic City.....	Brigantine Shoals.....	Sc. L. Q. C. Wishart.....	238	New York City...
5	Little Beach.....	2½ miles SE.....	do.....	238	do.....
10	Barnegat.....	½ mile E.....	Gas. str. The Chalfonte.....	15	Somers Point, N. J.
10	Bonds.....	400 yards SE.....	Gas. str. Commander.....	11	do.....
12	Hereford Inlet.....	1 mile NNE.....	Gas. str. Stone Harbor.....	75	do.....
13	do.....	½ mile NNE.....	do.....	13	do.....
16	Tathams.....	1¼ miles SSW..	Gas. str. Court House.....	11	do.....
17	Atlantic City.....	½ mile E.....	Gas. str. Genevieve.....	14	New York City...
1911. Jan. 6	Barnegat.....	½ mile NW.....	Gas. str. Elsie.....	6	Somers Point, N. J.
9	Barnegat, Forked River, and Loveladies Island.....	Barnegat Shoals.....	Sc. Harold B. Cousens.....	379	Portland, Me.....
9	Corson Inlet, Atlantic City, Great Egg and Pecks Beach.....	4 miles ESE. Corson Inlet.....	Gas. str. Elizabeth.....	20	Somers Point, N. J.
19	Hereford Inlet.....	½ mile S.....	Gas. str. Gloriana.....	14	do.....
25	Townsend Inlet.....	1¼ miles S.....	Slp. Christina.....	8	Bridgeton, N. J....
26	Tathams.....	1½ miles SW..	Gas. str. Court House.....	11	Somers Point, N. J.
Mar. 16	Sandy Hook.....	½ mile NE.....	Sc. T. Morris Perot.....	308	New York, N. Y....
23	Spermaceti Cove.....	1 mile WSW..	Sc. yt. Loyal.....	47	Boston, Mass.....
26	Barnegat.....	1 mile N. by E.	Sc. Anna and Ella.....	23	Camden, N. J.....
26	Atlantic City.....	½ mile E.....	Sc. J. Edwin Kirwan.....	138	Baltimore, Md....
28	Little Egg.....	1 mile NW.....	Slp. Eureka.....	18	Chincoteague, Va.
Apr. 2	Atlantic City.....	½ mile N.....	Sc. S. J. Delan.....	36	do.....
7	Barnegat and Forked River.....	1 mile NE. Barnegat.....	Sc. D. J. Whealton.....	48	Norfolk, Va.....
20	Spermaceti Cove.....	2 miles N.....	Slp. yt. Clio.....	8	New York, N. Y....
May 2	Barnegat.....	½ mile NW.....	Sc. D. J. Whealton.....	48	Norfolk, Va.....
4	Little Beach.....	1½ miles S.....	Slp. Chalefonte.....	15	Atlantic City, N. J.
10	Hereford Inlet.....	½ mile NE.....	Gas. str. Court House.....	11	Stone Harbor, N. J.
11	Bonds.....	2 miles W.....	Slp. Sally.....	29	Norfolk, Va.....
11	Little Beach.....	1½ miles S.....	Sc. Carrie L.....	75	Tappahannock, Va.
12	Atlantic City.....	1 mile E.....	Str. Goldsboro.....	681	Jacksonville, Fla..
21	Hereford Inlet.....	½ mile NE.....	Gas. str. Vaud J.....	64	Somers Point, N. J.
25	do.....	1 mile NE.....	Gas. str. Osric.....	9	Anglesea, N. J....
June 23	do.....	1½ miles E.....	Gas. str. C. F. Wahl.....	12	Philadelphia, Pa..
	Total.....			7,697	

1911—documented vessels—Contd.

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.
Brooklyn to Shrewsbury, N. Y.		\$5,000		\$5,000		24			
New York City to Florida...		2,000		2,000		2			
On fishing trip.....		1,200		1,200	\$1,200	4			
Seaside Park to Forked River, N. J.		1,200		1,200		2			
New York City to Florida...		2,000		2,000		25	2	1	1
On fishing trip.....		1,200		1,200		11			
York River, Va., to New York City.	Lumber...	3,000	\$640	3,640		4			
On fishing trip.....		1,500		1,500		4			
Anglesea to Somers Point, N. J.		2,500		2,500		2			
On pleasure trip.....		1,000		1,000		5	5	5	
James River, Va., to New York City.	Railroad ties.	4,000	2,000	6,000		6			
do.....	do.....	4,000	2,000	6,000	6,000	6		6	18
On fishing trip.....	Fish.....	3,000	200	3,200		5			
do.....	do.....	1,600	150	1,750		5			
Anglesea to Stone Harbor, N. J.		2,200		2,200		1			
do.....		2,200		2,200		1			
do.....		2,200		2,200		1			
New York City to Annapolis, Md.		4,000		4,000		3			
On fishing trip.....		1,000		1,000		3			
St. John, New Brunswick, to Washington, D. C.	Laths.....	6,000	4,000	10,000	1,700	7			
On fishing trip.....		3,000		3,000		6			
do.....									
Atlantic City to Avalon, N. J.	Fish.....	1,000	20	1,020	50	2			
do.....		800		800	50	2			
Anglesea to Stone Harbor, N. J.		2,200		2,200		1	1	1	
New York City to Chesapeake Bay.		5,000		5,000		6			
New York City to Haiti, West Indies.		5,000		5,000		7			
New York City to Barnegat Inlet, N. J.		6,000		6,000		8			
Great Wicomico, Va., to Atlantic City, N. J.	Lumber...	10,000	2,000	12,000		5			
James River, Va., to Tuckerton Bay, N. J.	Oysters...	1,000	220	1,220		3			
Chincoteague, Va., to Absecon, N. J.	do.....	1,500	1,000	2,500		3			
Cobb Island, Va., to Barnegat, N. J.	do.....	1,000	350	1,350		3			
Bay Head, N. J., to New York, N. Y.		800		800	50				
Barnegat Bay to ———		1,000		1,000		3			
Little Beach to Atlantic City, N. J.		500		500		2			
Anglesea to Stone Harbor, N. J.		2,000		2,000		17			
Hog Island, Va., to Tuckerton, N. J.	Oysters...	2,000	300	2,300		3			
Keyport, N. J., to Delaware.		3,000		3,000		6			
Philadelphia, Pa., to Atlantic City, N. J.	General...	20,000	8,000	28,000		14			
From fishing grounds to Grassy Sound, N. J.		7,000		7,000		114			
Anglesea to Stone Harbor, N. J.		4,500		4,500		32			
Philadelphia, Pa., to Anglesea, N. J.		3,000		3,000		4			
.....		236,100	27,280	263,380	40,775	555		18	32

Table of casualties, season of

DISTRICT NO. 6.—EMBRACING COAST BE

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1910.					
July 18	Lewes.....	200 yards N...	Gas. str. Louis Feuerstein.	30	Norfolk, Va.....
Aug. 17	Rehoboth Beach and Lewes.	5 miles E. Rehoboth B'ch.	Sc. Sumbury.....	1,544	Fall River, Mass..
Sept. 20	Wachapreague.....	$\frac{3}{4}$ miles SSE.....	Slp. R. F. M. Bunting....	8	Chincoteague, Va..
30	Lewes.....	2 miles NE.....	Bkn. Abeona (Br.).....	592	Bridgetown, Barbados.
Nov. 4	Lewes and Cape Henlopen.	$1\frac{1}{2}$ miles E. Lewes.	Sc. Emma Reiss.....	26	Wilmington, Del..
4	do.....	$1\frac{1}{2}$ miles ENE. Lewes.	Str. Coastwise.....	268	Perth Amboy, N.J.
6	Lewes.....	4 miles NNE.....	Sc. Earl P. Mason.....	535	Providence, R. I..
13	Cobb Island.....	8 miles S.....	Sc. Shamrock.....	37	Chincoteague, Va..
Dec. 2	Lewes.....	4 miles NNW.....	Sc. Daisie.....	34	Baltimore, Md.....
8	Smith Island.....	$3\frac{1}{2}$ miles SW. by S.	Sc. Henry D. Barrett.....	1,807	Bath, Me.....
15	Assateague Beach.....	$1\frac{1}{2}$ mile S. by E.	Gas. str. Rae.....	29	Philadelphia, Pa..
29	Hog Island.....	$\frac{1}{2}$ mile S.....	Sc. Zeph. S. Conover.....	18	Norfolk, Va.....
1911.					
Jan. 12	Green Run Inlet.....	4 miles SE. by E.	Gas. str. Neaera.....	35	New York, N. Y..
Mar. 26	Assateague Beach.....	3 miles S. by W.	Sc. B. T. Riggitt.....	12	Chincoteague, Va..
Apr. 21	Fenwick Island.....	$1\frac{1}{2}$ miles N.....	Sc. O. D. Witherell ¹	631	Boston, Mass.....
27	Wallops Beach and Assateague Beach.	3 miles ENE. Wallops Beach.	Gas. str. Uncle Sam.....	10	do.....
May 5	Hog Island.....	$\frac{1}{2}$ mile SW.....	Sc. Lizzie Bell.....	44	Tuckerton, N. J..
8	Cobb Island.....	14 miles NE.....	Slp. Sally.....	29	Norfolk, Va.....
June 1	Ocean City.....	2 $\frac{1}{2}$ miles N.....	Str. Cedargrove (Br.).....	1,473	Glasgow, Scotland.
4	Hog Island.....	$\frac{3}{4}$ mile W.....	Gas. str. Aeolus.....	19	New York, N. Y..
	Total.....			7,181	

DISTRICT NO. 7.—EMBRACING COAST BETWEEN

1910.					
July 9	Cape Henry.....	3 miles NW.....	Sc. Nellie W. Craig.....	492	New York City...
Aug. 20	Hatteras Inlet.....	9 miles NE.....	Sc. Essex.....	22	Newbern, N. C....
23	Ocracoke.....	2 miles NW.....	Sc. Wm. H. Davidson.....	286	Crisfield, Md.....
Sept. 3	do.....	do.....	Sc. Constance.....	18	Edenton, N. C....
23	Oak Island.....	20 miles W.....	Sc. Silver Spray.....	194	Machias, Me.....
24	Big Kinnakeet.....	6 miles W.....	Sc. M. G. Walstein.....	16	Elizabeth City, N. C.
Oct. 20	Durants.....	5 miles west.....	Sc. Essex.....	22	Newbern, N. C....
Nov. 13	Hatteras Inlet and Durants.	$1\frac{1}{2}$ miles NE. Hatteras Inlet.	Gas. str. Robina.....	6	Wilmington, Del..
15	Portsmouth.....	10 miles NNW	Sc. Ida G. Farren.....	59	Elizabeth City, N. C.
23	Fort Macon.....	2 miles S.....	Gas. str. Pamlico.....	14	Beaufort, N. C....
Dec. 11	do.....	3 miles SSW.....	Gas. str. Osprey II.....	44	New York City....
12	Paul Gamliels Hill and Kitty Hawk.	$1\frac{1}{2}$ miles S. Paul Gamliels Hill.	Sc. Wm. H. Davidson ²	286	Crisfield, Md.....

¹ Breeches buoy used at night.

² Breeches buoy used.

1911—documented vessels—Continued.

TWEEN CAPE HENLOPEN AND CAPE CHARLES.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
Norfolk, Va., to Cape May, N. J.	.....	\$2,500	.....	\$2,500	.....	4	.....	.....	.....
Norfolk, Va., to Boston, Mass.	Coal.....	40,000	\$9,000	49,000	\$49,000	4	.....	.....	.....
Wachapreague to Chincoteague, Va.	Clams.....	1,000	100	1,100	.....	6	.....	.....	.....
Philadelphia, Pa., to Lunenburg, Nova Scotia.	Coal.....	4,000	3,000	7,000	200	8	.....	7	7
Milford to Lewes, Del.....	.....	1,000	.....	1,000	.....	2	.....	.....	.....
Norfolk, Va., to Providence, R. I.	.....	25,000	.....	25,000	.....	13	.....	.....	.....
New York City to Norfolk, Va.	.....	5,500	.....	5,500	4,000	7	.....	.....	.....
Myrtle Inlet to Metomkin Inlet, Va.	Oysters...	2,000	500	2,500	.....	2	.....	.....	.....
Philadelphia, Pa., to Milton, Del.	Coal.....	1,000	350	1,350	70	3	.....	.....	.....
Boston, Mass., to Norfolk, Va.	.....	50,000	.....	50,000	100	11	.....	.....	.....
Freeport, N. Y., to Florida	.....	1,000	.....	1,000	25	3	.....	3	3
Norfolk to Hog Island, Va.	.....	800	.....	800	.....	2	.....	.....	.....
New York, N. Y., to Norfolk, Va.	.....	12,000	.....	12,000	.....	4	.....	.....	.....
Cobb Island to Chincoteague, Va.	Oysters...	600	105	705	.....	3	.....	3	3
New York, N. Y., to Philadelphia, Pa.	.....	8,000	.....	8,000	8,000	7	.....	7	19
Chincoteague, Va., to fishing grounds.	.....	2,500	.....	2,500	.....	3	.....	.....	.....
Tuckerton, N. J., to Cobb Island, Va.	.....	1,500	.....	1,500	.....	4	.....	.....	.....
Oyster, Va., to Atlantic City, N. J.	Oysters...	1,500	500	2,000	800	3	.....	.....	.....
Preston, Cuba, to Delaware Breakwater.	Sugar.....	30,000	50,000	80,000	.....	24	.....	.....	.....
Florida to New York, N. Y.	.....	8,000	.....	8,000	.....	3	.....	.....	.....
.....	.....	197,900	63,555	261,455	62,195	116	.....	20	32

CAPE HENRY AND CAPE FEAR.

Norfolk, Va., to Charleston, S. C.	Coal.....	\$10,000	\$3,200	\$13,200	.....	7	.....	.....	.....
Elizabeth City to Hatteras, N. C.	.....	500	50	550	\$25	2	.....	.....	.....
Washington to Morehead City, N. C.	.....	7,000	.....	7,000	.....	6	.....	.....	.....
Baltimore, Md., to Belhaven, N. C.	Coal and tomatoes.	1,000	600	1,600	.....	2	.....	.....	.....
Darien, Ga., to Milbridge, Me.	Lumber...	10,000	.....	10,000	10,000	5	.....	.....	.....
Elizabeth City to Buxton, N. C.	General...	1,000	3,000	4,000	.....	8	.....	.....	.....
Hatteras to Belhaven, N. C.	.....	600	.....	600	.....	2	.....	.....	.....
Frisco to Diamond Shoals, N. C.	.....	1,500	.....	1,500	.....	6	.....	.....	.....
Norfolk, Va., to Newbern, N. C.	General...	3,000	6,000	9,000	.....	4	.....	.....	.....
On fishing trip.....	Fish scrap	1,500	100	1,600	.....	11	.....	.....	.....
New York City to Florida	.....	4,000	.....	4,000	.....	3	.....	.....	.....
Beaufort, N. C., to New Haven, Conn.	Lumber...	8,000	5,000	13,000	13,000	6	.....	6	12

Table of casualties, season of
DISTRICT NO. 7.—EMBRACING COAST BE

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1910.					
Dec. 18	Bogue Inlet.....	2 miles SW....	Gas. str. Alcatorda.....	22	New York City....
21	Cape Lookout.....	3 miles S.....	Sc. Martha E. Wallace.....	1,108	do.....
24	Durants and Creeds Hill.	2 miles W. Durants.	Bk. Spero ¹ (Nor.).....	679	Lillesand, Norway.
28	Portsmouth.....	1½ miles N.....	Gas. str. Viola.....	8	Beaufort, N. C.....
31	do.....	¾ miles NW.....	Sc. C. R. Bennett.....	32	Chincoteague, Va.
1911.					
Jan. 27	Little Kinnakeet.....	2 miles NW.....	Sc. Edith.....	23	Elizabeth City, N. C.
30	Cape Lookout.....	1 mile NNE.....	Sc. Frederick Roessner.....	406	New Bedford, Mass.
Feb. 6	Creeds Hill, Cape Hatteras, and Big Kinnakeet.	6 miles ESE. Creeds Hill.	Sc. Harriet C. Kerlin.....	517	Newport, R. I.....
6	Fort Macon.....	1½ miles ENE.....	Sc. Cherubim.....	400	Beaufort, N. C.....
10	do.....	1 mile NE.....	Sc. Ivalon.....	13	do.....
12	do.....	1½ miles ESE.....	Sc. Mildred May.....	59	Elizabeth City, N. C.
Mar. 6	Big Kinnakeet.....	Outer Diamond Shoals.	Sc. Wellfleet.....	600	Boston, Mass.....
16	Nags Head.....	1½ miles S.....	Gas. str. Elizabeth.....	11	Elizabeth City, N. C.
7	Little Island, False Cape, Dam Neck Mills, and Wash Woods.	¾ miles S. Little Island.	Str. Manchuria ² (Br.).....	2,997	West Hartlepool, England.
8	Creeds Hill.....	4 miles W.....	Sc. M. G. Walstein.....	16	Elizabeth City, N. C.
Apr. 7	Fort Macon.....	3 miles E.....	Ywl. yt. Adventure.....	18	New York, N. Y..
17	Cape Lookout.....	1 mile NW.....	Sc. Robert A. Snyder.....	375	Philadelphia, Pa..
20	Pea Island.....	3 miles WNW.....	Slp. Two Sisters.....	10	Beaufort, N. C.....
	Total.....			8,753	

DISTRICT NO. 8.—EMBRACING COASTS OF SOUTH

1910.					
Oct. 31	Bulow.....	1 mile NW...	Gas. str. Rochester.....	13	St. Augustine, Fla.
1911.					
Jan. 3	Sullivans Island.....	1½ miles SSE..	Str. Navarro (Br.).....	2,000	Glasgow, Scotland
20	Bethel Creek.....	4 miles SE....	Str. Fannie C. Hart.....	476	Milwaukee, Wis...
Feb. 17	Indian River Inlet....	1½ miles N.....	Str. Stella (Nic.).....	36	Puerta Perlas, Nicaragua.
	Total.....			2,525	

DISTRICT NO. 9.—EMBRACING GULF

1910.					
Aug. 19	Santa Rosa.....	3 miles W....	Str. Maria (Dutch).....	3,649	Rotterdam, Holland.
Sept 12	Galveston.....	¼ mile N.....	Gas. str. Bessie Lee.....	700	Galveston, Tex....
13	Santa Rosa.....	1½ miles W....	Sc. Angielena.....	40	Pensacola, Fla....
23	Sabine Pass.....	1½ miles SSE..	Gas. str. Commodore.....	14	Port Arthur, Tex.
Oct. 24	Galveston.....	¼ mile NW.....	Gas. str. Pelican.....	12	Galveston, Tex....
26	do.....	1 mile NNW..	Gas. str. Adele.....	15	do.....

¹ Breeches buoy used at night.

² Milburn light used; also, breeches buoy in day time.

1911—documented vessels—Continued.

TWEEN 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.
New York City to Miami, Fla.		\$7,000		\$7,000	\$200	3			
Brunswick, Ga., to New York City.	Ties.....	50,000	\$11,000	61,000	60,450	9	9	45	
Barbados, West Indies, to New York City.		10,000		10,000	10,000	12	12	52	
Ocracoke to Beaufort, N. C.		1,500		1,500		4	4	4	
Norfolk, Va., to Portsmouth, N. C.		1,800		1,800		3			
Avon to Elizabeth City, N. C.		300		300	5	2			
Wiggins, S. C., to New York, N. Y.	Lumber...	18,000	5,000	23,000		7			
Norfolk, Va., to Charleston, S. C.	Coal.....	9,000	2,500	11,500	11,500	7	3	12	
Beaufort to Core Sound, N. C.		400		400	40	2			
North River to Beaufort, N. C.		400		400	40	3			
Elizabeth City to Morehead City, N. C.		1,000		1,000		3			
Baltimore, Md., to Charleston, S. C.	P h o s - phate.	25,000	13,000	38,000	38,000	8	8	8	
Manteo to Elizabeth City, N. C.		800		800		2			
Newport News, Va., to Tampico, Mexico.	Coal.....	150,000	15,000	165,000	3,000	25	8	16	
		600		600		2			
Titusville, Fla., to New York, N. Y.		3,000		3,000		3			
New Haven, Conn., to Georgetown, S. C.		12,000		12,000		6			
		250		250					
		339,150	64,450	403,600	146,260	163	50	149	

CAROLINA, GEORGIA, AND EASTERN FLORIDA.

Jacksonville to Indian River, Fla.	Gasoline..	\$2,500	\$500	\$3,000		3			
Hull, England, to Charleston, S. C.	Fertilizers.	200,000	15,000	215,000		28			
Jacksonville to Miami, Fla.	General...	50,000	50,000	100,000	\$500	19			
New York to Nicaragua		7,000		7,000	7,000	4	4	36	
		259,500	65,500	325,000	7,500	54	4	36	

COAST OF THE UNITED STATES.

Pensacola, Fla., to Newport News, Va.	General...	\$150,000	\$25,000	\$175,000		28			
Cedar Bayou to Galveston, Tex.	Charcoal..	700	40	740		2			
On fishing trip.....		4,800		4,600		5			
In Sabine Harbor, Tex.		2,500		2,500		2			
Port Bolivar to Galveston, Tex.		4,500		4,500		2			
Wallaceville to Galveston, Tex.	Charcoal and wood.	1,200	60	1,260		2			

Table of casualties, season of

DISTRICT NO. 9.—EMBRACING GULF

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1910.					
Nov. 10	Santa Rosa	1½ miles NE...	Sc. Hermann Oelrichs...	76	Wilmington, N. C.
28	Saluria	3¼ miles N. by E.	Gas. str. Monarch...	12	Tampa, Fla.
1911.					
Jan. 10	Galveston	½ mile NNE...	Gas. str. Lena...	13	Galveston, Tex.
21	do	do	Sc. Estella	38	do
23	Santa Rosa	2½ miles ENE.	Gas. str. Emma...	12	Pensacola, Fla.
Feb. 19	do	6 miles W.	Sc. Silas Stearns	41	do
21	Sabine Pass.	8 miles SE	Gas. str. Harvey	8	Chicago, Ill.
Mar. 2	Santa Rosa	6 miles W.	Str. Rosebank (Br.)	3,837	West Hartlepool, England.
11	Aranzas	7 miles W.	Str. Pilot Boy	233	Corpus Christi, Tex.
23	do	do	do	233	do
27	do	2 miles E.	Bge. C. S. Ramsey	244	Galveston, Tex.
31	Santa Rosa	2½ miles WNW	Sc. Carrie B. Wells	41	Pensacola, Fla.
Apr. 25	Galveston	8 miles WNW.	Gas. str. Rona	9	Galveston, Tex.
25	do	300 yards S.	Gas. str. Velma	13	do
	Total			9,240	

DISTRICT NO. 10.—EMBRACING COASTS OF

1910.					
July 7	Cleveland	½ mile SW	Str. M. A. Hanna	4,661	Cleveland, Ohio
9	Erie	6 miles NE	Str. Louis Banks	23	Dunkirk, N. Y.
Aug. 5	Marblehead	3 miles N	Sc. Fanny Neil	428	Cleveland, Ohio
26	Oswego	1 mile W.	St. bge. Jessie	201	Oswego, N. Y.
Sept. 9	Marblehead	2 miles E.	Slp. Anna P. Grover	246	Detroit, Mich.
Oct. 20	Erie	2½ miles NNW.	Dredge Lackawanna	331	Buffalo, N. Y.
Nov. 8	Ashtabula	2½ miles ENE.	Str. D. O. Mills	6,598	Cleveland, Ohio
Dec. 16	Marblehead	6 miles S.	Str. Lakeside	337	Sandusky, Ohio
1911.					
Feb. 17	Louisville	Falls of the Ohio.	Gas. str. Two States (and tow).	14	Evansville, Ind.
Apr. 17	Charlotte	½ mile NNE	Sc. St. Louis (Br.)	24	St. Catharines, Canada.
19	Louisville	400 yards NW.	Gas. str. Two States	14	Evansville, Ind.
May 1	Ashtabula	7½ miles E.	Bge. Progress	844	Milwaukee, Wis.
16	Cleveland	½ mile NW	Bge. Shawnee	571	Detroit, Mich.
31	Lorain	1½ miles SW	Str. George Pankratz	63	Oswego, N. Y.
	Total			14,355	

DISTRICT NO. 11.—EMBRACING COASTS

1910.					
July 2	Hammond	16 miles NW	Str. Black Rock	1,997	Chicago, Ill.
15	Bois Blanc	1 mile NE	Gas. str. E. E. E.	51	Detroit, Mich.
25	Tawas	1 mile S.	Sc. Red, White, and Blue.	38	Port Huron, Mich.
26	Grand Marais	9 miles W.	Str. Zenith City	3,850	Duluth, Minn.
Sept. 5	Middle Island	3½ miles S. by W.	Str. River Queen (and tow).	82	Grand Haven, Mich.
24	Sturgeon Point	8 miles N. by E.	Sc. Eliza Day	139	Milwaukee, Wis.

1911—documented vessels—Continued.

COAST OF THE UNITED STATES—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 snatched at station.	Days' snonor afforded.
On fishing trip.....		\$7,060		\$7,060		8			
Port Lavaca to Port O'Connor, Tex.		4,500		4,500	\$150	2		2	2
Galveston to Anahuac, Tex.	General...	1,000	\$800	1,800		5			
On fishing trip.....	Fish.....	5,500	200	5,700		7			
Pensacola to Santa Rosa Island, Fla.		7,000		7,000		2			
On fishing trip.....		7,175		7,175	575	8			
Lake Charles, La., to Port Arthur, Tex.	Machinery	3,000	4,000	7,000		2		2	4
Hamburg, Germany, to Pensacola, Fla.	Kainit....	125,000	32,535	157,535		27			
Corpus Christi to Galveston, Tex.	General...	32,000	475	32,475		11			
do.....	do.....	32,000	300	32,300		11			
In harbor at Galveston.....	Stone.....	9,000	5,000	14,000	300	2			
On fishing trip.....		5,135		5,135		7			
Galveston to Texas City, Tex.		3,500		3,500	25	2			
.....		3,000		3,000	25	2			
.....		408,370	68,410	476,780	1,075	137		4	6

LAKES FRIE AND ONTARIO.

At mooring.....		\$250,000		\$250,000	\$75	10			
On fishing trip.....		3,600		3,600	10	4			
Cleveland, Ohio, to Windsor, Canada.	Coal.....	3,000	\$1,200	4,200		6			
Lying at dock.....		5,000		5,000		4			
Cleveland, Ohio, to Port Huron, Mich.	Coal.....	2,000	900	2,900		3			
In harbor at Buffalo.....		20,000		20,000	500	2			
Buffalo, N. Y., to Ashtabula, Ohio.		400,000		400,000		25			
Put-in-Bay to Sandusky, Ohio.	General...	75,000	5,000	80,000		92			
Louisville to West Point, Ky.	Miscellaneous.	1,750	100	1,850		4			
Coburg, Ontario, to Charlotte, N. Y.		2,000		2,000		7			
Brandenburg to Louisville, Ky.		1,400		1,400		4			
Conneaut to Ashtabula, Ohio.	Stone.....	25,000	250	25,250		13			
Cleveland, Ohio, to Owen Sound, Canada.	Coal.....	5,000	1,500	6,500	5,750	6		4	4
In harbor at Lorain, Ohio.....		15,000		15,000		12			
.....		808,750	8,950	817,700	6,335	192		4	4

OF LAKES HURON AND SUPERIOR.

Buffalo, N. Y., to Kenosha, Wis.	Coal.....	\$12,500	\$12,350	\$24,850	\$400	17			
On pleasure trip.....		16,000		16,000		8			
Allens Landing to Saginaw, Mich.	Lumber...	900	400	1,300		2			
Marquette, Mich., to Conneaut, Ohio.	Iron ore...	215,000	18,000	233,000	10,600	26			
Detour to Bay City, Mich.....		38,000		38,000	200	7			
Presque Isle to Bayport, Mich.	Net stakes	5,000	1,200	6,200		5			

Table of casualties, season of

DISTRICT NO. 11.—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.
1910.					
Oct. 18	Portage.....	21 miles NE...	Str. William C. Moreland ¹	7,514	Cleveland, Ohio...
23	Harbor Beach.....	¾ mile ENE...	Str. Tacoma.....	1,879	.....do.....
28	.....do.....	¾ mile E.....	Sc. Jennie Weaver.....	88	Port Huron, Mich.
Dec. 10	Grand Marais.....	¾ mile SW....	Str. Ethel J.....	21	Marquette, Mich..
1911.					
May, 26	Middle Island.....	5½ miles NNW	Str. City of London.....	2,005	Chicago, Ill.....
June 3	Hammond.....	2½ miles E....	St. bge. Atlantis.....	197	Mount Clemens, Mich.
4	Port Austin and Harbor Beach.	5 miles N. by W. Port Austin.	Str. Sardinia.....	35	Duluth, Minn.....
29	Portage.....	2 miles NE....	Str. Valerie.....	58	Marquette, Mich..
	Total.....			17,954	

DISTRICT NO. 12.—EMBRACING

1910.					
July 3	Holland.....	6 miles SW....	Gas. str. Vanadis.....	24	Chicago, Ill.....
4	Plum Island.....	13 miles W. by N.	Str. Sydney C. McLouth.....	2,220	Port Huron, Mich.
17	Old Chicago.....	1 mile SW....	Slp. yt. Neva.....	17	Chicago, Ill.....
17	Sheboygan.....	100 yards S.	Sc. J. H. Mead.....	409	.....do.....
22	Baileys Harbor.....	3 miles S.....	Str. Onoko.....	2,164	Cleveland, Ohio...
24	Two Rivers.....	7 miles NE....	Gas. str. Oscar Newhouse.	70	Milwaukee, Wis...
25	.....do.....	7 miles S.....	Str. Muskegon.....	941	Grand Haven, Mich.
Aug. 23	Sheboygan.....	4 miles SE....	Str. Hennepin.....	990	Milwaukee, Wis...
26	South Manitou Island.	2 miles SE....	Sc. Fearless.....	165	.....do.....
29	South Chicago.....	.....do.....	Gas. str. Eclipse.....	11	Chicago, Ill.....
30	Plum Island.....	2 miles N.....	Str. Sailor Boy.....	162	Milwaukee, Wis...
Sept. 2	Ludington.....	5 miles SW....	Gas. str. Harold B.....	9	Grand Haven, Mich.
5	Sheboygan.....	12 miles S....	Sc. Challenge.....	87	Milwaukee, Wis...
8	South Manitou Island and North Manitou Island.	5 miles NE. South Manitou Island.	Sc. J. B. Newland.....	157	.....do.....
8	White River.....	¾ mile W.....	Sc. D. A. Wells.....	56	Grand Haven, Mich.
11	Evanston.....	1½ miles S....	Slp. yt. Charlotte R.....	18	Chicago, Ill.....
17	Michigan City.....	3 miles E.....	Str. Muskegon.....	941	Grand Haven, Mich.
23	South Manitou Island.	3 miles WSW.	Str. Bethlehem.....	2,633	Buffalo, N. Y....
25	Two Rivers.....	¾ mile SE....	Str. R. P. Fitzgerald.....	1,681	Chicago, Ill.....
26	Baileys Harbor.....	1¼ miles W....	Sc. Isolda Bock.....	70	Milwaukee, Wis...
Oct. 1	Muskegon.....	1 mile NW....	Str. L. L. Barth.....	683	Chicago, Ill.....
5	Point Betsie and Frankfort.	¾ mile SW. Point Betsie.	Str. Rutland.....	2,321	Buffalo, N. Y....

¹ 10 of crew taken off vessel a second time, making a total of 35 persons rescued.

1911—documented vessels—Continued.

LAKE 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.
Superior, Wis., to Ashtabula, Ohio.	Iron ore...	\$402,000	\$43,000	\$445,000	\$445,000	25	...	8	8
Buffalo to Oswego, N. Y....	Coal.....	40,000	7,000	47,000	.....	16	.....	.....	.....
Cheneaux Island to Port Huron, Mich.	Lumber...	2,000	5,000	7,000	50	5	.....	.....	.....
Marquette to Manistique, Mich.	.....	5,000	.....	5,000	375	5	.....	.....	.....
Buffalo, N. Y., to Chicago, Ill.	Coal.....	35,000	10,000	45,000	2,750	17	.....	.....	.....
In harbor at Hammond, Mich.	Lumber...	4,000	2,000	6,000	.....	8	.....	.....	.....
Bay City, Mich., to Toledo, Ohio.	.....	12,000	.....	12,000	50	6	.....	.....	.....
Agate Harbor to Portage, Mich.	.....	6,000	.....	6,000	.....	8	.....	.....	.....
.....	.....	793,400	98,950	892,350	459,425	155	.....	8	8

COAST OF LAKE MICHIGAN.

Chicago, Ill., to Holland, Mich.	.....	\$5,000	.....	\$5,000	\$75	9	.....	.....	.....
Alpena, Mich., to Milwaukee, Wis.	Cement...	30,000	\$10,000	40,000	.....	16	.....	.....	.....
In Chicago Harbor	.....	4,000	.....	4,000	.....	.....	.....	.....	.....
Gladstone, Mich., to Chicago, Ill.	Lumber...	4,000	10,000	14,000	.....	8	.....	.....	.....
Milwaukee, Wis., to Escanaba, Mich.	.....	120,000	.....	120,000	.....	18	.....	.....	.....
Vance Harbor, Mich., to Manistowoc, Wis.	Lumber...	5,000	300	5,300	.....	3	.....	.....	.....
Manistowoc, Wis., to Chicago, Ill.	.....	40,000	.....	40,000	200	14	.....	.....	.....
Muskegon, Mich., to Sheboygan, Wis.	.....	50,000	.....	50,000	.....	17	.....	.....	.....
Kenosha to Sturgeon Bay, Wis.	Lumber...	2,000	900	2,900	200	6	.....	.....	.....
In Chicago Harbor	.....	2,500	.....	2,500	.....	1	.....	.....	.....
Detroit Harbor to Sturgeon Bay, Wis.	General...	10,000	200	10,200	.....	22	.....	.....	.....
On fishing trip	Fish and nets.	500	150	650	.....	2	.....	.....	.....
Manistowoc, Wis., to Chicago, Ill.	Wood.....	1,000	100	1,100	1,100	5	.....	.....	.....
Milwaukee, Wis., to Sturgeon Bay, Mich.	.....	2,000	.....	2,000	150	6	6	15	.....
Grand Haven to Ludington, Mich.	.....	1,000	.....	1,000	50	3	.....	.....	.....
On pleasure trip	.....	2,000	.....	2,000	.....	8	.....	.....	.....
Chicago, Ill., to Michigan City, Ind.	Sand.....	25,000	600	25,600	.....	15	.....	.....	.....
Chicago, Ill., to Buffalo, N. Y.	General...	225,000	200,000	425,000	135,000	23	.....	.....	.....
Erie, Pa., to Two Rivers, Wis.	Coal.....	40,000	6,000	46,000	.....	17	.....	.....	.....
South Haven to Baileys Harbor, Mich.	Cedar posts and shingles.	800	500	1,300	.....	3	.....	.....	.....
Buffalo, N. Y., to Chicago, Ill.	Coal.....	30,000	2,500	32,500	.....	17	.....	.....	.....
Milwaukee, Wis., to Buffalo, N. Y.	General...	175,000	70,000	245,000	5,000	21	.....	.....	.....

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.
1910. Oct. 5	Grande Pointe au Sable and Ludington.	1 mile S. Grande Pointe au Sable.	Str. S. C. Reynolds.....	1,895	Detroit, Mich.....
6	Michigan City.....	½ mile S.....	Str. Muskegon.....	941	Grand Haven, Mich.
10	Frankfort.....	Off station....	Sc. Oneida.....	201	Milwaukee, Wis...
19	Plum Island.....	18 miles SW...	Str. J. W. Westcott.....	522	do.....
24	Kewaunee.....	130 yards ESE	Bge. Pewaukee.....	353	do.....
Nov. 9	South Chicago.....	7 miles SE....	Str. D. R. Hanna.....	7,023	Cleveland, Ohio...
21	Beaver Island.....	6 miles NNE..	Str. Panther.....	1,634	Chicago, Ill.....
28	Milwaukee.....	200 yards E...	Sc. Melitta.....	68	Milwaukee, Wis...
29	Frankfort.....	200 yards N...	Str. Waleska.....	71	Grand Haven, Mich.
Dec. 24	Charlevoix.....	3 miles SW....	Str. Violet.....	18	Port Huron, Mich.
29	Baileys Harbor and Plum Island.	24 miles NE. Baileys Harbor.	Str. Ann Arbor No. 4.....	1,884	Grand Haven, Mich.
1911. Apr. 8	Manistee.....	2 miles WNW	Gas. str. Swallow.....	9	Manistee, Mich...
10	Two Rivers.....	6 miles NE....	Str. Major.....	12	Manitowoc, Wis...
21	Charlevoix.....	3 miles NW...	Gas. str. Sea Gull.....	7	Grand Haven, Mich.
22	do.....	1½ miles W...	Gas. str. Arbutus.....	13	do.....
May 1	Milwaukee.....	13 miles NE...	Sc. Kate E. Howard.....	96	Milwaukee, Wis...
1	South Manitou Island.	¼ mile NW....	Sc. Petrel.....	78	do.....
2	Plum Island.....	½ mile N.....	Sc. Cora.....	44	Marinette, Wis...
12	Sturgeon Bay Canal..	200 feet S.....	Sc. Augustus.....	64	Milwaukee, Wis...
16	Plum Island.....	2 miles S. by W.	Str. E. J. Earling.....	6,657	Duluth, Minn.....
20	Old Chicago.....	200 feet E.....	Gas. str. Mayflower.....	25	Chicago, Ill.....
29	South Haven.....	¼ mile E.....	Str. City of Kalamazoo....	729	Grand Haven, Mich.
June 3	Old Chicago.....	6 miles NNE..	Gas. str. Pilot.....	7	Milwaukee, Wis...
5	Plum Island.....	19 miles NE..	Str. Oscoda.....	529	Chicago, Ill.....
8	Muskegon.....	2 miles NW...	St. yt. Sea Bird.....	21	Grand Haven, Mich.
11	Sheboygan.....	200 yards W...	Str. City of Sheboygan....	248	Milwaukee, Wis...
25	Old Chicago.....	100 yards E...	Slp. yt. Neva.....	17	Chicago, Ill.....
25	Frankfort.....	20 miles W...	Sc. William Aldrich.....	177	Milwaukee, Wis...
26	Beaver Island.....	In Beaver Harbor.	Sc. Mary A. Gregory.....	87	Grand Haven, Mich.
	Total.....			39,259	

1911—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.
Chicago, Ill., to Buffalo, N. Y.	Merchandise.	\$125,000	\$50,000	\$175,000	.....	22	.....	.....	.....
Chicago, Ill., to Michigan City, Ind.	Sand.....	20,000	700	20,700	\$15,000	15	.....	.....	.....
Sturgeon Bay to Racine, Wis.	Lumber...	3,000	540	3,540	100	6	.....	.....	.....
Westerville, Can., to Milwaukee, Wis.	.....do.....	12,000	18,000	30,000	4,000	13	.....	.....	.....
Sturgeon Bay to Kewaunee, Wis.	Sand.....	500	140	640	.....	2	.....	.....	.....
Indiana Harbor, Ind., to Escanaba, Mich.	.....	380,000	.....	380,000	5,000	25	.....	.....	.....
Cleveland, Ohio, to Racine, Wis.	Coal.....	35,000	8,000	43,000	42,800	17	.....	.....	.....
Beaver Island, Mich., to Milwaukee, Wis.	Christmas trees.	1,200	400	1,600	.....	3	.....	.....	.....
St. James to St. Joseph, Mich.	.....do.....	800	1,200	2,000	.....	4	.....	.....	.....
Fox Island to Charlevoix, Mich.	Fish and nets.	2,500	700	3,200	2,800	5	.....	.....	.....
Frankfort to Menominee, Mich.	Coal.....	300,000	42,400	342,400	1,000	27	.....	.....	.....
In harbor at Manistee, Mich.	Fish and nets.	800	1,000	1,800	.....	3	.....	.....	.....
Manitowoc, Wis., to Frankfort, Mich.	.....	900	.....	900	.....	2	.....	.....	.....
On fishing trip.....	Fish.....	1,200	30	1,230	.....	4	.....	.....	.....
Charlevoix to Northport, Mich.	Household goods.	3,000	200	3,200	.....	2	.....	.....	.....
Marinette to Kenosha, Wis.	Lumber...	1,200	1,965	3,165	2,200	4	.....	4	4
Boyne City, Mich., to Manitowoc, Wis.	.....do.....	1,600	350	1,950	200	3	.....	3	6
Ford River, to Manistique, Mich.	.....do.....	800	1,000	1,800	.....	2	.....	.....	.....
Marinette to Sheboygan, Wis.	.....do.....	1,500	300	1,800	.....	2	.....	.....	.....
Milwaukee, Wis., to Escanaba, Mich.	.....	380,000	.....	380,000	.....	25	.....	.....	.....
.....	.....	3,200	.....	3,200	.....	11	.....	.....	.....
At wharf in Grand Haven...	.....	30,000	.....	30,000	1,500	4	.....	.....	.....
Chicago, Ill., to fishing grounds.	.....	1,600	.....	1,600	.....	3	.....	.....	.....
Buffalo, N. Y., to De Pere, Wis.	Coal.....	15,000	5,000	20,000	1,500	14	.....	.....	.....
Spring Lake to White Lake, Mich.	.....	3,000	.....	3,000	.....	2	.....	.....	.....
Cedarville, Mich., to Chicago, Ill.	Ties.....	2,500	2,800	5,300	.....	6	.....	.....	.....
On pleasure cruise.....	.....	3,000	.....	3,000	.....	10	.....	.....	.....
Sturgeon Bay, Mich., to Kenosha, Wis.	Lumber...	1,000	875	1,875	50	7	.....	.....	.....
Leaving Beaver Harbor, Mich.	.....do.....	2,200	300	2,500	.....	3	.....	.....	.....
.....	.....	2,107,300	437,150	2,544,450	217,925	480	.....	13	25

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

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1910.					
July 8	Point Adams.....	4½ miles WNW	Str. Golden Gate.....	119	Port Townsend, Wash.
9	Nome.....	½ mile W.....	Gas. str. Defiance.....	7	Nome, Alaska.....
9	Point Reyes.....	3¾ miles S.....	Sc. Annie E. Smale.....	845	San Francisco, Cal.
10	Nome.....	¾ mile W.....	Gas. str. Diamond L.....	13	Nome, Alaska.....
10	.....do.....	.....do.....	Gas. str. Hazel.....	13	.....do.....
15	.....do.....	½ mile W.....	Gas. str. Wilhelmina.....	8	.....do.....
26	.....do.....	¾ mile W.....	Gas. str. Flyer.....	14	.....do.....
27	Point Adams.....	4 miles ENE..	Str. Beaver.....	421	Portland, Oreg....
30	Nome.....	½ mile W.....	Gas. str. Wilhelmina.....	8	Nome, Alaska.....
Aug. 2	Southside and Golden Gate.	15 miles S. Southside.	Sc. James Rolph.....	586	San Francisco, Cal.
3	Nome.....	¾ mile W.....	Bge. Sesnon No. 12.....	24	Nome, Alaska.....
4	.....do.....	.....do.....	Gas. str. Edna.....	7	.....do.....
5	.....do.....	½ mile W.....	Gas. str. Flyer.....	14	.....do.....
6	.....do.....	¾ mile W.....	Gas. str. Defiance.....	7	.....do.....
6	Waaddah Island 1.....	¾ mile N.....	Str. Hornet.....	660	San Francisco, Cal.
10	Point Adams.....	3¾ miles W...	Gas. str. Gerald C.....	39	Astoria, Oreg....
13	Nome.....	½ mile W.....	Gas. str. Wilhelmina.....	8	Nome, Alaska.....
13	.....do.....	.....do.....	Gas. str. Defiance.....	7	.....do.....
16	.....do.....	¾ mile W.....	.....do.....	7	.....do.....
25	.....do.....	.....do.....	Gas. str. Wilhelmina.....	8	.....do.....
Sept. 1	Waaddah Island.....	¾ mile N.....	Str. Watson.....	1,820	Portland, Me.....
4	Coquille River.....	½ mile NE....	Gas. str. Washcalore.....	323	San Francisco, Cal.
6	Nome.....	¾ mile W.....	Gas. str. Wilhelmina.....	8	Nome, Alaska.....
6	.....do.....	1 mile W.....	Bge. Sesnon No. 27.....	37	.....do.....
9	.....do.....	¾ mile W.....	Gas. str. Flyer.....	14	.....do.....
24	Waaddah Island.....	20 miles WNW	Gas. str. Standard Fish Co. No. 2.	45	Seattle, Wash....
26	Nome.....	¾ mile W.....	Gas. str. Diamond L.....	13	Nome, Alaska.....
Oct. 7	.....do.....	½ mile S.....	Gas. str. Sea Wolf.....	14	.....do.....
7	.....do.....	¾ mile W.....	Gas. str. Wilhelmina.....	8	.....do.....
7	.....do.....	.....do.....	Gas. str. Diamond L.....	13	.....do.....
7-11	.....do.....	1¼ miles W...	Gas. str. Sea Wolf.....	14	.....do.....
8	Fort Point.....	1 mile NW...	Str. Damara (Br.) 2.....	4,987	Glasgow, Scotland.
8	Point Reyes.....	3¼ miles S.....	Str. Tallac 2.....	1,380	San Francisco, Cal.
13	Nome.....	½ mile W.....	Gas. str. Flyer.....	14	Nome, Alaska.....
19	Fort Point.....	2½ miles W...	Sc. Tartar.....	48	San Francisco, Cal.
21	Nome.....	¼ mile off sta..	Gas. str. Flyer.....	14	Nome, Alaska.....
24	.....do.....	½ mile S.....	Gas. str. Hettie B.....	10	.....do.....
25	.....do.....	¾ mile S.....	Gas. str. Mary Sachs.....	35	.....do.....
26	.....do.....	1 mile W.....	Gas. str. New York.....	8	.....do.....
26	.....do.....	.....do.....	Sc. New Jersey.....	9	Los Angeles, Cal..
26	.....do.....	.....do.....	Gas. str. Mary Sachs.....	35	Nome, Alaska.....

1 Name of station changed to Baaddah Point.

2 Used breeches buoy.

1911—documented vessels—Continued.

ING PACIFIC COAST.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
Tillamook to Portland, Oreg.	Cheese....	\$30,000	\$6,000	\$36,000	\$50	25			
Snake River to Nome, Alaska		4,000		4,000		3			
Newcastle, Australia, to San Francisco, Cal.	Coal.....	40,000	4,800	44,800	44,800	14			
Kuskowquin River to Snake River, Alaska.	Furs, etc..	4,000	3,000	7,000		9			
Snake River to Nome, Alaska	Merchandise.	3,500	400	3,900		3			
Nome River to Snake River, Alaska.		3,000		3,000		33			
Snake River to Solomon River, Alaska.	Merchandise.	5,000	300	5,300		6			
San Francisco, Cal., to Portland, Oreg.	General...	500,000	200,000	700,000		356			
In Nome Harbor.....		3,000		3,000		4			
San Francisco, Cal., to Hana, Hawaii.	Merchandise.	20,000	3,500	23,500	23,500	10			
In Nome Harbor.....		2,000		2,000		1			
Siberia, Russia, to Snake River, Alaska.	Furs and ivory.	3,000	1,500	4,500		3			
In Nome Harbor.....	General...	5,000	3,000	8,000		14			
do.....		4,000		4,000		2			
Everett, Wash., to San Pedro, Cal.	Lumber...	70,000	10,000	80,000	500	20			
Astoria to Siletz, Oreg.....	Fishing supplies.	2,500	250	2,750		4			
In Nome Harbor.....		3,000		3,000		2			
do.....		4,000		4,000		3			
do.....		4,000		4,000		3			
do.....		3,000		3,000		2			
Seattle, Wash., to San Francisco, Cal.	General...	250,000	60,000	310,000	45,000	137			
San Francisco, Cal., to Coquille River, Oreg.		36,000		36,000	975	11			
At mooring.....		3,000		3,000					
do.....		1,400		1,400					
Nome to Solomon River, Alaska.	General...	8,000	2,750	10,750		9			
On fishing trip.....	Fish.....	4,500	300	4,800		12			
Teller City to Nome, Alaska.	Vegetables, and furs.	4,000	2,000	6,000		4			
At mooring.....	General...	5,000	5,000	10,000		4			
In Nome Harbor.....		3,000		3,000		2			
Nome, Alaska, to Snake River.		4,000		4,000		2			
Nome, Alaska, to Siberia, Russia.	General...	5,000	4,500	9,500	7,350	3			
San Francisco, Cal., to Grimsby, England.	Barley....	300,000	250,000	550,000	380,000	30			
Everett, Wash., to San Pedro, Cal.	Lumber...	50,000	10,000	60,000		25			
Nome to Solomon River, Alaska.	Merchandise.	5,000	1,500	6,500		12			
San Francisco to Bolinas Bay, Cal.	Hay.....	4,000	1,120	5,120		4			
Nome to Solomon River, Alaska.	Merchandise.	5,000	1,500	6,500		3			
Siberia, Russia, to Nome, Alaska.		5,000		5,000					
In roadstead at Nome, Alaska		11,000		11,000		1			
do.....		2,000		2,000		2			
do.....	Merchandise.	2,000	400	2,400					
In roadstead off Nome, Alaska.		11,000		11,000		4			

Table of casualties, season of

DISTRICT NO. 13.—EMBRAC

Date of disaster.	Name of station.	Place of disaster (distance and direction from station).	Description and name of vessel.	Tonnage.	Home port.
1910.					
Nov. 2	Nome	$\frac{3}{4}$ mile W.....	Gas. str. Diamond L.....	13	Nome, Alaska.....
2	do	do.....	Gas. str. Edna.....	7	do.....
1911.					
Jan. 11	Umpqua River.....	300 yards SW. by W.	Sc. Louise.....	345	San Francisco, Cal.
21	do.....	2 miles SW.....	Gas. str. Wilhelmina.....	95	Yaquina, Oreg.....
30	Fort Point.....	do.....	Sc. Natalie.....	29	San Francisco, Cal.
Feb. 16	Point Adams.....	Clatsop Spit...	Gas. str. Ruby and pile driver.	10	Astoria, Oreg.....
May 3	Willapa Bay.....	3 miles NE.....	Str. Claremont.....	747	San Francisco, Cal.
31	Coquille River.....	55 miles S.....	Gas. str. Washcalore ¹	323	do.....
31	Willapa Bay.....	4 miles SE.....	Sc. Maweema.....	453	do.....
June 22	Nome.....	50 yards S.....	Gas. str. Wilhelmina.....	8	Nome, Alaska.....
23	do.....	$\frac{3}{4}$ mile W.....	Sc. Belinda.....	18	do.....
23	do.....	$\frac{1}{2}$ mile W.....	Gas. str. Trader.....	15	do.....
27	Point Bonita, Fort Point, Golden Gate, and Southside.	1 mile N. by E. of Golden Gate.	St. sc. Signal ²	475	San Francisco, Cal.
28	Fort Point.....	2 miles W.....	Str. Mandalay.....	438	do.....
	Total.....	.....	.....	14,640	.....

¹ Crew taken off rock after vessel had sunk.² Used breeches buoy at night.

1911—documented vessels—Continued.

ING 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.
At Nome.....		\$4,000		\$4,000					
do.....		3,000		3,000	\$150				
Gardiner, Oreg., to San Pedro, Cal.	Lumber...	20,000	\$4,500	24,500		8			
Coos Bay to Gardiner, Oreg..	Tin cans..	18,000	500	18,500		4			
Oakland to Harbor View, Cal.		1,500		1,500		2			
Chinook, Oreg., to Fort Stevens, Wash.		5,000		5,000		6			
Raymond, Wash., to San Francisco, Cal.	Lumber...	100,000	6,500	106,500		20			
San Francisco, Cal., to Siusalaw, Oreg.	Merchandise.	50,000	600	50,600	50,600	14			
Santiago, Chile, to Raymond, Wash.		25,000		25,000	25,000	9			
At Nome.....		3,000		3,000					
Norton Bay to Snake River, Alaska.		3,000		3,000		21			
Nome to Snake River, Alaska		5,000		5,000		4			
Oakland, Cal., to sea.....	Garbage...	50,000		50,000	50,000	8			
Crescent City to San Francisco, Cal.	Lumber...	45,000	6,000	51,000	5,500	30			
		1,764,400	589,920	2,354,320	633,425	908			

Table of casualties, season of 1911—undocumented vessels.

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

Date of accident.	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.						
July 4	Hunniwells Beach	Dory	\$5		1	
9	Cranberry Isles	Lch.	300	\$5	1	
10	Great Wass Island	Slp. Joker	900		3	
10	Fletchers Neck	Slp. Volunteer	500		3	
17	Damiscove Island	Lch. Pas.	800		2	
Aug. 3	Hunniwells Beach	Lch. Hinkley R.	450		1	
3	Portsmouth Harbor	Lch. John H. B.	400		2	
6	Hunniwells Beach	Lch. Barbara	3,500		7	
9	Rye Beach	Lch.	700		3	
9	do	do	500		2	
9	Hampton Beach	Lch. Florence	1,000		3	
13	Hunniwells Beach	Lch. Viola	400		4	
14	do	Lch. El Cid	6,000		7	
14	Cape Elizabeth	Lch.	300		2	
14	Portsmouth Harbor	do	150		5	
19	do	do	165		1	
20	Cranberry Isles	do	400		4	
21	Portsmouth Harbor	do	600		4	
26	Great Wass Island	Slp. Pocahontas	300	50	1	
26	Portsmouth Harbor	Lch. Emily	500		2	
26	do	Lch.	400		1	
27	Damiscove Island	do	500	25	2	
27	do	Lch. Gladys	350		4	
31	Portsmouth Harbor	Lch.	300		1	
Sept. 2	Cranberry Isles	do	300		3	
2	Burnt Island	do	150	5	4	
7	Damiscove Island	Lch. Louise	800	800	2	
21	Hunniwells Beach	Small boat	20			
22	Portsmouth Harbor	Lch. Viking	1,000		6	
25	do	Sailboat Monhegan	75	5	2	
28	White Head	Slp. Volunteer	550		3	
Oct. 12	Burnt Island	Lch.	300		1	
17	Hampton Beach	Sailboat	15		1	
20	Hunniwells Beach	Lch.	350		3	
23	do	Lch. Emily E.	700		3	
26	Damiscove Island	Lch.	200	5	1	
Nov. 10	do	do	150		1	
14	Burnt Island	Lch. Marion	1,300		2	
26	Damiscove Island	Small boat	10			
Dec. 6	Great Wass Island	Lch. Addie	175		1	
7	Hunniwells Beach	Scow	60			
7	do	Lch.	100		2	
16	do	Skiff	10			
1911.						
Jan. 9	White Head	Rowboat	30			
14	Isles of Shoals	Lch. Bertina	1,500		4	
28	do	do	1,500		2	
Feb. 7	Hunniwells Beach	Lch.	135	10		
25	Cranberry Isles	do	360	5	2	
Apr. 20	Fletchers Neck	do	150			
30	Hunniwells Beach	Lch. Playmate	600		1	
May 1	do	Lch.	75			
2	Portsmouth Harbor	Lch. Brat	175		1	
4	Damiscove Island	Lch. May	500		2	
12	Portsmouth Harbor	Lch.	200		2	
13	Damiscove Island	Slp. Charles A. Day	300			
15	Portsmouth Harbor	Sailboat	75	15	2	1
19	Hampton Beach	Dory	20		1	
26	Hunniwells Beach	Lch.	20	20	4	
June 19	Cross Island	do	300		1	
	Total		31,625	945	123	1

Table of casualties, season of 1911—undocumented vessels—Continued.

DISTRICT NO. 2.—EMBRACING COAST OF MASSACHUSETTS.

Date of accident.	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.						
July 2	Gloucester	Lch. Heinie	\$400		11	
4	City Point	Dory Meariel B.	800		10	
4	do.	Yawl Oriana	150	\$35	1	
4	do.	Slp. Winniahdin	800		4	
4	do.	Lch.	200	10	4	
4	do.	Lch.	225			
8	Gloucester	Lch. Bud	125		2	
10	City Point	Lch. Lydia Bell	600	5	5	
10	Gurnet	Lch. Camille	1,500		3	
11	City Point	Slp. Norma	500			
13	do.	Lch. Bug	100		3	
18	do.	Lch. Isabel	150		4	
21	Gloucester	Slp. Wanata	1,500		2	
22	City Point	Sailboat Alda II	1,000		2	
24	do.	Lch. Louise II	350		6	
25	Newburyport	Yawl Danita	800		5	
25	do.	Slp. Nymph	500		2	
25	City Point	Lch. Rose Marie	200		9	
25	do.	Lch. Etna	400		5	
25	do.	Slp. Eleanor S	350			
29	Gloucester	Lch. Fiddela	1,450	1,450	4	
Aug. 2	City Point	Slp. Golden Rod	200			
2	do.	Lch. Helmar	500		3	
2	Gurnet	Lch.	300		2	
3	Coskata	do.	4,200		14	
4	Gurnet	Lch. Carella	500	5	8	
8	do.	Lch. Dot	150	5	4	
12	City Point	Lch. Marie Louise	1,000		6	
12	do.	Slp. Juett	75		1	
12	Point Allerton	Slp. Novice	2,000		3	
12	do.	Slp. Imprigra	500		3	
12	do.	Lch.	50		2	
13	City Point	Lch. Lotus	400		2	
15	Brant Rock	Lch.	200		3	
16	City Point	do.	150		2	
17	Gloucester	do.	350		1	
17	City Point	Sailboat	50		1	
19	Point Allerton	Lch. Jennie	200		3	
19	do.	Lch. Reta	1,000		10	
20	City Point	Lch. Echo	250		1	
21	Newburyport	Lch. Blue Jay	300		5	
21	City Point	Sc. Marie	1,000		9	
21	Cuttyhunk	Lch. Irene	6,000	150	4	
23	Gloucester	Lch.	400	5	3	
23	Point Allerton	Lch. Jinks	300		2	
25	City Point	Catboat Mammie	150			
25	do.	Lch. Margaret H.	3,000		14	
25	Gurnet	Lch. Edith	300		2	
25	do.	Catboat	250	10	3	
26	do.	Sailboat	10			
26	Manomet Point	Small boat	20		4	
27	Newburyport	Lch. Beatrice	1,800	40	5	
28	Gloucester	Small boat	10		3	
28	do.	Lch.	250		4	
28	City Point	do.	800			
28	Gurnet	Slp.	100		3	
28	do.	Lch.	175		2	
Sept. 1	City Point	Lch. Faust	400	15	8	
2	Point Allerton	Lch. Ho-ral	600		4	
5	Newburyport	Lch. Isabella	250		2	
5	do.	Lch. Tad	1,500	100	2	
5	do.	Lch. Kermit	1,500		4	
5	do.	Lch. Barbara S	2,000		4	
5	do.	Lch.	250		4	
5	Plum Island	Slp. Peggy	1,000	1,000	4	
5	Point Allerton	Slp. Early Dawn	3,000		3	
7	Gurnet	Lch. Mirlowin	500		3	
10	Wood End	Str. Philomena	3,000	500	8	
13	Brant Rock	Lch. Annie F.	400		1	
14	Gloucester	Slp.	75		2	
14	Point Allerton	Lch. Ravine	500		4	
17	Newburyport	Lch. Comfort	800	800	6	4
17	City Point	Slp. Triton	500			
18	Point Allerton	Slp. Golden Rod	150		10	
19	City Point	Lch. Valkyrie	350			
19	do.	Slp. I. C. V. R. E.	125			

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Table of casualties, season of 1911—undocumented vessels—Continued.

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

Date of accident.	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.						
Sept. 19	City Point.....	Slp. Chieftain.....	\$900			
19	.....do.....	Sc. Happy Day.....	200			
19	.....do.....	Lch.	700			
19	Cuttyhunk.....	Slp. Cornell.....	300		3	
21	City Point.....	Lch.	400			
23	Gloucester.....	Slp. Glide Away.....	800		2	
23	.....do.....	Lch. Salem.....	600		2	
23	.....do.....	Lch. Rhoda.....	900	\$5	2	
23	City Point.....	Lch. Ahmed.....	2,500		3	
23	.....do.....	Lch. Kiuna.....	1,000			
24	Gurnet.....	Lch.	350		2	
25	Point Allerton.....	Lch. Helen Mae.....	1,200		16	
29	Brant Rock.....	Small boat.....	15		2	
30	Gloucester.....	Lch. Rival.....	700		1	
Oct. 1	.....do.....	Yawl.....	25		2	
1	.....do.....	Slp. Senator.....	300	10		
1	City Point.....	Lch. Lavinia.....	600		3	
1	.....do.....	Lch.	200		1	
1	.....do.....	.....do.....	250			
1	Point Allerton.....	Slp. Marguerite.....	500		6	
1	.....do.....	Slp. Beth.....	100			
2	Salisbury Beach.....	Lch. Mayflower.....	500	50		
2	City Point.....	Slp. Lillian.....	600		3	
2	.....do.....	Slp. Kittie B.....	200		10	
2	.....do.....	Lch.	150		2	
2	.....do.....	Catboat Laura N.....	600	25	7	
2	Point Allerton.....	Slp. Awycke.....	600		11	
2	.....do.....	Slp. Pepita.....	500		4	
4	Newburyport.....	Lch.	500		1	
4	City Point.....	Lch. Merla.....	200			
4	.....do.....	Yawl Nautilus.....	600	5	2	
4	.....do.....	Slp. Primrose.....	800			
5	Gloucester.....	Lch. Rajaha.....	1,000		3	
5	City Point.....	Slp. Yankee.....	500			
5	.....do.....	Slp. yt.....	55			
6	Manomet Point.....	Small boat.....	20		2	
6	Race Point and Wood End	Lchs. (2).....	850		4	
10	Gurnet.....	Lch.	350		1	
12	City Point.....	.....do.....	200		2	
12	.....do.....	.....do.....	950		2	
12	.....do.....	Lch. Squid.....	250		2	
15	.....do.....	Tender.....	30		2	1
18	Gloucester.....	Lch.	100		9	
21	City Point.....	Lch. Dorothy.....	500			
21	.....do.....	Slp. Coot.....	500			
23	.....do.....	Lch. Aurelia.....	1,000		4	
23	.....do.....	Lch. Admiral.....	1,500		4	
23	Point Allerton.....	Slp. Lila.....	60		4	
23	Cuttyhunk.....	Lch. Little Rebel.....	500		11	
24	City Point.....	Slp. Helen.....	500		3	
27	.....do.....	Lch. Rose Mary.....	500			
27	.....do.....	Lch. Sprite.....	500			
27	.....do.....	Sc. Thyrie.....	300	10		
27	.....do.....	Lch. Bill.....	250			
27	.....do.....	Yt. Regina.....	1,800	300		
27	.....do.....	Lch. Helen H.....	400			
Nov. 3	.....do.....	Yawl Emma C.....	1,000			
4	.....do.....	Lch. Adelante.....	1,200			
7	Gurnet.....	Lch. Mary J.....	500		2	
10	Gloucester.....	Fishboat.....	200	5	6	
14	Point Allerton.....	Lch. Helen.....	1,000			
16	Gloucester.....	Lch. Vita Ferdinand.....	400	5	1	
25	Point Allerton.....	Lch. No. 43.....	500		2	
29	Salisbury Beach.....	Lch.	300			
Dec. 7	Fourth Cliff.....	.....do.....	300		2	
10	Point Allerton.....	Lch. George L.....	500	25	3	
10	Coskata.....	Smallboats (2).....	35			
18	Gloucester.....	Lch. Libra.....	100		1	
24	Coskata.....	Lch.	300			
1911.						
Jan. 4	Wood End.....	Lchs. (2).....	1,400		5	
28	Gloucester.....	Slp. Imaum.....	150			
28	Point Allerton.....	Scows (2).....	8,000		2	
30	Race Point.....	Lch.	500	50	2	
Mar. 5	Highland.....	Smallboat.....	25		3	

Table of casualties, season of 1911—undocumented vessels—Continued.

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

Date of accident.	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.
1911.						
Mar. 16	Coskata	Catboat	\$150		2	
16	do	Catboat Namico	600		1	
17	Gloucester	Lch.	100		2	
19	Gurnet	Lch. Mary J	500		1	
25	Wood End	Lch.	500		2	
26	Maddaket	Catboat Gersia	125		2	
Apr. 1	Point Allerton	Lch. No. 73	300	\$300	2	
12	Gurnet	Lch.	200		1	
17	Point Allerton	Lch. Azores	125		3	
20	Wood End	Lch.	125		3	
21	Muskeget	Catboat Elinor	300		1	
26	Orleans	Lch.	300		1	
27	Fourth Cliff	Lch. Pegasus II	3,500		2	
30	Newburyport	Lch. Pastime	400		2	
30	do	Lch. Mae	200		2	
May 1	Point Allerton	Rowboat	10		1	
3	City Point	Lch. Christina	500		3	
3	do	Slp. Courier	80		1	
5	Fourth Cliff	Slp.	100		1	
9	Gurnet	Lch.	250		1	
9	City Point	do	500		2	
12	do	Lch. Peggy	500	25	6	
13	Gloucester	Lch.	450		5	
13	Fourth Cliff	do	500		4	
17	City Point	Lch. Alsorie	1,500		1	
18	do	Lch. Jeannette	1,500		1	
23	do	Lch. Peggy	650	75	1	
24	do	Lch. Mary E	400		2	
26	do	Lch. Florence B	250		1	
26	Newburyport	Lch.	500		2	
27	Gloucester	Slp.	100	10	2	
28	Newburyport	Houseboat	2,000		3	
28	City Point	Slp. Surge	150		5	
28	Point Allerton	Slp. Alpha	2,000		10	
29	Straitsmouth	Slp. Emily E	200		7	
June 1	City Point	Lch. Day Off	250		1	
1	do	Lch.	300		1	
2	Gurnet	Rowboat	20		3	
3-4	Gloucester	Lch. Alert	300		2	
4	City Point	Lch. Bill	250		1	
10	do	Sailboat Spray	75		4	
11	Point Allerton	Lch. Hecla	300		23	
11	City Point	Slp. Hattie	2,000	125	14	
13	do	Lch. May M	300		2	
13	Gloucester	Slp.	20		5	
17	Point Allerton	Slp. Isabella	500		4	
18	City Point	Lch. Heekla	1,500		1	
19	do	Lch. Servisa D	350		23	
21	Gurnet	Slp. Vamoose	400	10	2	
29	City Point	Lch. Oriole	300		8	
29	Fourth Cliff	Sailboat	25		1	
Total			131,910	5,165	622	5

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

1910.						
July 25	Brenton Point	Lch. Pearl	\$3,500	\$15	2	
26	Quonochontaug	Rowboat	10		1	
Aug. 17	Brenton Point	Sailboat Barbara	250		1	
Oct. 3	Fishers Island	Lch.	100	10	2	
22	Point Judith	Lch. Elizabeth	500		3	
1911.						
Apr. 2	Fishers Island	Lch.	100		1	
14	Point Judith	Dory	25		1	
25	Sandy Point	Lch.	200		2	
Total			4,685	25	12	

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Table of casualties, season of 1911—undocumented vessels—Continued.

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

Date of accident.	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.						
July 3	Point of Woods.....	Lch. Meteor.....	\$4,000.....		4	1
4	Rockaway Point.....	Lch. Comet.....	150.....		4	
16	Short Beach.....	Lch. Florence.....	500.....		2	
21	do.....	Lch. Via.....	1,500.....		4	
23	Rockaway Point.....	Slp. Baby Roger.....	500.....	\$25.....	7	
24	do.....	Lch. Arrow.....	350.....		8	
Aug. 2	do.....	Lch. Esther.....	500.....		4	
6	Bellport.....	Catboat Sweetheart.....	150.....		3	
6	Fire Island.....	Catboat Nancy Hanks.....	500.....	15.....	4	
6	Short Beach.....	Lch.....	300.....		6	
7	Rockaway Point.....	Lch. Henrietta.....	250.....		9	
9	Forge River.....	Slp. yt. Quo Vadis.....	500.....		3	
10	Moriches.....	Catboat Iola.....	500.....		10	
11	Fire Island.....	Lch. Pinta.....	150.....		4	
13	Short Beach.....	Lch. Adelaide.....	400.....		3	
17	Forge River.....	Catboat Moonbeam.....	100.....		4	
17	Smiths Point.....	Catboat Seatuck.....	200.....		1	
20	Potunk.....	Lch. Savola.....	1,600.....		5	
21	Fire Island.....	Lch. Marguerite.....	1,200.....		3	
22	Short Beach.....	Lch.....	200.....		2	
25	Moriches.....	Catboat Flirt.....	300.....		3	
25	Blue Point.....	Catboat Cygnus.....	100.....		1	
25	Gilgo.....	Lch. Marie.....	400.....		7	
26	Blue Point.....	Lch. Anna H.....	250.....		2	
26	Oak Island and Fire Island	Sch. Via.....	1,500.....	25.....	2	
26	Pt. Lookout and Short Beach.	Lch.....	175.....		2	
28	Forge River.....	Lch. Ganago.....	500.....		7	
30	Point Lookout.....	Lch. Indian.....	300.....		2	
Sept. 3	Point of Woods.....	Slp. Judge White.....	800.....		4	
4	Moriches.....	Rowboat.....	10.....			
4	Lone Hill.....	Slp. X-Ray.....	800.....		7	
7	Potunk.....	Sharpie.....	50.....		1	
11	Short Beach.....	Lch.....	200.....		2	
11	Point Lookout and Short Beach.	do.....	500.....		7	
11	Rockaway.....	Lch. Air.....	600.....		8	
13	Short Beach and Point Lookout.	Lch. Comfort.....	800.....		2	
16	Blue Point.....	Lch. T. X.....	800.....		2	
17	Short Beach.....	Slp.....	150.....	5.....	3	
26	Jones Beach.....	Lch.....	150.....	25.....	2	1
Oct. 1	Forge River.....	Small boat.....	70.....		1	
5	Eatons Neck.....	Lch. Alice.....	330.....		4	
7	Fire Island.....	Lch. Marguerite.....	600.....		1	
9	do.....	Lch. Rosa B.....	1,000.....		4	
22	Rockaway Point.....	Lch. Brago.....	150.....	15.....	2	
23	Short Beach.....	Lch. Viking.....	400.....		1	
23	do.....	Lch. Jennette.....	300.....		5	
Nov. 15	Point Lookout.....	Lch. Barbara.....	1,500.....		3	
17	Point of Woods.....	Lch. Possum.....	250.....		2	
Dec. 30	do.....	Lch.....	500.....		3	
1911.						
Jan. 4	Point Lookout.....	Rowboat.....	15.....		1	
17	Point of Woods and Lone Hill.	Lch. Marion S.....	800.....		2	
16	Fire Island.....	Lch. No. 68.....	800.....		2	
Feb. 28	Amagansett.....	Lch.....	200.....		3	
28	Point of Woods.....	Catboat Marion O.....	250.....		4	
Mar. 22	Zachs Inlet and Jones Beach.	Lch.....	500.....		2	
26	Blue Point.....	Lch. Eldorado.....	600.....		2	
Apr. 15	Fire Island.....	Lch. Alice.....	400.....		6	
23	Short Beach.....	Lch. Jamboree II.....	1,500.....		8	
30	do.....	Lch. Fra.....	500.....		6	
May 4	Moriches.....	Catboat.....	75.....		1	
17	Blue Point.....	Lch.....	600.....		2	
30	Point Lookout.....	Lch. Cricket.....	500.....		2	
June 6	Blue Point.....	Lch.....	400.....		4	
17	Rockaway Point.....	do.....	220.....		1	
19	Blue Point.....	Lch. Franklin.....	400.....		2	
	Total.....		34,295	110	226	1

Table of casualties, season of 1911—undocumented vessels—Continued.

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

Date of accident.	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.						
July 10	Cold Spring.....	Lch. Eleanora.....	\$400	\$25	3	
30	Cape May.....	Lch. Ivy.....	500	150	4	
31	Spermaceti Cove.....	Canoes (4).....	80		12	
Aug. 4	Atlantic City.....	Lch. Emmy.....	1,500		4	
5	Sandy Hook.....	Lch. Peter Pan II.....	1,000		2	
7	Squan Beach and Bay Head.	Lch. Aurelia.....	1,200		1	
9	Deal.....	Lch. Ajax.....	1,000		2	
9	Two Mile Beach.....	Catboat.....	15	5	2	
10	Barnegat.....	Rowboat.....	10		2	
13	Avalon.....	Lch. Nettie B.....	250		2	
14	Cape May.....	Lch.....	250		2	
20	Forked River.....	Houseboat Belmar.....	1,000		4	
22	Great Egg.....	Lch. Volta.....	250	250	2	
23	Little Beach.....	Lch.....	500		1	
23	Avalon.....	Lch. Mary L.....	1,000		3	
24	Forked River.....	Lch. Roys.....	175		1	
27	Mantoloking.....	Catboat.....	200		3	
31	Forked River.....	Yt. Vixen.....	300		2	
Sept. 4	Spermaceti Cove.....	Lch. Hannah K.....	1,000		12	
7	Cedar Creek.....	Sailboat Bessie.....	50		2	
8	Squan Beach.....	Lch.....	200	200	2	
10	Loveladies Island.....	do.....	300			
10	Corson Inlet.....	Fishboat.....	20		2	
14	Barnegat.....	Lch. Splinter.....	750		4	
15	Forked River.....	Lch. Wren.....	2,800		3	
18	Atlantic City.....	Lch.....	100		2	
22	Seabright.....	Lch. La Promes.....	300		3	
Oct. 1	Forked River.....	Catboat Jane.....	500		3	
1	Little Egg.....	Lch. Marta and tow.....	700		2	
5	Atlantic City.....	Yawl.....	150			
25	Great Egg.....	Lch. Eva L.....	300		7	
28	Forked River.....	Lch. Genevieve.....	2,250		2	
Nov. 7	Loveladies Island.....	Small boat.....	20		4	
11	Spermaceti Cove.....	Lch. Clifton.....	6,000		4	
18	Two Mile Beach.....	Lch. Gertrude.....	500		2	
23	Seabright.....	Lch. Loretto.....	300		3	
24	Squan Beach.....	Lchs. (2).....	50	50		
24	Ocean City.....	Lch.....	400	25	4	1
29	Monmouth Beach.....	Scow T. S. No. 1.....	12,000		1	
Dec. 6	Little Egg.....	Yt. Dolphin and tow.....	1,000		4	
6	Cape May.....	Slp. George M. Hill.....	350	350	3	
7	Hereford Inlet.....	Lch.....	500	30		
14	Tathams.....	Lch. S. J. R. No. 1.....	1,500		9	
24	do.....	Lch. S. J. R. No. 2.....	800		1	
1911.						
Jan. 24	do.....	Lch.....	1,750		2	
30	Barnegat and Forked River.	do.....	150		2	1
Feb. 27	Forked River.....	Yt. Olympia.....	100		2	
Mar. 17	do.....	Yt. Harriet.....	250		1	
28	do.....	Lch. Iroquois.....	1,000		5	
Apr. 1	Sandy Hook.....	Slp. Chalfonte.....	1,200		2	
1	Great Egg.....	Lch. Annie.....	450	5	4	
6	Barnegat and Loveladies Island.	Lch. Bessie.....	1,000		2	
10	Atlantic City.....	Lchs. (2).....	4,000		4	
20	Sandy Hook.....	Scow H. H. 16.....	8,000			
20	Seabright.....	Dredge.....	3,000		4	
20	Harvey Cedars.....	Catboat May.....	800		2	
22	Island Beach and Cedar Creek.	Lch. Jane.....	2,500		3	
30	Tathams.....	Lch.....	300		2	
May 13	Corson Inlet.....	Lch. Fornuta.....	2,000		2	
21	Atlantic City.....	Lch.....	200		2	
June 4	Squan Beach.....	do.....	300		2	
15	Island Beach.....	Catboat.....	125		2	
22	Corson Inlet.....	Lch. Ike.....	200		3	
	Total.....		70,245	1,090	175	2

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Table of casualties, season of 1911—undocumented vessels—Continued.

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

Date of accident.	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.						
Aug. 29	North Beach	Slp. Alice	\$200		3	
31	Wallops Beach	Lch. E. L. Bullock	1,000		4	
Sept. 8	Metomkin Inlet	Lch. Dauntless	1,200		3	
Oct. 8	Lewes	Lch. do	600		3	
10	do	do	250			
Dec. 1	Wachapreague	do	150		1	
17	Metomkin Inlet	Lch. Mitchell	250		1	
1911.						
Feb. 3	Isle of Wight	Lch. Ida Koots	125		2	
Mar. 16	North Beach	Lch. Katherine	1,000		7	
28	Lewes	Scows (2)	6,000		2	
31	North Beach	Lch. Minnie M	500		5	
Apr. 26	Wachapreague	Lch. Allen	400		6	
May 8	Wallops Beach	Lch. do	1,000		6	
	Total		12,675		43	

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

Date of accident.	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.						
Aug. 24	New Inlet and Pea Island	Lch. do	\$200		4	
Sept. 8	Fort Macon	Lch. Pocahontas	200	\$10	1	
14	Portsmouth	Lch. Lida	2,500		6	
16	do	Lch. Pocahontas	300		1	
17	do	Lch. Carolina	2,500		44	
15	Hatteras Inlet and Durants	Lch. do	4,000		4	
Oct. 26	Little Island	Lch. do	800		3	
28	Portsmouth	Lch. Venus	300		7	
Nov. 3	Fort Macon	do	300	50	7	
14	Bogue Inlet	Lch. Wanderer	2,000		2	
Dec. 14	Core Bank	Lch. Marie	6,000		3	
19	Bogue Inlet	Lch. Roamer	1,000		5	
19	do	Lch. Dixie	1,500		5	
31	Portsmouth	Sc. Edith Anna	1,000		4	
1911.						
Mar. 4	Fort Macon	Sharpie	200		15	
21	do	Lch. do	300		1	
24	Creeds Hill	Small boat	25		5	
Apr. 14	Bogue Inlet	Lch. Louisa	1,500		3	
20	Fort Macon	Lch. Hilda	500		1	
25	do	Lch. do	200		1	
June 13	Hatteras Inlet	do	500		3	
	Total		25,825	60	125	

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

Date of accident.	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.						
July 1	Biscayne Bay	Lch. do	\$300	\$10	3	
16	Mosquito Lagoon	Lch. Elsie	300		2	
Aug. 12	Gilberts Bar	Lch. do	300		4	
13	do	do	300		2	
17	Bethel Creek	do	100		1	
28	Fort Lauderdale	Lch. Palmer	300	15	6	
Sept. 8	do	Lch. Mason Mareno and tow.	2,000		6	
24	Sullivans Island	Slp. do	300	300	5	
Oct. 4	Fort Lauderdale	Lch. Yvonne	600	25	2	
Nov. 7	Biscayne Bay	Lch. Miami Beach	1,000	20	1	
27	Mosquito Lagoon	Lch. Evangel No. 1	1,000		1	
Dec. 6	Bethel Creek	Lch. do	300		2	
17	do	Lch. Kennesaw III	5,000		2	
30	Gilberts Bar	Lch. Kid	300		1	

Table of casualties, season of 1911—undocumented vessels—Continued.

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

Date of accident.	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.
1911.						
Jan. 4	Sullivans Island.....	Small boat.....	\$200		6	.....
Feb. 19	Fort Lauderdale.....	Lch. Kathrine.....	1,800	\$10	22	.....
Mar. 15	..... do.....	Lch. Glassbottom.....	150	150	5	.....
28	Biscayne Bay.....	Lch. Lotus.....	600		1	.....
30	Fort Lauderdale.....	Lch. New River.....	2,000	25	3	.....
May 14	Biscayne Bay.....	Lch.....	300	10	5	.....
	Total.....	.....	17,150	565	80	.....

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

1910.						
July 4	Galveston.....	Sailboat.....	\$50		1	.....
Aug. 22	..... do.....	Lch. Josephine.....	150		2	.....
26	Santa Rosa.....	Lch. Alva.....	800		1	.....
Sept. 3	Aransas.....	Lch. Willie Belle.....	4,500		3	.....
7	Sabine Pass.....	Lch. Frances Bonner.....	300		2	.....
14	Brazos.....	Sc. Unknown.....	400	\$10		.....
14	..... do.....	Lch. Leona.....	800	15		.....
14	..... do.....	Slp. Juanita.....	200	10	2	.....
14	..... do.....	Slp. Flower of One Day.....	200	10	2	.....
19	Santa Rosa.....	Lch. Rambler.....	2,000		12	.....
30	Sabine Pass.....	Lch. Elenora.....	300		2	.....
Oct. 2	Galveston.....	Lch. Crescent.....	200		3	.....
7	..... do.....	Lch. Wild Horse.....	300		5	.....
18	Santa Rosa.....	Lch. Cupid.....	3,000	50	2	.....
19	..... do.....	Lch. Constance.....	2,400	70	2	.....
19	Galveston.....	Lch. Robert L. E.....	1,500		1	.....
20	Santa Rosa.....	Lch. Texas Girl.....	3,500		8	.....
28	Aransas.....	Slp. Athens.....	500		2	.....
29	Saluria.....	Slp.....	50		1	.....
Dec. 5	Sabine Pass.....	Lch. Nancy Ann.....	7,000		2	.....
7	Galveston.....	Lch. Romeo.....	150		2	.....
20	Sabine Pass.....	Slp. Florence.....	350	10	3	.....
21	Galveston.....	Catboat Helen B.....	75		3	.....
21	..... do.....	Skiff.....	20		2	.....
29	Aransas.....					.....
1911.						
Jan. 2	Galveston.....	Lch. Bar.....	1,000		1	.....
17	Velasco.....	Lch. Estella Hooper.....	2,000		2	.....
20	San Luis.....	Lch. Hustler.....	1,000		1	.....
22	Santa Rosa.....	Lch. Ora.....	1,500		3	.....
Feb. 7	Sabine Pass.....	Lch. P.....	150		1	.....
13	Galveston.....	Lch. Sixty-six.....	250		1	.....
15	..... do.....	Catboat Helen B.....	75		2	.....
19	Aransas.....	Barge.....	3,000			.....
Mar. 28	Galveston.....	Lch. Fram.....	300		1	.....
31	..... do.....	Lch. Little Eva.....	600		2	.....
Apr. 5	San Luis.....	Lch. Stranger.....	1,200	10	1	.....
6	Santa Rosa.....	Lch. Lucile.....	445		5	.....
8	Galveston.....	Slp. Petrel.....	400		3	.....
8	San Luis.....	Lch. Hustler.....	1,000		1	.....
24	Santa Rosa.....	Lch.....	250	5	3	.....
25	Galveston.....	Slp. Rebel.....	500	125	2	.....
25	..... do.....	Lch. Ella.....	400		2	.....
25	..... do.....	Lch.....	200			.....
25	..... do.....	Lch. Defender.....	800			.....
25	..... do.....	Lch. Trinity.....	2,000			.....
May 1	Santa Rosa.....	Lch. Nellie Opp.....	400		4	.....
23	Brazos.....	Lch. Martha J.....	2,000		2	.....
23	..... do.....	Lch. Sea Gull.....	500		2	.....
June 1	Galveston.....	Slp. Owl.....	150	10	2
4 do.....	Lch.....	400		3
30	Sabine Pass.....	Lch. Mackerel.....	200		2
	Total.....	50,065	325	108

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Table of casualties, season of 1911—undocumented vessels—Continued.

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

Date of accident.	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.						
July 1	Buffalo	Lch. Hermitage	\$200		3	
3	Charlotte	Lch. Dauntless	800		7	
3	do	Lch. Gertrude	300		6	
3	do	Lch. Comet	350		2	
3	Ashtabula	Lch.	500		2	
3	Marblehead	Lch. Summer Seas	300		15	
4	Oswego	Small boats (2)	350			
4	Cleveland	Lch. Napanee	150		3	
5	Marblehead	Lch. Metta	7,000		2	
9	do	Lch. Tramp	100		4	
10	Louisville	Lch. Shadow	1,000		1	
11	Marblehead	Lch. Jeannette	150		1	
11	do	Lch. Marion	1,500		5	
15	Buffalo	Lch.	150		2	
15	Fairport	Lch. Aw-Go-Long	150		2	
17	Cleveland	Lch. Elinor	250		6	
21	Charlotte	Lch.	150		4	
21	do	Catboat	75			
21	Cleveland	Lch. Belle	1,000	\$10	5	
24	Oswego	Lch. Harriet	300	5		
24	do	Rowboat	25		2	
24	do	Lch.	400		2	
24	Buffalo	Slp. Dorothy	200		10	
24	do	Slp. Teaser	125		3	
24	Erie	Slp. Nellie	50		5	
24	do	Lch.	200		2	
24	do	Lch. Ripple	75		2	2
24	Cleveland	Lch.	60		2	
25	do	Lch. Helen	700		3	
28	Niagara	Lch.	5,000		3	
28	Marblehead	Lch. Orlo	100		1	
28	do	Lch. Mildred	1,500		4	
30	Buffalo	Lch. Oidono	800			
30	do	Lch. Janet	2,500			
Aug. 4	do	Slp. Dorothy	200		6	
6	Marblehead	Lch. Summer Seas	300		20	
7	Louisville	Skiff	30		2	
9	Oswego	Lch. Eagle	200		5	
9	Buffalo	Lch. Kathleen	1,500		6	
9	Marblehead	Lch. Freak	600		2	
11	Niagara	Rowboat	10		1	
16	Fairport	Lch.	600	25	2	
17	Oswego	Lch. If	400		5	
19	Marblehead	Lch. Emma C.	600		2	
20	Buffalo	Lch. Rockaway	1,500		8	
24	do	Slp. Surf	150		3	
25	Erie	Catboat Red Wing	50			
27	Marblehead	Lch. Widgeon	90		6	
28	Big Sandy	Lch. Eagle	500		4	
28	Niagara	Lch. Ted	400		8	
28	Louisville	Lch. Whalen Bros.	1,200		2	
29	Oswego	Lch. Eagle	200		3	
29	Charlotte	Lch. Gertrude	300	100		
30	Buffalo	Lch. Pirate	2,300		15	
Sept. 2	Cleveland	Lch. Caprice	300	25	2	
2	do	Lch.	100		2	
5	Charlotte	Lch. Zerta	200		4	
9	do	Lch. Marion	300		3	
10	do	Lch. Beulah	500	10	1	
10	Niagara	Lch. Mattie	300		1	
12	do	Lch. The Iva	700		3	
13	Ashtabula	Lch. Nelson G.	1,600	200		
15	Buffalo	Lch. Mavis (Br.)	1,000		2	
16	do	Scow	300		2	1
18	Cleveland	Lch. Gray Mystic	800		7	
19	do	Lch. Back Again	1,200		1	
27	do	Derrick Scow No. 1	16,000		5	
Oct. 2	Buffalo	Lch. Francis B.	500		8	
3	Oswego	Slp. Reta M.	40		2	
3	Louisville	Flat Tom	300		3	
6	Cleveland	Lch. Vayu	2,000		1	
16	do	Lch. Belle	1,000		2	
17	Erie	Lch. Thistle	400		4	
30	Louisville	Flat Ed.	250		3	
Nov. 1	Fairport	Lch. Happy Boy	150		2	
9	Cleveland	Lch. Tarpon	1,600			

Table of casualties, season of 1911—undocumented vessels—Continued.

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

Date of accident.	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.						
Nov. 9	Marblehead	Lch. Judge Day	\$1,200		5	
18	do	Lch. Speed Jack	15,000	\$25	4	
21	Niagara	Scow Uncle Paul	3,000		10	
23	Buffalo	Lch. James, jr	200		4	
Dec. 7	Louisville	Flatboat Gus	250	75	3	
11	do	Flatboat Jumbo	500		2	
1911.						
Jan. 7	do	Flatboat Gus	400	30		
10	Marblehead	Rowboat	50		2	
11	Louisville	Lch. Gold Brick	350		2	
23	do	Flatboat	5		1	
23	do	Skiff	10		2	
Feb. 16	do	Flatboat Jumbo	500		5	
Mar. 9	do	Lch. Jennam	500		4	
Apr. 2	Marblehead	Lch.	200		1	
5	Louisville	Flatboat Harry	400		2	
6	Fairport	Lch. Richmond	1,000		2	
10	Cleveland	Lch. Swan	2,000		3	
15	Louisville	Flatboat Jumbo	500		4	
21	Marblehead	Lch. S. F. Nixon	1,800		2	
30	Louisville	Skiff Atlas	20		2	
30	do	Lch. Kentucky	600		4	
May 7	Niagara	Lch. Alice	200		4	
10	Louisville	Houseboat, "Gospel Boat"	250		2	
11	Marblehead	Lch. Major Wilcox	3,500		4	
14	Ashtabula	Skiff	15			
15	Niagara	Lch. Mermaid	500		6	
20	Marblehead	Lch.	175		3	
21	Erie	Lch. Florence A. II	1,500		2	
22	Louisville	Skiff	30		1	
23	Niagara	Lch. Mermaid	500		5	
28	Ashtabula	Lch.	1,000		5	
28	Marblehead	Lch. Houqua	30,000	1,000	13	
31	Fairport	Lch.	250		2	
31	Marblehead	Lch. Argo	800		2	
June 2	Louisville	Lch. Comet	800		6	
2	Niagara	Lch. Mermaid	500		8	
4	Cleveland	Rowboat	40		3	
4	Lorain	Lch. Alola	150		6	
6	Marblehead	Lch. Wilda	1,200		2	
8	Cleveland	Lch. No. 3	1,000		4	
10	Marblehead	Lch. Anna C.	500		2	
11	Cleveland	Lch. Frankona	300		3	
15	Erie	Lch. Loretta	800		14	
15	Fairport	Lch. Cecelia	1,150		4	
17	Niagara	Rowboat	50			
17	do	Lch. Mermaid	500		2	
18	Lorain	Lch. Silverine	200		7	
19	Oswego	Lch. Eagle	200		6	
19	do	Scow Minnehaha	1,000		5	
19	Buffalo	Lch. Buffalo	5,000	200	10	
19	Cleveland	Lch. Anna and unnamed lch. (2).	450		3	
20	Niagara	Lch.	150		2	
20	Cleveland	do	1,000		2	
21	do	Lch. Dalguthae	800		8	
24	do	Lch. Wa-Weep	1,000		6	
25	Charlotte	Lch. Unome	850	100	7	
25	Buffalo	Lch. Bender	400		4	
27	Oswego	Scow Minnehaha	1,000		4	
27	Erie	Lch. Besta	400		1	
28	Lorain	Lch. 999	500		6	
30	do	Lch.	600		6	
	Total		154,970	1,805	511	3

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Table of casualties, season of 1911—undocumented vessels—Continued.

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

Date of accident.	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.						
July 2	Duluth	Canoe	\$35		2	
3	do	Lch. Edward C.	800		2	
4	Tawas	Lch. Edith G.	500		11	
4	Thunder Bay Island	Lch. Cincinnatus	4,000		4	
9	Port Austin	Lch. Nellie Bly	1,150		3	
9	Thunder Bay Island	Lch.	300		1	
10	Duluth	Lch. Margrete L.	500		3	
10	do	Lch.	400		5	
14	do	do	650		1	
16	do	Lch. Navalea	400		5	
16	do	Lch.	500		1	
17	do	Catboat O-at-ka	50		2	
17	do	Rowboat No. 43	40		2	
17	do	Lch.	100		5	
18	do	Lch. Constitution II	650		2	
24	Harbor Beach	Lch. Virginia	250			
24	Portage	Rowboat	35		3	
25	Deer Park	Lighter	100		1	
25	Duluth	Canoe	35		1	
29	Portage	Lch.	600		2	
31	Marquette	do	500		3	
Aug. 1	Duluth	do	500		2	
4	Harbor Beach	Catboat	200		1	
4	Deer Park	Lch. Monarch	1,400		8	
9	Duluth	Lch. North Butte	1,000		5	
12	do	Lch.	200			
12	do	Slp.	65			
12	do	Lch.	50			
14	Harbor Beach	Lch. Neptune	2,500		4	
14	Duluth	Lch.	200		2	
19	Harbor Beach	Catboat	300	\$10	7	
20	Thunder Bay Island	Lch. Spray	300	25	2	
20	Duluth	Lch. Edward C.	600		2	
22	Bois Blanc	Lch. Welcome	1,000	25	3	
22	Portage	Lch. Manitou	1,000	20	2	
23	Thunder Bay Island	Yt. Seminole	800		3	
29	Duluth	Lch. C. D. Autremant, jr.	2,000	10	2	
30	do	Lch.	100		1	
Sept. 1	Harbor Beach	Slp. yt. Seminole	1,000		3	
2	Sturgeon Point	Lch. Narunna	5,000		2	
3	Harbor Beach	Lch. Bully Boy and two	750		2	
5	Hammond	Lighter	650		4	
5	Duluth	Lch. Arrowanna	300		6	
8	Portage	Se. H. F. Key No. 2	3,000			
8	Duluth	Lch. Lurline	1,200		1	
11	do	Lch. Messenger	1,000		4	
12	Middle Island	Lch. Harold C.	1,400		7	
18	Harbor Beach	Lch. Virginia	250			
18	Duluth	Rowboat	5			
22	do	Racing shell	50		1	
30	Grand Marais	Lch. K. E. N.	300		2	
30	Duluth	Lch.	650	5	1	
30	do	Lch. Lester	400		2	
Oct. 3	Tawas	Sailboat	50		4	
3	Marquette	Lch.	250	10		
7	do	do	600			
9	Duluth	Lch. No Josh	600		4	
10	do	Lch.	500		2	
21	Harbor Beach	Sailboat	50			
Nov. 2	Duluth	Lch. Laura	300		1	
5	Thunder Bay Island	Lch. Search Light	200		2	
1911.						
Apr. 20	Marquette	Lch.	800		2	
30	Duluth	do	500		6	
30	do	Skiff	10			
May 1	do	do	5			
2	do	Racing shell	150		4	
11	Harbor Beach	Pile driver	75			
11	Bois Blanc	Lch. Doodle Bug	250			
12	Harbor Beach	Skiff	25			
14	Pointe aux Barques	Lch.	2,000		2	
17	Duluth	do	150	10	3	
23	do	Slp. Minatour	300		2	
24	do	Racing shell	150	50	4	
30	Portage	Sailboat Edna	500	10	3	

Table of casualties, season of 1911—undocumented vessels—Continued.

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

Date of accident.	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.
1911.						
May 30	Duluth.....	Lch.....	\$200		1	
31	Harbor Beach.....	Skiff.....	10			
June 1	Duluth.....	Lch. Decima.....	1,200		1	
11	do.....	Lch.....	250		1	
13	Middle Island.....	Skiff.....	15	\$5		
14	Duluth.....	Lch.....	350		2	
18	Harbor Beach.....	do.....	100		1	
18	Duluth.....	Racing shell.....	200		2	
20	do.....	Lch.....	1,800		2	
21	do.....	do.....	250		1	
21	do.....	do.....	350		1	
23	Marquette.....	Lch. Grace.....	500		2	
25	Duluth.....	Canoe.....	35		1	
25	Thunder Bay Island.....	Lighter.....	500		3	
25,30	Portage.....	Scow.....	6,000	300		
26	Duluth.....	Lch.....	150		2	
28	Harbor Beach.....	Lch. Virginia.....	200		8	
29	do.....	Lch.....	200		16	
29	Duluth.....	Lch. C. D. Autremont, jr.....	2,000		3	
29	do.....	Lch.....	200		2	
30	Harbor Beach.....	Lch. Tonnonadio.....	2,800		6	
30	do.....	Skiff.....	25			
	Total.....		64,565	480	232	

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

1910.						
July 3	Holland.....	Lch. Alert.....	\$1,100		2	
3	do.....	Canoe.....	30		2	
3	do.....	Lch.....	35	\$35	2	
4	South Manitou Island.....	Lch. Beatrice.....	1,000		2	
4	Sleeping Bear Point.....	Lch.....	200		2	
4	St. Joseph.....	Rowboat No. 23.....	50		3	
4	do.....	Canoe.....	60		2	
4	do.....	Lch. Ida M.....	900		4	
6	Kenosha.....	Skiff.....	25		2	
7	Sturgeon Bay Canal.....	Lch. Corona.....	1,500		3	
8	Manistee.....	Lch. Cinch.....	550		4	
8	Grand Haven.....	Lch. Gloria.....	2,500		4	
8	Jackson Park.....	Slp. yt. Wizard.....	1,500		3	
9	Sleeping Bear Point.....	Lch.....	150		4	
9	South Chicago.....	do.....	800		6	
9	Jackson Park.....	Slp. yt. Miralla.....	500		15	
9	Kenosha.....	Skiff.....	15		1	
10	Muskegon.....	Lch. Kennett D.....	200		1	
10	do.....	Slp.....	50	50	1	
10	Jackson Park.....	Slp. yt. Susan II.....	1,000		6	
10	Racine.....	Skiff.....	25		3	
15	Jackson Park.....	Lch. Success.....	300		2	
16	Charlevoix.....	Lch.....	800		3	
16	Sturgeon Bay Canal.....	Lch. Ramona.....	1,000		6	
17	Old Chicago.....	Lch. Quickstep.....	1,200		2	
17	Milwaukee.....	Lch. Stella.....	1,000		5	
18	Racine.....	Lch. Dutch.....	600		2	
19	Jackson Park.....	Yt.....	300		3	
21	South Chicago.....	Lch.....	750		2	
23	Point Betsie.....	do.....	300		4	
23	Grand Haven.....	Rowboat.....	25		1	
23	Sheboygan.....	Lch. Star.....	300		11	
24	Kenosha.....	Skiff.....	20			
24	Racine.....	Slp. Dauntless.....	75		4	
25	Two Rivers.....	Lch. Swastica.....	400		3	
29	Sheboygan.....	Rowboat.....	5		3	
30	Point Betsie.....	Lch.....	250		2	
30	Michigan City.....	Lch. Silver Moon.....	300		2	
30	Jackson Park.....	Slp. yt. Thetis.....	900		5	
30	do.....	Lch. Elk.....	250		2	
30	Evanston (and Rogers Park).....	Catboat Salome.....	400	60	2	
31	Jackson Park.....	Slp. yt. Wizard.....	1,500		2	
31	Old Chicago.....	Lch. U. N. I.....	600		7	
Aug. 2	Jackson Park.....	Lch. Gibson Girl.....	600		3	

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Table of casualties, season of 1911—undocumented vessels—Continued.

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

Date of accident.	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.						
Aug. 4	Holland.....	Slp. Invader.....	\$200		3	
6	Ludington.....	Lch. Buster.....	150		2	
7	.....do.....	Lch.	125	\$10	2	
8	Kenosha.....	Yt. Black Eagle.....	200		4	
11	Jackson Park.....	Lch. Myrtle B.....	1,000		5	
11	.....do.....	Lch.	1,000		5	
11	.....do.....	Slp. yt. Valkyria.....	600		4	
12	Two Rivers.....	Lch. Alma.....	500			
13	Ludington.....	Lch.	350		21	
13	Michigan City.....	Lch. Naughty Girl.....	250		9	
14	Point Betsie.....	Lch. Comet.....	500		4	
14	South Haven.....	Sailboat.....	15		2	
14	Jackson Park.....	Lch.	150		1	
14	.....do.....	Slp. yt. San Toy.....	100	10	3	
14	Evanston.....	Lch. Cora B.....	300	100	1	
15	Holland.....	Lch. Katherine B.....	1,150		9	
15	Jackson Park.....	Slp. yt. Susan II.....	1,000		8	
18	.....do.....	Lch. Ziz.....	250			
18	.....do.....	Lch.	600			
18	Evanston.....	Catboat Dio.....	300	75		
20	South Haven.....	Lch. Michigan.....	800		1	
20	Michigan City.....	Lch. Maumee.....	250		1	
20	Old Chicago.....	Lch. Oro.....	1,600		2	
21	Racine.....	Lch. Juneau.....	1,000		5	
21	Milwaukee.....	Lch. Globe.....	450		1	
22	Grand Haven.....	Scow.....	500			
23	Point Betsie.....	Lch. Seavey.....	1,500		3	
23	.....do.....	Lch.	200		1	
23	White River.....	Str. Gladys.....	500			
23	Jackson Park.....	Slp. yt. Miralla.....	500			
23	.....do.....	Yt. Jungfrau.....	1,000			
23	Evanston.....	Lch. Twilight.....	800	400		
23	Racine.....	Lch. Gypsy.....	400		4	
24	Old Chicago.....	Skiff.....	40		1	
27	Jackson Park.....	Slp. yt. Beatrice.....	250		3	
30	Grande Pointe au Sable.....	Lch.	150		1	
30	.....do.....	Scow.....	100			
30	Holland.....	Slp. Cork.....	60		3	
30	Jackson Park.....	Lch.	300		4	
Sept. 3	.....do.....	Slp. yt. Susan II.....	1,000		4	
6	Jackson Park (Farragut Yacht Club).....	Lch. Skidoo.....	300		1	
7	Ludington.....	Lch.	350		2	
7	Baileys Harbor.....	Lch. Ida H.....	4,000		2	
9	Jackson Park.....	Lch. Rose Jackson.....	1,000		2	
10	Grand Haven.....	Lch. Grace M.....	500		2	
10	Jackson Park.....	Slp. yt. Susan II.....	1,000		4	
10	Racine.....	Lch. Mae.....	1,000		3	
10	.....do.....	Lch.	500		1	
11	Grand Haven.....	Lch. Johanna.....	400			
11	Jackson Park.....	Slp. yt. Flora.....	150		4	
11	.....do.....	Slp. yt. La Truda.....	800		3	
11	Milwaukee.....	Lch. Stella.....	1,000		5	
12	Jackson Park.....	Lch. Violet V.....	300			
12	.....do.....	Lch. Dutchess.....	350			
13	.....do.....	Yt. Willah.....	1,500			
17	Racine.....	Lch. Owl.....	1,000		3	
19	Holland.....	Lch. Arrow.....	75		2	
23	Old Chicago.....	Lch. Iola.....	400		1	
24	.....do.....	Slp. Diamond.....	1,800		1	
25	Jackson Park.....	Lch. Marimauka.....	3,000	30	5	
28	White River.....	Lch.	300		2	
30	Jackson Park.....	Slp. yt. Thelma.....	400		7	
Oct. 1	Michigan City.....	Sailboat Hooligan.....	50		2	
1	Jackson Park.....	Slp. yt. Thelma.....	400		6	
1	Sturgeon Bay Canal.....	Lch. Lady Grace.....	1,200		2	
1	Plum Island.....	Lch. Flying Dutchman.....	350		1	
2	South Manitou Island.....	Lch. Alice L.....	800		1	
2	Racine.....	Lch. Roma B.....	300		3	
4	Evanston.....	Lch. Marimauka.....	5,000		2	
4	Baileys Harbor.....	Lch. Alena.....	650		2	
5	Michigan City.....	Lch. Ideal.....	300		4	
7	.....do.....	Lch. Alberta.....	800		1	
13	South Haven.....	Lch.	800		1	
13	South Chicago.....	Lch. Catherine G.....	700		2	
15	Michigan City.....	Lch. Peanut.....	1,000	10	3	

Table of casualties, season of 1911—undocumented vessels—Continued.

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

Date of accident.	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.						
Oct. 15	Jackson Park	Slp. yt. Wizard	\$800		3	
15	do.	Slp. yt. Cyma	500		2	
16	Ludington	Lch.	125		2	
16	Old Chicago and Jackson Park	Slp. yt. Iroquois	1,000	\$50	4	
17	South Haven	Lch. Alberta	800	5	1	
17	Milwaukee	Slp. Vagabond	1,200			
20	North Manitou Island	Lch. Manitou No. 1	700			
21	Two Rivers	Small boat	50			
25	Milwaukee	Lch. Cito	500		4	
26	Old Chicago	Sailboat	800		2	
27	Baileys Harbor	Lch.	700		2	
30	Jackson Park	Slp. yt. Pansy	150		2	
31	Michigan City	Lch. Minnie L.	200		3	
Nov. 5	South Chicago	Lch. Arethusia	400		3	
7	Plum Island	Sc. Silver Moon	250	250	2	
9	Old Chicago	Lch.	250			
13	Jackson Park	Slp. yt. Thelma	400		3	
22	Baileys Harbor	Lch. Alena	600			
Dec. 22	Sturgeon Bay Canal	Lch. Phyllis Allie	1,900	10	3	
1911.						
Mar. 6	do.	Lch. Dodger	750	10	2	
14	do.	Lch.	750	25	2	
16	do.	Lch. Carnation	1,075	2	2	
24	Evanston	Fish boat	75		1	
Apr. 3	Frankfort	Scow	50			
13	Old Chicago	Slp. Sand Rat	180		2	
15	Milwaukee	Skiff	20		2	
24	do.	Lch.	850		3	
26	Old Chicago	Lch. Thistle	375		2	
28	Ludington	Lch. Ella H.	300		3	
30	Jackson Park	Lch.	150		3	
30	do.	Lch. Clio	500		5	
May 1	Old Chicago	Lch.	800		3	
2	Racine	do.	575		1	
4	Michigan City	do.	150		3	
4	do.	Scow	100			
7	Two Rivers	Lch. Alice	500		3	
7	Jackson Park	Slp. Nymph	400		4	
7	do.	Yawl Pansy	150		2	
8	Grand Haven	Lch. Helen L.	300		2	
10	Jackson Park	Yawl Sea Rover	100		2	
11	do.	Lch. Spring Bluff	1,000			
12	Kenosha	Skiff	25			
13	Charlevoix	Lch. Virginia	300		5	
16	Baileys Harbor	Lch. Alena	600		2	
19	Kenosha	Skiff	25			
19	Jackson Park	Slp. yt. Iroquois	800			
21	do.	Slp. yt. Thetis	700		4	
21	do.	Slp. yt. Valkyra	600		2	
23	Ludington	Lch.	300			
24	Michigan City	Lch. Lulu F.	400		2	
26	Old Chicago	Lch. Bo-Peep	1,500		2	
26	Ludington	Lch. Ella H.	300		1	
27	Kenosha	Lch. Florence	1,200		4	
28	South Haven	Lch. Lady Helen	1,000		4	
28	Muskegon	Lch. Ada F.	350		3	
28	Jackson Park	Slp. Oriole	200		2	
29	do.	Lch. Vera	800		3	
29	Grand Haven	Slp. Hobo	1,200		2	
30	Jackson Park	Lch. Lillian	1,000		2	
31	do.	Slp. yt. Optimist	200		3	
June 3	Milwaukee	Lch. Bona Venture	3,000		4	
3	Jackson Park	Lch. Kid	1,500			
3	Grand Haven	Lch. Gyp	150		6	
3	Baileys Harbor	Lch. Alena	600		1	
4	Holland	Lch. Ruth H.	1,200		5	
4	Jackson Park	Sailboat Ida	15		3	
4	Kenosha	Skiff	25			
10	Point Betsie	Slp.	150		2	
10	Muskegon	Lch.	350	25	2	
10	Jackson Park	Slp. yt. Thelma	400		4	
10	do.	Slp. yt. Valkyria	600		4	
10	do.	Slp. yt. Susan II	1,000		4	
10	do.	Lch. Kelle Krankee	900		4	

Table of casualties, season of 1911—undocumented vessels—Continued.

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

Date of accident.	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.
1911.						
June 10	Milwaukee	Lch.	\$500	\$25	2	
11	White River	do.	500		2	
11	Evanston (service by Rogers Park Boat Club).	Yt.	200		2	
11	Jackson Park	Sailboat	10		2	
11	do.	Yawl Rambler	1,800		9	
15	Old Chicago	Skiff	15		5	
15	do.	Lch. Emily	14,000		1	
18	Holland	Lch. Jessie	250		1	
18	Jackson Park	Yawl Undine	100		4	
22	Old Chicago	Lch. Wa-Wa-Tay-See	5,000		3	
22	Sheboygan	Skiff	10		3	1
26	Grand Haven	Lch. Ada F.	350		3	
27	Jackson Park	Canoe	30		2	
25	Milwaukee	Lch. Charles T.	125		3	
26	Old Chicago	Slp. Lobe	400		4	
26	Evanston (service by Rogers Park Boat Club).	Canoe	75		2	
26	Kenosha	Lch.	10		2	
27	Racine	Slp.	250		2	
27	Kewaunee	Lch. Sultana	750		4	
29	Milwaukee	Slp.	75		3	
	Total		143,445	1,180	566	1

DISTRICT NO. 13.—EMBRACING PACIFIC COAST.

1910.						
July 2	Point Reyes	Lch. Lorretta	\$2,000		2	
10	Nome	Lch. Belvedere	3,000		2	
12	do.	Sc. Kingegan	1,500		7	
14	Point Adams	Fishboat	500	\$25	2	
15	Nome	Small boat	150		18	
16	do.	Sc. Kingegan	1,500		7	
17	do.	Gas. Lch. Marie	1,500		2	
20	do.	Lighter	800		7	
21	Coquille River	Lch.	200	50		
23	Nome	do.	4,000		5	
23	do.	Lch. Defender	1,500		5	
26	do.	Lch. Dora	2,000		2	
Aug. 1	do.	Lch. Defender	1,500		5	
3	Waaddah Island ¹	Lch. Dorothy	2,000		1	
6	do.	Skiff	25			
8	Nome	Lch. Express	700		6	
8	Waaddah Island	Sailboat	150		1	
12	Nome	Lighter	1,000		2	
13	do.	Lch.	800			
15	do.	Small boat	150		8	
16	do.	Lch. Yorkey	2,000		2	
16	do.	Lch. Defender	1,500		2	
16	do.	Lighter	1,000		1	
17	Waaddah Island	Lch.	300		5	
17	do.	Lch. Waaddah	400		4	
20	Nome	Sailboat	100		3	
22	do.	do.	100			
22	do.	Lch. Defender	1,500		2	
23	Yaquina Bay	Fishboat	75		4	
24	Nome	Lighter	800	100	6	
25	do.	Canoe	50		2	
25	Point Adams	Skiff	50			
25	do.	Fishboat	300		1	
25	do.	Skiff	150		2	
29	Cape Disappointment	Lch.	20		2	
Sept. 4	Nome	Scow	200		3	
5	do.	Sc. Arizona	250		4	
11	do.	Lch. Dora	2,000		2	
25	Fort Point and Point Bonita	Lch. Leonor	4,500		7	
27	Nome	Lch. Diamond K.	1,500		5	
28	do.	Lch.	1,500		3	
Oct. 7	do.	Lch. Defender	1,500		2	
10	Fort Point	Lch. Antonio Criscia	1,100	1,100	4	

¹ Name changed to Baaddah Point.

Table of casualties, season of 1911—undocumented vessels—Continued.

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

Date of accident.	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.						
Oct. 23	Port Point	Lch. Lucille	\$265		1	
24	Point Adams	Lch. Mohawk	2,000		1	
26	Nome	Sch. Arizona	250			
Nov. 2	do	Str. Lizzie M.	1,500			
2	do	Lighter	750			
21	Grays Harbor	Lch.	300			
21	Willapa Bay	Lch. Irene	800			
23	Point Adams	Lch. Mohawk	2,000		3	
4	Coquille River	Lch.	1,500		4	
18	Fort Point	Lch. Germania	2,000		3	
27	Yaquina Bay	Lch.	200		2	
1911.						
Jan. 14	Fort Point	Lch. No. 5	5,000		3	
26	do	Slp. Iola	5,000		6	
Mar. 9	Point Bonita	Lch. Rainbow	2,000	\$25	2	
12	Fort Point	Skiff	10		2	
18	Point Adams	Lch. No. 9	2,500		5	
18	Yaquina Bay	Lch. Idaho	100		2	
23	Willapa Bay	Lch. Dispatch	900		1	
Apr. 7	Humboldt Bay	Skiff	20		1	
12	Fort Point	Slp. May	500			
16	Willapa Bay	Lch. Tyee	300		1	
26	Baaddah Point	Lch. Nautilus	4,000			
27	do	do	4,000		2	
28	Coquille River	Bge.	400			
May 2	Cape Disappointment	Lch.	450		2	
3	Point Adams	Fishboat	500		2	
3	do	Lch.	600		2	
3	Cape Disappointment	Fishboat	500		2	
3	do	do	500		2	
3	do	do	500		2	
6	Point Adams	Bge. No. 5	17,000			
7	Fort Point	Slp. Anna	250		3	
8	Humboldt Bay	Lch. Defender	1,000	1,000	1	
9	Point Adams	Lch. Mohawk	2,000		3	
10	Southside	Lch. No. 162	900	200	1	
17	Point Adams	Fishboat	600		2	
17	do	do	500		2	
17	do	do	550		2	
17	do	do	500		2	
17	do	do	500	270	2	
29	do	Lch.	350			
31	Cape Disappointment	Sailboat	500		2	
June 2	Point Adams	Fishboat	550		2	
9	Coquille River	do	90		1	
10	Yaquina Bay	Pile driver	1,200		3	
13	Point Adams	Fishboat	550		2	
13	do	Lch.	600		2	
14	Cape Disappointment	Fishboat	500		2	
14	Point Adams	do	600		2	
14	do	do	500		2	
20	do	Scow	500	50	1	
20	Coquille River	Fishboat	125		2	
29	Point Adams	do	500	75	2	
29	do	do	550		2	
29	do	do	600		2	
29	do	do	500		2	
30	Cape Disappointment	do	500		2	1
30	Point Adams	do	500		2	
30	do	do	600		2	
	Total		119,010	2,895	252	2

TABULAR STATEMENT OF WRECKS AND OTHER
MARINE CASUALTIES OCCURRING IN UNITED
STATES WATERS AND TO AMERICAN VESSELS
AT SEA AND IN FOREIGN WATERS: 1911.

TABULAR STATEMENT¹ OF WRECKS AND OTHER MARINE CASUALTIES OCCURRING IN UNITED STATES WATERS AND TO AMERICAN VESSELS AT SEA AND IN FOREIGN WATERS DURING THE FISCAL YEAR ENDING JUNE 30, 1911.

On the 30th of June, 1911, the total number of United States vessels (exclusive of canal boats not propelled by mechanical power) registered, enrolled, and licensed was 25,332, having a combined tonnage of 7,566,420. Of this number, 13,307 were steam and motor vessels; 8,204 sailing vessels; and 3,821 barges.

The number of American vessels reported as having sustained casualties during the year was 1,216. In addition, 11 foreign vessels, having an aggregate tonnage of 31,247, were reported as having sustained disaster within the year in United States waters, making the total number of vessels included in the year's record of reported casualties to shipping 1,227. Statistics relating to the 11 foreign vessels are embraced in tables numbered 8, 20, and 62, appearing on succeeding pages of this chapter. No casualties were reported during the year as having occurred to foreign vessels on the Great Lakes and on the rivers of the United States.

The 1,227 vessels above-mentioned were valued at \$118,942,515, and their cargoes at \$20,279,435, the total value of property endangered being \$139,221,950. The losses to vessels amounted to \$9,565,995, and to cargoes \$1,694,630, making the aggregate property loss \$11,260,625. The number of totally lost vessels was 294. Of the 1,227 vessels, 702 carried cargoes.

The amount of insurance reported as carried upon the vessels was \$74,829,580, and upon cargoes, \$8,469,340, making the total insurance for vessels and cargoes \$83,298,920.

Eighty-six of the vessels involved in disaster foundered, 294 stranded, 346 were in collision, and 501 sustained miscellaneous casualties, which are classified in the following tables under "Other causes." A total of 44,150 persons were aboard the 1,227 vessels, 22,482 of the number being passengers and 21,668 crews. Of the 44,150 persons, 262 were lost.

There was also reported during the year the loss of 14 persons from 11 undocumented vessels that were in collision with documented vessels, the loss of 2 persons from vessels suffering damage amounting to less than \$300, and the loss of 214 persons from 208 vessels not involved in any disaster. The 214 persons last referred to were lost overboard, capsized from small boats 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 the 230 fatalities mentioned in this paragraph are found only in Tables 64 and 65, which also embrace similar data relating to the 262 cases of loss of life mentioned in the paragraph preceding.

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

The following is the thirty-eighth tabular statement published in the annual reports of the Life-Saving Service with reference to wreck and other casualties occurring in United States waters and to American vessels at sea and in foreign waters.

Disasters involving damage or loss amounting to less than \$300 are not included in any of the following tables (1 to 63), except in certain cases of collision. All collisions are tabulated where the damage or loss to both vessels combined amounts to \$300, notwithstanding one of the vessels may have suffered little or no loss.

The statistics relating to disasters upon our own coasts are compiled from reports furnished by customs officers in compliance with the acts of June 20, 1874, and June 18, 1878.

Those relating to disasters to American shipping in foreign waters are derived from reports received from our consular officers abroad and through the courtesy of officers of foreign Governments, an interchange of such information having been effected through the Department of State with a number of maritime nations.

In the preparation of the accompanying tables it has been found advisable, in order to facilitate reference, to make the following general divisions:

I. Disasters occurring on the Atlantic and Gulf coasts of the United States, embracing—

1. All casualties outside of, but in proximity to, the coast line;
2. All casualties occurring in the bays and harbors adjacent to the coasts named;
3. All casualties occurring in or near the mouths of rivers emptying into the ocean or Gulf.

II. Disasters occurring upon the Pacific coast of the United States, including those occurring in adjacent waters, as in the first division.

III. Disasters occurring on the Great Lakes, embracing—

1. All casualties occurring on Lakes Superior, Michigan, Huron, St. Clair, Erie, and Ontario, reported by officers of the customs, whether in waters under the jurisdiction of the United States or of Great Britain;
2. All casualties occurring in rivers, straits, etc., connecting the several lakes named;
3. All casualties occurring in the harbors of any of said lakes, or in or near the mouths of rivers emptying into them, within the United States.

IV. Disasters occurring in rivers within the United States, embracing all rivers except those referred to in the foregoing division.

V. Disasters occurring to American shipping at sea and in foreign waters.

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

1. *Foundering*s.—Embracing foundering caused by the leaking or capsizing of vessels, but not those resulting from collision, stranding, or striking sunken wrecks, piers, snags, or ice.
2. *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.

MARINE CASUALTIES, ATLANTIC AND GULF COASTS, 1911.

TABLE 1.—*Number and value of vessels and cargoes involved in disaster, and amount of loss to same where known.*

Months.	Number and value of vessels.		Number and value of cargoes.		Number of cargoes, value unknown.
	Number.	Value.	Number.	Value.	
July.....	42	\$2,617,200	16	\$295,040	2
August.....	23	1,022,050	12	75,900	.....
September.....	38	2,671,545	17	159,280	3
October.....	59	3,327,670	25	867,320	1
November.....	38	2,742,130	16	614,505	.....
December.....	55	2,122,950	32	1,443,040	.....
January.....	41	2,499,945	30	662,925	.....
February.....	19	2,191,500	8	160,890	.....
March.....	49	1,594,140	22	136,065	.....
April.....	24	1,708,135	15	636,850	.....
May.....	30	1,099,890	19	181,635	.....
June.....	32	2,390,900	10	83,925	1
Total.....	450	25,989,055	222	5,317,375	7

Months.	Loss to vessels.		Vessels undamaged. ¹	Loss to cargoes.		Number of cargoes totally lost, amount unknown.	Number of cargoes not damaged, or damage unknown.
	Number.	Loss.		Number.	Loss.		
July.....	38	\$110,780	4	5	\$31,460	.....	13
August.....	23	108,325	.....	6	18,550	.....	6
September.....	36	124,825	2	9	40,455	.....	11
October.....	56	565,910	3	13	25,990	1	12
November.....	36	84,135	2	9	24,435	.....	7
December.....	53	287,750	2	22	49,950	.....	10
January.....	39	234,645	2	12	43,175	.....	18
February.....	19	52,625	.....	1	5,000	.....	7
March.....	42	179,105	7	7	23,770	.....	15
April.....	24	314,720	.....	9	23,030	.....	6
May.....	27	94,945	3	6	14,800	.....	13
June.....	29	167,205	3	3	4,750	.....	8
Total.....	422	2,324,970	28	102	305,365	1	126

¹ Including 1 vessel, whether lost or damaged unknown.

MARINE CASUALTIES, ATLANTIC AND GULF COASTS, 1911—Continued.

TABLE 2.—Number of vessels totally lost, number damaged only, and number sustaining no damage; also their tonnage, the number of persons on board, and the number of lives lost.

Months.	Number of vessels.				Total.	Tonnage of ves-sels.		Persons on board.		Lives lost.
	Totally lost.	Damag-ed only.	Lost or dam-aged, un-known.	Not dam-aged.		Totally lost.	Damag-ed only. ¹	Passen-gers.	Num-ber in crews.	
July.....	10	28	.....	4	42	686	23,256	499	552	2
August.....	6	17	.....	.....	23	2,208	9,342	942	251	1
September.....	9	27	.....	2	38	2,141	16,473	792	532	4
October.....	22	34	1	2	59	9,423	34,515	828	696	9
November.....	11	25	.....	2	38	1,988	20,798	111	461	.....
December.....	22	31	.....	2	55	6,253	27,115	284	494	18
January.....	7	32	.....	2	41	4,855	31,800	340	577	17
February.....	5	14	.....	.....	19	680	13,582	401	298	7
March.....	11	31	.....	7	49	3,552	21,203	94	433	11
April.....	12	12	.....	.....	24	3,548	25,213	1,730	503	12
May.....	4	23	.....	3	30	773	13,439	.....	294	.....
June.....	6	23	.....	3	32	544	19,808	88	390	1
Total.....	125	297	1	27	450	38,651	256,544	6,109	5,480	82

¹ Including the 27 undamaged vessels, having a total tonnage of 16,006.

TABLE 3.—Insurance on vessels and cargoes involved in disaster, where known.

Months.	Vessels reported insured.		Cargoes reported insured.		Total amount of insurance.	Reported not insured.		Unknown whether insured or not.		Ves-sels in bal-last.
	Num-ber.	Amount.	Num-ber.	Amount.		Ves-sels.	Cargoes.	Ves-sels.	Cargoes.	
July.....	23	\$2,133,500	6	\$195,040	\$2,328,540	13	9	6	3	24
August.....	15	521,200	2	11,700	532,900	7	7	1	3	11
September.....	18	1,753,355	11	157,930	1,911,285	17	5	3	4	18
October.....	29	1,945,670	10	856,455	2,802,125	24	11	6	5	33
November.....	18	1,509,950	7	411,305	1,921,255	17	4	3	5	22
December.....	27	1,398,565	13	473,020	1,871,585	23	10	5	9	23
January.....	23	1,510,840	11	427,750	1,938,590	12	5	6	14	11
February.....	10	1,386,870	3	144,155	1,531,025	7	2	2	3	11
March.....	22	883,050	8	91,520	974,570	24	10	4	5	27
April.....	7	746,350	5	198,415	944,765	10	3	6	6	9
May.....	15	706,300	9	117,335	823,635	12	3	3	7	11
June.....	23	1,297,000	4	28,200	1,325,200	6	4	3	3	21
Total.....	230	15,792,650	89	3,112,825	18,905,475	172	73	48	67	221

MARINE CASUALTIES, ATLANTIC AND GULF COASTS, 1911—Continued.

TABLE 4.—Distinguishing the nature of casualties, etc.

Nature of casualties.	July.	August.	September.	October	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered.....	6	1	5	11	3	7	2	2	5	4	1	47	
Stranded.....	6	7	8	21	4	18	16	3	19	6	7	119	
Vessels in collision.....	15	2	15	11	13	14	14	9	18	4	13	140	
Other causes:													
Fire.....	10	5	5	7	8	8	3	1	6	4	2	7	66
Damage to machinery.....	2	4	1	3	5	2	4	1	1	1	3	3	30
Struck bridge, pier, wreck, rock, etc.....	3	3	3	3	1	3	1	2	1	1	1	1	15
Damage to hull, masts, machinery, etc.....	1	1	1	5	1	1	1	1	1	2	1	1	14
Explosion of gasoline and gases.....	2	1	1	1	1	1	1	1	1	1	3	7	
Capsized.....	1	1	1	1	1	1	1	1	1	1	1	3	
Sprung a leak.....	1	1	1	1	1	1	1	1	1	1	1	3	
Explosion of dynamite.....	1	1	1	1	1	1	1	1	1	1	1	2	
Involved in ice.....	1	1	1	1	1	1	1	1	1	1	1	2	
Explosion of boilers.....	1	1	1	1	1	1	1	1	1	1	1	1	
Struck by lightning.....	1	1	1	1	1	1	1	1	1	1	1	1	
Total.....	42	23	38	59	38	55	41	19	49	24	30	32	450

TABLE 5.—Distinguishing the causes of casualties (excluding collisions).

Class and cause of disasters.	Foundering.	Strandings.	Other causes.	Total.
Class 1.—Causes connected with the weather:				
Gales, hurricanes, etc.....	19	31	16	66
Fog.....	4	24	1	24
Heavy seas.....	4	4	4	12
Snowstorms.....	1	7	1	7
Darkness.....	1	2	1	2
Calms.....	1	1	1	1
Lightning.....	1	1	1	1
Total.....	23	19	21	113
Class 2.—Causes connected with vessels and equipments:				
Defective chart.....	1	2	1	2
Class 3.—Causes connected with navigation and seamanship:				
Errors of officers or crews.....	3	15	1	18
Errors of pilots.....	1	5	1	5
Total.....	3	20	2	23
Class 4.—Causes connected with machinery or boilers:				
Damage to machinery.....	1	1	16	16
Explosion of boilers.....	1	1	1	1
Total.....	2	2	17	17
Class 5.—Other causes:				
Fire.....	10	7	66	66
Struck bridge, pier, wreck, rock, etc.....	3	4	28	35
Sprung a leak.....	18	4	1	23
Explosion of gasoline.....	1	5	7	7
Missed stays.....	1	1	5	5
Involved in ice.....	1	1	2	2
Explosion of dynamite.....	1	1	1	1
Explosion, unknown.....	1	1	1	1
Absence of buoy.....	1	1	1	1
Unknown.....	3	11	1	14
Total.....	21	28	106	155
Aggregate.....	47	119	144	310

MARINE CASUALTIES, ATLANTIC AND GULF COASTS, 1911—Continued.

TABLE 6.—Collisions: Distinguishing their causes, as given by masters, agents, and owners.

Causes of disasters.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
	Fault of other vessel.....	5	2	2	3	4	4	2	4	1	2	4	33
Fog.....	1	.....	4	1	1	.....	.....	.....	.....	.....	.....	.....	21
Tides, currents, heavy seas, etc.....	3	.....	1	.....	.....	4	3	.....	4	.....	.....	.....	15
Misunderstanding of signals.....	2	.....	2	4	2	.....	.....	1	2	.....	.....	.....	13
Unavoidable.....	.....	.....	.....	3	3	.....	.....	2	.....	.....	1	2	11
Accidental.....	.....	2	.....	.....	.....	.....	.....	.....	4	3	.....	.....	10
Fault of towing vessel.....	.....	.....	2	.....	3	.....	.....	3	.....	.....	.....	.....	8
Bad management.....	2	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	4
High and baffling winds.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	4	.....	6
Want of proper lights.....	.....	.....	2	.....	1	.....	.....	.....	.....	.....	.....	.....	3
Error of judgment.....	.....	.....	.....	1	.....	1	.....	.....	1	.....	.....	.....	3
Darkness.....	.....	.....	2	.....	.....	.....	1	.....	.....	.....	.....	.....	3
Error of pilot.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	2
Snowstorms.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
Unknown.....	1	.....	.....	.....	.....	2	.....	.....	3	.....	.....	.....	6
Total.....	15	2	15	11	13	14	14	9	18	7	13	9	140

TABLE 7.—Description of vessels involved in disaster.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
	Steamers.....	29	16	24	31	20	23	19	10	23	13	10	20	238
Schooners.....	10	7	12	22	13	22	17	6	18	9	15	8	159
Barges.....	2	.....	.....	.....	4	5	3	.....	3	2	4	.....	26
Ferryboats.....	.....	.....	1	2	1	3	1	2	.....	.....	1	2	13
Sloops.....	1	.....	1	2	.....	.....	.....	.....	2	.....	.....	.....	6
Barks.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	2
Scows.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	3
Barkentines.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	.....	.....	2
Yachts.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Total.....	42	23	38	59	38	55	41	19	49	24	30	32	450

TABLE 8.—Nationality and description of foreign vessels involved in disaster.

Nationalities and rigs.	October.		December.		February.		March.		April.		Total.	
	Total loss.	Partial loss.										
British steamer.....	1	1
German steamer.....	1	1
French steamer.....	1	1
Italian bark.....	1	1
Norwegian steamer.....	1	1
Norwegian bark.....	1	1
Nicaraguan steamer.....	1	1
Uruguayan bark.....	1	1
Total.....	1	1	1	1	1	1	1	1	5	3
Aggregate.....	2		1		1		2		2		8	

NOTE.—Casualties reported only for the months shown.

MARINE CASUALTIES, ATLANTIC AND GULF COASTS, 1911—Continued.

TABLE 9.—Classification, according to tonnage, of vessels involved in disaster.

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.....	8	7	2	5	7	14	17	11	5	6	9	8	8	8
Over 100 and not exceeding 200 tons.....	8	8	1	4	1	1	1	6	3	3	2	6	2	6
Over 200 and not exceeding 300 tons.....	2	4	3	3	2	2	1	1	1	6	6	2	2	1
Over 300 and not exceeding 500 tons.....	3	3	1	1	2	2	2	1	1	1	1	3	3	1
Over 500 and not exceeding 700 tons.....	1	1	.....	.....	4	4	2	2	3	3	1	1	1	2
Over 700 and not exceeding 1,000 tons.....	3	3	.....	2	1	1	1	2	1	3	1	1	2	3
Over 1,000 and not exceeding 1,500 tons.....	.....	.....	.....	.....	1	1	2	3	.....	.....	.....	.....	.....	4
Over 1,500 and not exceeding 2,000 tons.....	.....	1	1	.....	1	2	.....	.....	.....	.....	.....	.....	1	.....
Over 2,000 and not exceeding 2,500 tons.....	.....	1	1	1	.....	.....	3	3	1	1	.....	.....	.....	4
Over 2,500 and not exceeding 3,000 tons.....	.....	3	.....	.....	.....	1	.....	.....	.....	.....	.....	5	.....	.....
Over 3,000 and not exceeding 4,000 tons.....	.....	1	.....	1	.....	1	2	.....	1	1	.....	.....	.....	1
Over 4,000 and not exceeding 4,500 tons.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 4,500 and not exceeding 5,000 tons.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	1
Over 5,000 and not exceeding 5,500 tons.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	10	32	6	17	9	29	22	37	11	27	22	33	7	34
Aggregate.....	42		23		38		59		38		55		41	

Burden of vessels.	February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.											
Not exceeding 100 tons.....	4	1	4	10	7	2	2	9	4	7	69	88	157
Over 100 and not exceeding 200 tons.....	.....	3	2	.....	.....	1	.....	2	1	4	12	49	61
Over 200 and not exceeding 300 tons.....	.....	2	.....	.....	.....	.....	.....	1	1	1	9	26	35
Over 300 and not exceeding 500 tons.....	.....	.....	.....	.....	.....	3	2	.....	.....	5	6	37	45
Over 500 and not exceeding 700 tons.....	1	1	2	4	4	1	.....	.....	.....	2	9	23	32
Over 700 and not exceeding 1,000 tons.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6	23	29
Over 1,000 and not exceeding 1,500 tons.....	.....	3	1	.....	.....	.....	.....	.....	.....	2	4	22	26
Over 1,500 and not exceeding 2,000 tons.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	3	12	15
Over 2,000 and not exceeding 2,500 tons.....	.....	1	.....	.....	.....	1	.....	.....	.....	1	1	13	14
Over 2,500 and not exceeding 3,000 tons.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	17	18
Over 3,000 and not exceeding 4,000 tons.....	.....	1	.....	1	1	2	.....	1	.....	1	1	10	11
Over 4,000 and not exceeding 4,500 tons.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1	1
Over 4,500 and not exceeding 5,000 tons.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	3	3
Over 5,000 and not exceeding 5,500 tons.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	2
Over 6,000 tons.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	1
Total.....	5	14	11	38	12	12	4	26	6	26	125	325	450
Aggregate.....	19		49		24		30		32		450		.....

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.

MARINE CASUALTIES, ATLANTIC AND GULF COASTS, 1911—Continued.

TABLE 10.—Classification, according to age, of vessels involved in disaster.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	9	3	8	8	3	9	1	4	7	2	2	5	61
Over 5 and not exceeding 10 years.....	6	7	7	10	10	8	7	2	7	6	4	7	81
Over 10 and not exceeding 15 years.....	4	3	7	5	3	11	11	4	10	5	4	4	51
Over 15 and not exceeding 20 years.....	2	3	3	10	5	8	8	2	2	2	3	7	58
Over 20 and not exceeding 25 years.....	4	1	1	10	2	6	4	2	4	2	3	3	41
Over 25 and not exceeding 30 years.....	3	2	6	8	3	6	4	3	8	3	4	2	52
Over 30 and not exceeding 35 years.....	3	1	3	3	3	3	3	1	1	1	2	1	21
Over 35 and not exceeding 40 years.....	3	1	2	2	6	1	1	1	4	1	1	1	24
Over 40 and not exceeding 45 years.....	4	2	3	1	2	2	1	1	2	1	5	2	20
Over 45 and not exceeding 50 years.....	3	2	2	2	2	2	1	1	1	1	1	2	13
Over 50 years.....	1	1	1	1	3	1	1	1	1	1	1	1	8
Total.....	42	23	38	59	38	55	41	19	49	24	30	32	450

TABLE 11.—Nature of cargoes carried by vessels involved in disaster.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Coal.....	2	2	3	5	2	13	12	5	8	5	4	1	62
General cargo.....	8	2	8	8	6	4	9	1	3	3	1	1	54
Lumber.....	1	3	1	1	2	6	3	3	3	3	6	1	29
Fish and oysters.....	2	2	2	2	1	3	3	2	2	4	4	1	22
Stone, brick, etc.....	4	1	1	1	1	2	1	1	2	1	2	1	12
Fertilizers.....	1	2	4	4	1	1	1	1	2	1	1	1	12
Wood.....	1	1	5	5	1	1	1	1	1	1	1	1	6
Petroleum.....	1	1	1	1	1	1	1	1	1	1	1	1	5
Cement, sand, gravel.....	1	1	1	1	1	1	1	1	1	1	1	1	5
Salt.....	1	1	1	1	1	1	1	1	1	1	1	1	4
Provisions.....	1	1	1	1	1	1	1	1	1	1	1	1	3
Phosphate rock.....	1	1	1	1	1	1	1	1	1	1	1	1	3
Gasoline.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Fruit.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Cotton.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Pig iron.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Lime.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Naval stores.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Brimstone and sulphur.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Hay.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Copper.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Unknown.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Total.....	18	12	20	26	16	32	30	8	22	15	19	11	229
Vessels in ballast.....	24	11	18	33	22	23	11	11	27	9	11	21	221
Aggregate.....	42	23	38	59	38	55	41	19	49	24	30	32	450

MARINE CASUALTIES, ATLANTIC AND GULF COASTS, 1911—Continued.

TABLE 12.—Summary: Atlantic and Gulf coasts.

Nature of casualties.	Vessels involved.	Tonnage of vessels.		Total value of property involved.		Value of property lost.	
		Totally lost.	Damaged only. ¹	Vessels.	Cargoes.	Vessels.	Cargoes.
Foundering.....	47	7,137	1,377	\$309,650	\$70,785	\$165,185	\$58,985
Strandings.....	119	26,387	72,576	5,812,675	1,094,895	1,272,475	138,530
Vessels in collision.....	140	667	97,155	8,779,920	2,749,800	214,085	16,825
Other causes.....	144	4,460	85,436	11,086,810	1,401,895	673,225	91,025
Total.....	450	38,651	256,544	25,989,055	5,317,375	2,324,970	305,365
Aggregate.....		295,195		31,306,430		2,630,335	

Nature of casualties.	Amount of insurance carried. ²		Laden ves-sels. ³	Vessels in ballast.	Totally lost ves-sels.	Damaged ves-sels.	Un-damaged ves-sels. ⁴	Persons on board.		Lives lost.
	Vessels.	Cargoes.						Pas-sen-gers.	Num-ber in crews.	
Foundering.....	\$126,850	\$38,300	22	25	27	20	.....	3	216	19
Strandings.....	2,696,100	479,305	76	43	47	70	2	2,306	1,492	26
Vessels in collision.....	5,739,985	1,351,985	69	71	6	108	26	2,015	1,841	8
Other causes.....	7,229,715	1,243,235	62	82	45	99	.....	1,785	1,931	29
Total.....	15,792,650	3,112,825	229	221	125	297	28	6,109	5,480	82
Aggregate.....	18,905,475							11,589		

¹ Including 27 undamaged vessels having a total tonnage of 16,006.
² Amount of insurance is on 230 vessels and 89 cargoes.
³ Value of cargoes carried by 7 of the laden vessels unknown.
⁴ Including 1 vessel, whether lost, damaged or undamaged, unknown.

MARINE CASUALTIES, PACIFIC COAST, 1911.

TABLE 13.—Number and value of vessels and cargoes involved in disaster, and amount of loss to same where known.

Months.	Number and value of vessels.		Number and value of cargoes.		Number of cargoes, value unknown.
	Number.	Value.	Number.	Value.	
July.....	8	\$593,300	3	\$9,900	1
August.....	21	1,315,800	13	79,900	1
September.....	16	1,920,200	13	1,081,995	.....
October.....	15	1,992,750	10	496,030	3
November.....	18	1,531,000	10	190,100	1
December.....	21	1,485,735	11	90,700	1
January.....	12	1,590,200	4	66,500	2
February.....	14	760,400	10	166,580	.....
March.....	5	450,500	3	116,700	.....
April.....	13	709,950	6	119,010	1
May.....	8	458,900	5	100,000	1
June.....	16	985,500	6	169,740	3
Total.....	167	13,794,235	94	2,687,155	14

MARINE CASUALTIES, PACIFIC COAST, 1911—Continued.

TABLE 13.—Number and value of vessels and cargoes involved in disaster, and amount of loss to same where known—Continued.

Months.	Loss to ves- sels.		Vessels undamaged. ¹	Loss to car- goes.		Number of cargoes not damaged, or damage unknown.
	Number.	Loss.		Number.	Loss.	
July.....	8	\$87,900	.....	2	\$4,900	2
August.....	19	143,410	.....	2	15,700	8
September.....	14	131,470	.....	2	25,500	10
October.....	14	231,850	.....	1	218,050	7
November.....	18	429,415	.....	5	17,225	6
December.....	18	295,880	.....	3	13,500	6
January.....	12	39,575	.....	2	36,200	4
February.....	14	81,850	.....	7	90,505	3
March.....	4	10,500	.....	1	500	2
April.....	12	76,470	.....	1	13,800	4
May.....	8	133,900	.....	3	51,000	3
June.....	15	58,550	.....	1	24,690	3
Total.....	156	1,720,770	.....	50	511,570	58

¹ Including 1 vessel, whether lost or damaged unknown.

TABLE 14.—Number of vessels totally lost, number damaged only, and number sustain-
ing no damage; also their tonnage, the number of persons on board, and the number
of lives lost.

Months.	Number of vessels.				Total.	Tonnage of vessels.		Persons on board.		Lives lost.
	Totally lost.	Dam- aged only.	Lost or dam- aged un- known.	Not dam- aged.		Totally lost.	Dam- aged only. ¹	Pas- sen- gers.	Num- ber in crews.	
July.....	4	4	.....	.....	8	1,122	4,465	302	163	.....
August.....	6	13	.....	2	21	931	11,115	165	411	4
September.....	2	12	.....	2	16	103	19,927	507	371	.....
October.....	3	11	.....	1	15	38	23,285	107	425	.....
November.....	4	14	.....	.....	18	3,393	14,998	569	396	10
December.....	3	15	.....	3	21	3,000	14,980	2,185	418	1
January.....	2	10	.....	.....	12	32	16,661	2,171	269	1
February.....	3	11	.....	.....	14	351	8,751	88	247	13
March.....	2	2	1	.....	5	55	4,373	167	95	.....
April.....	3	9	.....	1	13	188	9,813	941	238	.....
May.....	3	5	.....	.....	8	526	4,065	.....	81	2
June.....	5	10	.....	1	16	540	10,984	103	328	.....
Total.....	40	116	1	10	167	10,279	143,417	7,305	3,442	31

¹ Including the 10 undamaged vessels, having a total tonnage of 13,598.

MARINE CASUALTIES, PACIFIC COAST, 1911—Continued.

TABLE 15.—Insurance on vessels and cargoes involved in disaster, 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.		Vessels.	Cargoes.	Vessels.	Cargoes.	
July.....	5	\$493,500	1	\$4,800	\$498,300	1	1	2	2	4
August.....	11	744,250	.....	.....	744,250	5	7	5	7	7
September.....	10	1,229,500	3	781,985	2,011,485	3	2	3	8	3
October.....	12	1,724,000	5	475,000	2,199,000	2	3	1	5	2
November.....	10	862,000	2	32,540	894,540	5	4	3	5	7
December.....	11	783,400	2	17,000	800,400	9	5	1	5	9
January.....	6	757,250	.....	.....	757,250	6	2	.....	4	6
February.....	10	484,465	2	9,000	493,465	3	5	1	3	4
March.....	3	39,000	.....	.....	39,000	1	1	1	2	2
April.....	5	253,000	3	115,210	368,210	8	2	.....	2	6
May.....	5	205,600	.....	.....	205,600	1	3	2	3	2
June.....	9	619,850	1	890	620,740	7	3	.....	5	7
Total.....	97	8,195,815	19	1,436,425	9,632,240	51	38	19	51	59

TABLE 16.—Distinguishing the nature of casualties, etc.

Nature of casualties.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
	Foundered.....	1	1	1	1	1	1	.....	6
Stranded.....	3	5	7	6	4	5	3	4	1	3	2	7	50
Vessels in collision.....	.....	12	4	2	5	12	.....	1	2	4	.....	2	44
Other causes:													
Fire.....	1	2	3	1	.....	1	2	1	1	2	3	4	21
Struck bridge, pier, wreck, rock, etc.....	1	1	.....	.....	1	.....	.....	3	1	1	2	2	12
Damage to machinery.....	1	.....	1	4	2	1	2	.....	.....	1	.....	.....	12
Damage to hull, masts, rigging, etc.....	.....	.....	.....	1	2	.....	3	.....	.....	1	.....	.....	7
Sprung a leak.....	.....	.....	.....	.....	2	1	.....	1	.....	.....	.....	.....	4
Damage to cargo.....	.....	.....	.....	.....	.....	.....	.....	2	.....	1	.....	.....	3
Involved in ice.....	1	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	3
Capsized.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1	2
Explosion of gasoline.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Explosion of boilers.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Total.....	8	21	16	15	18	21	12	14	5	13	8	16	167

MARINE CASUALTIES, PACIFIC COAST, 1911—Continued.

TABLE 17.—Distinguishing the causes of casualties (excluding collisions).

Class and causes of disasters.	Foundering.	Strandings.	Other causes.	Total.
Class 1.—Causes connected with the weather:				
Gales, hurricanes, etc.....	1	15	8	24
Heavy seas, tides, currents, etc.....		6	4	10
Fog.....		10		10
Snowstorms.....		2		2
Darkness.....		1		1
Total.....	1	34	12	47
Class 2.—Causes connected with vessels and equipments:				
Defective chart.....		2		2
Class 3.—Causes connected with navigation and seamanship:				
Errors of officers.....		2	1	3
Errors of pilots.....		2		2
Total.....		4	1	5
Class 4.—Causes connected with machinery or boilers:				
Damage to machinery.....		1	13	14
Class 5.—Other causes:				
Fire.....			21	21
Struck bridge, pier, wreck, rock, etc.....		6	11	17
Sprung a leak.....	4		1	5
Involved in ice.....			3	3
Explosion of gasoline.....			2	2
Absence of light or buoy.....		2		2
Explosion of boiler.....			1	1
Capsized.....			1	1
Unknown.....	1	1	1	3
Total.....	5	9	41	55
Aggregate.....	6	50	67	123

TABLE 18.—Collisions: Distinguishing their causes, as given by masters, agents, and owners.

Causes of disasters.	August.	September.	October.	November.	December.	February.	March.	April.	June.	Total.
Fog.....		2		4	12		2			20
Fault of other vessel.....	5			1		1			1	8
Tides, currents, etc.....	4	2								6
Misunderstanding of signals.....	2							2	1	5
Unavoidable.....			2					2		4
Error of judgment.....	1									1
Total.....	12	4	2	5	12	1	2	4	2	44

No collisions reported for July, January, or May.

MARINE CASUALTIES, PACIFIC COAST, 1911—Continued.

TABLE 19.—Description of vessels involved in disaster.

Description of vessels.	July.	August.	September.		October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Steamers.....	5	14	12	12	14	17	11	10	3	10	7	12	127	
Schooners.....	2	5	2	1	2	3	.....	4	2	1	.....	1	23
Barges.....	1	2	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
Scows.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1	.....	3
Ferryboats.....	.....	.....	.....	.....	.....	1	1	.....	.....	1	.....	.....	3
Barks.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2
Barkentines.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	2
Ships.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1	.....	.....	2
Total.....	8	21	16	15	18	21	12	14	5	13	8	16	167	

TABLE 20.—Nationality and description of foreign vessels involved in disaster.

(Only 3 casualties to foreign vessels on the Pacific coast were reported during the year, namely: Two British steamers, within the months of August and October, respectively; and 1 Norwegian steamer, within the month of November. The British vessels suffered damage only; the Norwegian vessel was lost.)

TABLE 21.—Classification, according to tonnage, of vessels involved in disaster.

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	4	2	2	3	1	2	2	1	2	1
Over 100 and not exceeding 200 tons.....	2	1	1
Over 200 and not exceeding 300 tons.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	4	.....
Over 300 and not exceeding 500 tons.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 500 and not exceeding 700 tons.....	.....	.....	1	2	.....	.....	.....	3	.....	3	.....	.....	.....
Over 700 and not exceeding 1,000 tons.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 1,000 and not exceeding 1,500 tons.....	1	.....	.....	6	.....	1	.....	2	.....	2	.....	.....	.....
Over 1,500 and not exceeding 2,000 tons.....	.....	1	.....	.....	.....	3	.....	1	1	.....	.....	.....	.....
Over 2,000 and not exceeding 2,500 tons.....	.....	.....	.....	1	.....	3	.....	.....	1	1	.....	.....	.....
Over 2,500 and not exceeding 3,000 tons.....	.....	1	.....	1	.....	.....	.....	1	.....	1	.....	.....	.....
Over 3,000 and not exceeding 3,500 tons.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1	.....	.....
Over 3,500 and not exceeding 4,000 tons.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	.....
Over 4,000 and not exceeding 4,500 tons.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....
Over 4,500 and not exceeding 5,000 tons.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....
Over 5,000 and not exceeding 6,000 tons.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....
Total.....	4	4	6	15	2	14	3	12	4	14	3	18	2	10
Aggregate.....	8	21	16	15	18	21	12

MARINE CASUALTIES, PACIFIC COAST, 1911—Continued.

TABLE 21.—Classification, according to tonnage, of vessels involved in disaster—Contd.

Burden of vessels.	February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.											
Not exceeding 100 tons.....	2	2	2	1	2	1	1	...	4	1	27	11	38
Over 100 and not exceeding 200 tons.....	1	1	...	...	1	1	1	...	1	3	10	3	13
Over 200 and not exceeding 300 tons.....	1	2	...	...	...	...	1	...	1	3	6	6	9
Over 300 and not exceeding 500 tons.....	1	1	...	...	1	1	...	1	3	2	13	2	20
Over 500 and not exceeding 700 tons.....	1	1	...	...	2	...	3	...	1	1	22	3	23
Over 700 and not exceeding 1,000 tons.....	2	...	1	...	...	...	...	...	1	1	15	1	16
Over 1,000 and not exceeding 1,500 tons.....	...	...	...	...	3	...	...	...	1	1	11	1	12
Over 1,500 and not exceeding 2,000 tons.....	1	...	...	...	1	...	...	...	1	1	11	1	12
Over 2,000 and not exceeding 2,500 tons.....	...	...	...	...	1	...	1	...	1	1	10	1	10
Over 2,500 and not exceeding 3,000 tons.....	...	...	...	...	...	...	...	...	2	1	3	3	4
Over 3,000 and not exceeding 3,500 tons.....	...	...	1	...	...	...	...	...	...	...	3	3	3
Over 3,500 and not exceeding 4,000 tons.....	1	...	...	...	...	...	...	...	...	...	3	2	2
Over 4,000 and not exceeding 4,500 tons.....	...	...	...	...	...	...	...	...	...	...	3	2	2
Over 4,500 and not exceeding 5,000 tons.....	...	...	...	...	...	...	...	...	...	...	3	2	2
Over 5,000 and not exceeding 6,000 tons.....	...	...	...	...	...	...	...	...	...	...	1	1	1
Total.....	3	11	2	3	3	10	3	5	5	11	40	127	167
Aggregate.....	14		5		13		8		16		167		

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.

TABLE 22.—Classification, according to age, of vessels involved in disaster.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	3	3	5	7	5	6	3	3	...	3	4	3	45
Over 5 and not exceeding 10 years.....	2	2	6	2	3	5	3	3	3/3	1	2	2	44
Over 10 and not exceeding 15 years.....	2	4	2	1	1	1	1	...	...	1	2	2	18
Over 15 and not exceeding 20 years.....	1	1	...	2	2	...	...	2	1	1	1	1	11
Over 20 and not exceeding 25 years.....	1	1	...	...	3	4	...	1	1	1	...	...	16
Over 25 and not exceeding 30 years.....	...	1	2	1	2	4	2	...	1	2	...	2	17
Over 30 and not exceeding 35 years.....	...	1	1	1	2	1	...	...	...	...	...	1	9
Over 35 and not exceeding 40 years.....	...	1	...	1	...	...	...	1	...	1	...	...	2
Over 40 and not exceeding 45 years.....	...	...	...	...	...	...	...	2	...	...	...	...	4
Over 45 and not exceeding 50 years.....	...	...	...	...	...	...	...	...	1	...	...	...	1
Total.....	8	21	16	15	18	21	12	14	5	13	8	16	167

MARINE CASUALTIES, PACIFIC COAST, 1911—Continued.

TABLE 23.—Nature of cargoes carried by vessels involved in disaster.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
	General cargo.....	2	4	6	7	4	6	4	3	1	3	2	4	46
Lumber.....		4	4	2	4	3	2						32
Lime, cement, plaster, sand.....		1	1	1	1	1		1		1			7
Coal.....	1		1										5
Provisions.....		1						2					5
Grain.....	1	2		1							1		4
Fish.....				1	1	1							3
Copper ore.....		1											1
Petroleum.....				1									1
Wood.....		1											1
Gasoline.....			1										1
Hay.....												1	1
Unknown.....					1								1
Total.....	4	14	13	13	11	12	6	10	3	7	6	9	108
Vessels in ballast.....	4	7	3	2	7	9	6	4	2	6	2	7	59
Aggregate.....	8	21	16	15	18	21	12	14	5	13	8	16	167

TABLE 24.—Summary: Pacific coast.

Nature of casualties.	Number of vessels involved.	Tonnage of vessels—		Total value of property involved.		Value of property lost.	
		Totally lost.	Damaged only. ¹	Vessels.	Cargoes.	Vessels.	Cargoes.
Strandings.....	50	7,212	41,844	4,012,800	977,630	908,050	350,595
Vessels in collision.....	44	2,117	41,836	4,179,085	979,990	382,535	9,450
Other causes.....	67	753	57,520	5,373,850	721,335	364,785	143,925
Total.....	167	10,279	143,417	13,794,235	2,687,155	1,720,770	511,570
Aggregate.....		153,696		16,481,390		2,232,340	

Nature of casualties.	Amount of insurance carried. ²		Laden vessels. ³	Vessels in ballast.	Totally lost vessels.	Damaged vessels.	Undamaged vessels. ⁴	Persons on board.		Lives lost.
	Vessels.	Cargoes.						Pas- sengers.	Num- ber in crews.	
Strandings.....	2,873,115	405,690	38	12	16	34		640	1,264	
Vessels in collision.....	2,172,600	788,525	26	18	5	28	11	3,375	866	
Other causes.....	3,021,600	240,210	41	26	16	51		3,290	1,294	
Total.....	8,195,815	1,436,425	108	59	40	116	11	7,305	3,442	31
Aggregate.....	9,632,240							10,747		

¹ Including 10 undamaged vessels, having a total tonnage of 14,108.

² Amount of insurance is on 97 vessels and 19 cargoes.

³ Value of cargoes carried by 14 of the laden vessels unknown.

⁴ Including 1 vessel, whether lost, damaged, or undamaged, unknown.

MARINE CASUALTIES, GREAT LAKES, 1911.

TABLE 25.—Number and value of vessels and cargoes involved in disaster, and amount of loss to same where known.

Months.	Number and value of vessels.		Number and value of cargoes.		Number of cargoes, value unknown.
	Number.	Value.	Number.	Value.	
July.....	44	\$6,924,000	24	\$500,235	1
August.....	26	3,958,500	17	199,040	.....
September.....	45	8,067,350	31	1,045,765	.....
October.....	41	8,678,500	28	1,574,445	1
November.....	37	5,119,500	23	974,445	2
December.....	10	805,195	5	337,725	.....
January.....	1	250,000	1	2,000	.....
March.....	11	1,534,100	5	103,800	.....
April.....	13	1,743,500	6	598,760	2
May.....	29	4,018,200	17	452,650	1
June.....	34	6,895,500	24	334,605	1
Total.....	291	47,994,345	181	6,123,470	8

Months.	Loss to vessels.		Vessels undamaged. ¹	Loss to cargoes.		Number of cargoes not damaged, or damage unknown.
	Number.	Loss.		Number.	Loss.	
July.....	39	\$149,680	5	7	\$14,590	18
August.....	22	103,655	4	7	11,710	10
September.....	42	496,965	3	7	168,075	24
October.....	38	695,655	3	10	77,010	19
November.....	34	212,870	3	3	8,410	22
December.....	10	129,125	.....	2	32,580	3
January.....	1	2,000	.....	.....	.....	1
March.....	10	29,450	1	.....	.....	5
April.....	10	17,000	3	1	100	7
May.....	28	142,925	1	8	17,850	10
June.....	33	364,225	1	1	250	24
Total.....	267	2,343,550	24	46	330,575	143

¹ Including 1 vessel, whether lost or damaged unknown.

No casualties reported for February.

TABLE 26.—Number of vessels totally lost, number damaged only, and number sustaining no damage; also their tonnage, the number of persons on board, and the number of lives lost.

Months.	Number of vessels—				Total.	Tonnage of vessels—		Persons on board.		Lives lost.
	Totally lost.	Damaged only.	Lost or damaged unknown.	Not damaged.		Totally lost.	Damaged only. ¹	Passengers.	Number in crews.	
July.....	4	35	.....	5	44	1,112	113,571	1,128	958	2
August.....	1	21	1	3	26	356	68,646	669	565	.....
September.....	7	35	.....	3	45	4,306	124,159	1,985	1,064	27
October.....	5	33	.....	3	41	14,061	146,787	7	822	1
November.....	5	29	.....	3	37	1,872	95,358	.....	605	3
December.....	2	8	.....	.....	10	31	10,804	20	139	.....
January.....	.....	1	.....	.....	1	.....	1,884	.....	27	.....
March.....	1	9	.....	1	11	40	24,776	14	171	8
April.....	1	9	.....	3	13	163	27,421	.....	197	5
May.....	2	26	.....	1	29	667	75,788	.....	441	6
June.....	2	31	.....	1	34	621	96,327	239	705	4
Total.....	30	237	1	23	291	23,229	785,521	4,062	5,694	56

¹ Including the 23 undamaged vessels, having a total tonnage of 81,440.

MARINE CASUALTIES, GREAT LAKES, 1911—Continued.

TABLE 27.—Insurance on vessels and cargoes involved in disaster, 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.....	27	\$5,066,000	14	\$253,770	\$5,319,770	11	3	6	8	19
August.....	12	1,805,000	6	93,340	1,898,340	9	4	5	7	9
September.....	26	5,266,200	13	383,760	5,649,960	15	9	4	9	14
October.....	29	6,007,770	14	846,310	6,854,080	6	2	6	13	12
November.....	20	3,655,920	13	491,385	4,147,305	13	3	4	9	12
December.....	5	399,500	2	59,780	459,280	5	1	.....	2	5
January.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....
February.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
March.....	6	1,079,100	2	28,800	1,107,900	4	1	1	2	6
April.....	9	1,571,500	.....	.....	1,571,500	4	1	.....	7	5
May.....	13	2,802,240	10	317,750	3,119,990	11	2	5	6	11
June.....	17	3,751,000	15	224,355	3,975,355	11	1	6	9	9
Total.....	164	31,404,230	89	2,699,250	34,103,480	90	27	37	73	102

TABLE 28.—Distinguishing the nature of casualties, etc.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	March.	April.	May.	June.	Total.
Foundering.....	3	2	5	.....	1	.....	.....	.....	.....	2	1	14
Strandings.....	7	5	11	11	13	4	1	1	2	14	10	79
Vessels in collision.....	19	9	18	16	13	.....	.....	6	8	6	12	107
Other causes:												
Struck bridge, pier, wreck, rock, etc.....	5	6	6	1	4	1	.....	3	.....	1	6	33
Fire.....	3	.....	2	6	3	1	.....	2	4	2	.....	23
Damage to machinery.....	2	.....	2	3	2	1	.....	.....	1	1	3	15
Damage to hull, masts, rigging, etc.....	2	2	1	3	1	.....	.....	.....	.....	.....	.....	9
Involved in ice.....	.....	.....	.....	.....	.....	3	.....	.....	.....	.....	.....	3
Damage to boilers.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Damage to cargo.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Sprung a leak.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Explosion of boilers.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Explosion of gasoline.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Explosion of dynamite.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Bursting of steam pipes.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Total.....	44	26	45	41	37	10	1	11	13	29	34	291

MARINE CASUALTIES, GREAT LAKES, 1911—Continued.

TABLE 29.—Distinguishing the causes of casualties (excluding collisions).

Class and cause of disaster.	Found- erings.	Strand- ings.	Other causes.	Total.
Class 1.—Causes connected with the weather:				
Fogs.....		21	1	22
Gales, hurricanes, etc.....		7	3	10
Darkness.....		7		7
Snowstorms.....		6		6
Heavy seas.....	2	1	2	5
Calms, currents, etc.....		1	1	2
Total.....	2	43	7	52
Class 2.—Causes connected with vessels and equipments:				
Defective chart.....		1		1
Error of compass.....		1		1
Damage to hull, rigging, etc.....			4	4
Total.....		2	4	6
Class 3.—Causes connected with navigation and seamanship:				
Errors of officers or crew.....		3		3
Error of pilot.....		1		1
Total.....		4		4
Class 4.—Causes connected with machinery or boilers:				
Damage to machinery and boilers.....			11	11
Explosion of boilers.....			1	1
Bursting of steam pipes.....			1	1
Total.....			13	13
Class 5.—Other causes:				
Struck bridge, pier, wreck, rock, etc.....		21	37	58
Fire.....			22	22
Sprung a leak.....	10	1	1	12
Involved in ice.....			4	4
Capsized.....	1			1
Explosion of gasoline.....			1	1
Explosion of dynamite.....			1	1
Spontaneous combustion.....			1	1
Unknown.....	1	8		9
Total.....	12	30	67	109
Aggregate.....	14	79	91	184

TABLE 30.—Collisions: Distinguishing their causes, as given by masters, agents, and owners.

Cause of disaster.	July.	August.	September.	October.	November.	March.	April.	May.	June.	Total.
Accidental.....	6	2	6	5	5	1	2			27
Fault of other vessel.....	4	4	1	5	3		1	2	3	23
Unavoidable.....			2	3	2				3	9
Fog.....			2						7	9
High, baffling winds.....	2		2			4				8
Currents, calms, etc.....	2			1			2	2		7
Misunderstanding of signals.....		1	2		3	1				7
Fault of towing vessel.....	2		3					2		7
Bad management.....	1	1		1						3
Error of officers.....	2	1								3
Involved in ice.....							2			2
Want of proper lights.....							1			1
Unknown.....				1						1
Total.....	19	9	18	16	13	6	8	6	12	107

No collisions reported for December, January, and February.

MARINE CASUALTIES, GREAT LAKES, 1911—Continued.

TABLE 31.—Description of vessels involved in disaster.

Description of vessels.	July.		August.		September.		October.		November.		December.		January.		March.		April.		May.		June.		Total.
	Total.	Partial.	Total.	Partial.	Total.	Partial.	Total.	Partial.	Total.	Partial.	Total.	Partial.	Total.	Partial.	Total.	Partial.	Total.	Partial.	Total.	Partial.	Total.	Partial.	
Steamers.....	34	18	36	39	34	9	1	11	10	25	28	245											
Schooners.....	8	5	7	1	2	1						36											
Barges.....	1	3	2	1								8											
Ship.....	1											1											
Scow.....					1							1											
Total.....	44	26	45	41	37	10	1	11	13	29	34	291											

TABLE 32.—Nationality and description of foreign vessels involved in disaster.

(No casualties to foreign vessels on the Great Lakes reported for the year.)

TABLE 33.—Classification, according to tonnage, of vessels involved in disaster.

Burden of vessels.	July.		August.		September.		October.		November.		December.	
	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			4	2	1	3	3	2	2	
Over 100 and not exceeding 200 tons.....				1		1		1				
Over 200 and not exceeding 300 tons.....	1	1				2						
Over 300 and not exceeding 500 tons.....		4	1	5	1		1		3		1	
Over 500 and not exceeding 700 tons.....		3		2			1		1		1	
Over 700 and not exceeding 1,000 tons.....	1	1		2	1	1				1		
Over 1,000 and not exceeding 1,500 tons.....		3				2	2	3		2		
Over 1,500 and not exceeding 2,000 tons.....		6		1		4	2	2	1	1		3
Over 2,000 and not exceeding 2,500 tons.....		4		3		3		6		3		
Over 2,500 and not exceeding 3,000 tons.....					1	3		3		3		
Over 3,000 and not exceeding 3,500 tons.....		2		1		1						
Over 3,500 and not exceeding 4,000 tons.....		3		4		4				2		
Over 4,000 and not exceeding 4,500 tons.....		2								1		
Over 4,500 and not exceeding 5,000 tons.....		2		1		6		5		6		1
Over 5,000 and not exceeding 6,000 tons.....		3		2		6		2		1		
Over 6,000 tons.....		5		3		3	1	12		4		
Total.....	4	40	1	25	7	38	5	36	5	32	2	8
Aggregate.....	44		26		45		41		37		10	

MARINE CASUALTIES, GREAT LAKES, 1911—Continued.

TABLE 33.—Classification, according to tonnage, of vessels involved in disaster—Contd.

Burden of vessels.	January.		March.		April.		May.		June.		Total.		Ag- gre- gate.
	Total loss.	Parti- al loss.											
Not exceeding 100 tons.....			1	2		1	1	2	1		14	14	28
Over 100 and not exceed- ing 200 tons.....					1						2	2	4
Over 200 and not exceed- ing 300 tons.....						2					1	6	7
Over 300 and not exceed- ing 500 tons.....								1		2	2	17	19
Over 500 and not exceed- ing 700 tons.....							1	1	1	4	2	13	15
Over 700 and not exceed- ing 1,000 tons.....				2				4		1	2	12	14
Over 1,000 and not exceed- ing 1,500 tons.....						1		2		2	2	15	17
Over 1,500 and not exceed- ing 2,000 tons.....		1		1		1		2		2	3	24	27
Over 2,000 and not exceed- ing 2,500 tons.....				1		2		3		3		28	28
Over 2,500 and not exceed- ing 3,000 tons.....						1		3		3	1	16	17
Over 3,000 and not exceed- ing 3,500 tons.....						1				1		6	6
Over 3,500 and not exceed- ing 4,000 tons.....				2		2				3		20	20
Over 4,000 and not exceed- ing 4,500 tons.....								2		1		6	6
Over 4,500 and not exceed- ing 5,000 tons.....				1				1		5		28	28
Over 5,000 and not exceed- ing 6,000 tons.....						1		2		2		19	19
Over 6,000 tons.....				1				4		3	1	35	36
Total.....		1	1	10	1	12	2	27	2	32	30	261	291
Aggregate.....		1	11	13	13	29	34	291					

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.—Classification, according to age, of vessels involved in disaster.

Age.	July.	August.	September.	October.	November.	December.	January.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	11	5	10	19	17	1	1	2	2	8	5	81
Over 5 and not exceeding 10 years.....	10	8	8	5	4	3		4	3	3	5	53
Over 10 and not exceeding 15 years.....	6	3	9	2	1			2		2	5	30
Over 15 and not exceeding 20 years.....	5	3	6	5	5	2		3		5	5	39
Over 20 and not exceeding 25 years.....	3		5	5	4	1		2		5	6	33
Over 25 and not exceeding 30 years.....	4	1	2	3	2	2		1		1	2	18
Over 30 and not exceeding 35 years.....				1	1						2	4
Over 35 and not exceeding 40 years.....	3	4	4	1	3	1			1	3	2	22
Over 40 and not exceeding 45 years.....	2	2								1	2	9
Over 45 and not exceeding 50 years.....										1		2
Over 50 years.....			1									
Total.....	44	26	45	41	37	10	1	11	13	29	34	291

MARINE CASUALTIES, GREAT LAKES, 1911—Continued.

TABLE 35.—Nature of cargoes carried by vessels involved in disaster.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	March.	April.	May.	June.	Total.
Coal.....	8	7	6	9	11	1	1	2	.....	9	17	71
Iron ore.....	10	4	11	12	3	.....	.....	.....	1	4	3	48
General cargo.....	2	1	7	2	3	1	.....	2	1	1	1	21
Grain.....	2	.....	1	4	4	2	.....	1	4	1	1	20
Lumber.....	2	5	1	1	1	.....	.....	1	.....	3	.....	15
Sand.....	.....	.....	1	1	1	.....	.....	.....	.....	.....	1	4
Provisions.....	1	.....	1	.....	1	.....	.....	.....	.....	.....	.....	3
Stone.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	2
Fish.....	.....	.....	1	.....	.....	1	.....	.....	.....	.....	.....	2
Wood.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Flour and feed.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Unknown.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Total.....	25	17	31	29	25	5	1	5	8	18	25	189
Vessels in ballast.....	19	9	14	12	12	5	.....	6	5	11	9	102
Aggregate.....	44	26	45	41	37	10	1	11	13	29	34	291

TABLE 36.—Distinguishing lakes and connecting rivers on which disasters occurred.

Localities.	July.	August.	September.	October.	November.	December.	January.	March.	April.	May.	June.	Total.
Lake Erie.....	16	8	16	16	12	2	.....	7	2	6	7	92
Lake Huron.....	2	1	1	1	4	.....	.....	.....	.....	4	4	17
Lake Michigan.....	13	8	12	10	11	4	1	4	8	7	12	90
Lake Ontario.....	.....	.....	1	1	.....	1	.....	.....	.....	2	.....	5
Lake Superior.....	3	.....	1	6	3	1	.....	.....	.....	3	5	22
Lake St. Clair.....	2	3	2	2	2	1	.....	.....	1	.....	2	15
St. Marys River.....	1	3	3	3	2	.....	.....	.....	.....	2	.....	16
Detroit River.....	7	2	6	2	3	1	.....	.....	.....	4	3	28
St. Clair River.....	.....	1	3	.....	.....	.....	.....	.....	.....	1	1	16
Total.....	44	26	45	41	37	10	1	11	13	29	34	291

TABLE 37.—Summary: Great Lakes.

Nature of casualties.	Number of vessels involved.	Tonnage of vessels—		Total value of property involved.		Value of property lost.	
		Totally lost.	Damaged only. ¹	Vessels.	Cargoes.	Vessels.	Cargoes.
Foundering.....	14	4,467	1,377	\$358,950	\$70,055	\$335,800	\$67,675
Strandings.....	79	10,072	254,091	14,685,795	1,929,665	1,043,810	211,905
Vessels in collision.....	107	511	356,858	19,471,200	2,700,825	376,010	19,025
Other causes.....	91	8,179	173,195	13,478,400	1,422,925	587,930	31,970
Total.....	291	23,229	785,521	47,994,345	6,123,470	2,343,550	330,575
Aggregate.....	.....	808,750	.....	54,117,815	.....	2,674,125	.....

¹ Including 23 undamaged vessels having a total tonnage of 78,747.

MARINE CASUALTIES, GREAT LAKES, 1911—Continued.

TABLE 37.—Summary: Great Lakes—Continued.

Nature of casualties.	Amount of insurance carried. ¹		Laden vessels. ²	Vessels in bal-last.	Totally lost vessels.	Damaged vessels.	Un-damaged vessels.	Persons on board.		Lives lost.
	Vessels.	Cargoes.						Passen-gers.	Num-ber in. crews.	
Foundering.....	\$281,000	\$27,000	12	2	9	5	.....	.....	124	31
Strandings.....	10,959,320	962,200	63	16	8	70	1	964	1,544	13
Vessels in collision.....	12,777,935	957,315	67	40	3	82	22	150	1,985	8
Other causes.....	7,385,975	752,735	47	44	10	81	.....	2,948	2,041	4
Total.....	31,404,230	2,699,250	189	102	30	238	23	4,062	5,694	56
Aggregate..	34,103,480		.....	.....	.....	.....	.....	9,756		.....

¹ Amount of insurance on 48 vessels and 38 cargoes.
² Value of cargoes carried by 8 of the laden vessels unknown.

MARINE CASUALTIES, RIVERS OF THE UNITED STATES, 1911.

TABLE 38.—Number and value of vessels and cargoes involved in disaster, and amount of loss to same where known.

Months.	Number and value of vessels.		Number and value of cargoes.		Num-ber of cargoes, value un-known.
	Num-ber.	Value.	Num-ber.	Value.	
July.....	10	\$193,400	2	\$13,000	1
August.....	20	718,000	7	119,450	3
September.....	18	468,500	6	70,000	1
October.....	20	583,800	7	322,300	2
November.....	21	203,000	6	27,900	.....
December.....	11	133,600	4	10,525	.....
January.....	14	341,000	2	110,000	.....
February.....	5	64,100	1	5,000	.....
March.....	16	1,130,200	5	18,850	1
April.....	8	248,700	1	15,000	.....
May.....	12	434,100	3	52,600	.....
June.....	13	604,000	6	12,275	.....
Total.....	168	5,122,400	50	776,900	8

Months.	Loss to vessels.		Vessels un-dam-aged.	Loss to cargoes.		Num-ber of cargoes not dam-aged or dam-age un-known.
	Num-ber.	Loss.		Num-ber.	Loss.	
July.....	9	\$67,950	1	2	\$9,025	1
August.....	19	49,775	1	3	1,300	7
September.....	17	52,635	1	1	15	6
October.....	20	56,840	.....	3	11,850	6
November.....	21	100,920	.....	3	3,200	3
December.....	11	70,585	.....	4	7,025	.....
January.....	14	28,035	.....	.....	.....	2
February.....	5	10,800	.....	.....	.....	1
March.....	14	54,850	2	2	1,200	4
April.....	8	36,600	.....	.....	.....	1
May.....	12	194,700	.....	.....	.....	3
June.....	12	47,100	1	3	1,070	3
Total.....	162	770,790	6	21	34,685	37

MARINE CASUALTIES, RIVERS OF THE UNITED STATES, 1911—Continued.

TABLE 39.—Number of vessels totally lost, number damaged only, and number sustaining no damage; also their tonnage, the number of persons on board, and the number of lives lost.

Months.	Number of vessels.				Tonnage of vessels.		Persons on board.		Lives lost.
	Totally lost.	Damaged only.	Not damaged.	Total.	Totally lost.	Damaged only. ¹	Passengers.	Number in crews.	
July.....	4	5	1	10	988	2,282	503	232	
August.....	9	10	1	20	397	11,399	595	231	
September.....	6	11	1	18	475	5,083	141	204	
October.....	3	17		20	157	8,357	582	395	
November.....	12	9		21	764	2,827	24	208	
December.....	5	6		11	357	1,142	11	66	
January.....	4	10		14	126	3,116	32	117	
February.....	3	2		5	234	439	78	65	3
March.....	4	10	2	16	172	11,381		183	2
April.....	1	7		8	10	1,408	66	135	3
May.....	5	7		12	1,048	3,565	71	188	1
June.....	5	7	1	13	207	5,364	268	268	18
Total.....	61	101	6	168	4,933	56,963	2,371	2,352	27

¹ Including the 6 undamaged vessels, having a total tonnage of 11,013.

TABLE 40.—Insurance on vessels and cargoes involved in disaster, where known.

Months.	Vessels reported insured.		Cargoes reported insured.		Total amount of insurance.	Reported not insured.		Unknown whether insured or not.		Vessels in ballast.
	Number.	Amount.	Number.	Amount.		Vessels.	Cargoes.	Vessels.	Cargoes.	
July.....	4	\$96,500	1	\$10,000	\$106,500	6	2			7
August.....	10	512,250	1	6,850	519,100	10	4			10
September.....	16	332,500	1	25,000	357,500	2	4			11
October.....	14	484,500	3	283,200	767,700	6	4			11
November.....	16	74,325	3	19,500	93,825	5	2			15
December.....	5	46,800	1	3,000	49,800	6	3			7
January.....	7	238,250	1	2,500	240,750	4		3	1	12
February.....	3	31,000	1	5,000	36,000	2				4
March.....	10	274,950	2	16,100	291,050	5	1	1	3	10
April.....	3	81,500			81,500	3		2	1	7
May.....	9	270,950	1	50,000	320,950	3	1	1	1	9
June.....	5	145,000	2	9,000	154,000	6	4	1		7
Total.....	102	2,588,525	17	430,150	3,018,675	58	25	8	16	110

TABLE 41.—Distinguishing the nature of casualties, etc.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
	Foundered.....		1	1	3			1		2	1	1		10
Stranded.....		1	3	6	2	1		1			1	2	17
Collided.....	2	6	4	6	1	1	2		7		4	4	37
Other causes:													
Fire.....	3	8	5	2	10	4	7	1	6	4	4	5	59
Struck bridge, pier, wreck, rock, etc.....	4	3	2	3	4	2	1	2		1	1	1	23
Damage to machinery.....			3				2		1	1		1	8
Explosion of gasoline.....		1			3	1		1		1			7
Damage to hull, masts, etc.....	1						1				1		3
Involved in ice.....					1	2							3
Capsized.....										1			1
Total.....	10	20	18	20	21	11	14	5	16	8	12	13	168

MARINE CASUALTIES, RIVERS OF THE UNITED STATES, 1911—Continued.

TABLE 42.—Distinguishing the causes of casualties (excluding collisions).

Class and cause of disaster.	Found-derings.	Strand-ings.	Other causes.	Total.
Class 1.—Causes connected with the weather:				
Gales, hurricanes, etc.....	3	2	1	6
Fog.....		3		3
Total.....	3	5	1	9
Class 3.—Causes connected with navigation and seamanship:				
Errors of pilots.....		2		2
Class 4.—Causes connected with machinery or boilers:				
Damage to machinery.....			5	5
Class 5.—Other causes:				
Fire.....			58	58
Struck bridge, pier, wreck, rock, etc.....			27	27
Explosion of gasoline.....			7	7
Sprung a leak.....	4			4
Involved in ice.....			3	3
Spontaneous combustion.....			1	1
Unknown.....	3	10	2	15
Total.....	7	10	98	115
Aggregate.....	10	17	104	131

No figures for Class 2, "Causes connected with vessels and equipments."

TABLE 43.—Collisions: Distinguishing their causes, as given by masters, agents, and owners.

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	March.	May.	June.	Total.
Fault of other vessels.....				2				4	3		9
Fog.....				2			1			2	5
Fault of towing vessel.....		5									5
Accidental.....			2			1			1		4
Unavoidable.....				1						1	2
Bad management.....			2								2
Errors of pilots.....	1							1			2
High baffling winds.....								2			2
Misunderstanding of signals.....	1										1
Error of officers.....		1									1
Unknown.....				1	1		1			1	4
Total.....	2	6	4	6	1	1	2	7	4	4	37

No collisions reported for February or April.

TABLE 44.—Description of vessels involved in disaster.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Steamers.....	10	15	13	18	20	9	12	5	10	8	10	12	142
Schooners.....		2	3	2	1				3		1		13
Barges.....		2	2			2			1				7
Ferryboats.....		1					1		2				4
Scows.....							1						1
Barkentines.....											1		1
Total.....	10	20	18	20	21	11	14	5	16	8	12	13	168

MARINE CASUALTIES, RIVERS OF THE UNITED STATES, 1911—Continued.

TABLE 45.—Nationality and description of foreign vessels involved in disaster.

(No casualties to foreign vessels on the rivers of the United States reported for the year.)

TABLE 46.—Classification, according to tonnage, of vessels involved in disaster.

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	8	2	4	3	2	7	10	6	4	1	4	6
Over 100 and not exceeding 200 tons.....	1	1	1	2	2	3	1	2	1	1	1	3	1	2
Over 200 and not exceeding 300 tons.....	1	1	1	2	3	3	3	3	1	1	1	1	1	1
Over 300 and not exceeding 500 tons.....	1	1	1	1	1	1	1	3	1	1	1	1	1	1
Over 500 and not exceeding 700 tons.....	1	1	1	1	1	3	1	1	1	1	1	1	1	1
Over 700 and not exceeding 1,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 1,000 and not exceeding 1,500 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	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 3,500 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
Total.....	4	6	9	11	6	12	3	17	12	9	5	6	4	10
Aggregate.....	10		20		18		20		21		11		14	

Burden of vessels.	February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.											
Not exceeding 100 tons.....	2	1	3	2	1	3	3	1	5	2	48	35	83
Over 100 and not exceeding 200 tons.....	1	1	1	1	1	1	1	1	1	1	3	12	20
Over 200 and not exceeding 300 tons.....	1	1	2	2	1	1	1	1	1	1	3	11	14
Over 300 and not exceeding 500 tons.....	1	1	1	1	3	3	1	1	1	1	15	15	15
Over 500 and not exceeding 700 tons.....	1	1	4	4	1	1	1	1	1	1	14	14	15
Over 700 and not exceeding 1,000 tons.....	1	1	1	1	1	1	1	1	1	1	3	3	4
Over 1,000 and not exceeding 1,500 tons.....	1	1	1	1	1	1	2	2	1	1	5	6	6
Over 1,500 and not exceeding 2,000 tons.....	1	1	1	1	1	1	1	1	1	1	6	6	6
Over 2,000 and not exceeding 2,500 tons.....	1	1	1	1	1	1	1	1	1	1	4	4	4
Over 2,500 and not exceeding 3,500 tons.....	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
Over 5,000 and not exceeding 6,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Total.....	3	2	4	12	1	7	5	7	5	8	61	107	168
Aggregate.....	5		16		8		12		13		168		.....

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 39.
 No casualties to vessels over 2,500 and not exceeding 3,000 tons, over 3,500 and not exceeding 5,000 tons, and over 6,000 tons, reported for rivers of the United States.

MARINE CASUALTIES, RIVERS OF THE UNITED STATES, 1911—Continued.

TABLE 47.—*Classification, according to age, of vessels involved in disaster.*

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	1	5	3	4	7	3	4	.....	4	2	2	4	39
Over 5 and not exceeding 10 years.....	2	5	1	4	7	5	5	.....	2	3	2	2	41
Over 10 and not exceeding 15 years.....	4	1	2	2	1	.....	.....	.....	.....	1	.....	.....	20
Over 15 and not exceeding 20 years.....	.....	2	3	3	4	1	1	2	2	1	3	3	25
Over 20 and not exceeding 25 years.....	1	1	1	.....	.....	.....	.....	.....	.....	.....	1	.....	10
Over 25 and not exceeding 30 years.....	.....	3	3	4	.....	1	.....	1	1	1	3	.....	15
Over 30 and not exceeding 35 years.....	2	1	1	1	.....	.....	.....	.....	.....	.....	.....	.....	5
Over 35 and not exceeding 40 years.....	.....	1	1	1	.....	.....	.....	.....	.....	.....	.....	1	4
Over 40 and not exceeding 45 years.....	.....	1	1	.....	1	.....	2	.....	.....	.....	.....	.....	4
Over 45 and not exceeding 50 years.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	5
Over 50 years.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	3
Total.....	10	20	18	20	21	11	14	5	16	8	12	13	168

TABLE 48.—*Nature of cargoes carried by vessels involved in disaster.*

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
General cargo.....	3	3	4	8	3	1	2	1	4	1	2	4	36
Coal.....	.....	2	.....	.....	2	2	.....	.....	1	.....	.....	1	8
Grain.....	.....	2	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
Lumber.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Cement, sand, etc.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	2
Fertilizers.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Fruit.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Charcoal.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Sugar.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Chemicals.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Wood.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Unknown.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Total.....	3	10	7	9	6	4	2	1	6	1	3	6	58
Vessels in ballast.....	7	10	11	11	15	7	12	4	10	7	9	7	110
Aggregate.....	10	20	18	20	21	11	14	5	16	8	12	13	168

MARINE CASUALTIES, RIVERS OF THE UNITED STATES, 1911—Continued.

TABLE 49.—Distinguishing the rivers on which disasters occurred.

Names of rivers.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
	Apalachicola, Fla.									1			
Atchafalaya, La.									1				2
Bayou Teche, La.					2								1
Blackwater, Fla.									1				1
Cape Fear, N. C.							1			1			1
Chattahoochee, Ga.							1						1
Choptank, Md.		1											1
Columbia.	2	1	1				1		3	1			8
Connecticut.		1											1
Cumberland.	1	1					2	1					4
Delaware.	1	2	4	5	1	2	1	1	8	1	2		27
Great Kanawha, W. Va.						1							1
Green, Ky.	1												1
Hudson.		1			1	2	1			1	2	4	12
James, Va.											1		1
Kalamazoo, Mich.					1								1
Little Kanawha, W. Va.		1											1
Maramec, Mo.					1								1
Maurice, N. J.		1											1
Miami, Fla.							1						1
Mississippi.	2	2	3	5	4	2	2				3	3	26
Monongahela, Pa.					1		1						2
Navidad, Tex.								1					1
Neuse, N. C.		1											1
Ohio.		1	3	6	3	2	1			2		1	19
Pasquotank, N. C.											1		1
Pend d'Oreille, Wash.		1											1
Penobscot, Me.											2	1	3
Potomac.						1	1					2	4
Raritan, N. J.				1									2
St. Johns, Fla.		1		1	2				1	1			9
St. Lawrence.		3	1	1	1	2		2	1	1			9
Sacramento, Cal.	1	2	2										5
San Jacinto, Tex.						1							1
San Joaquin, Cal.	1		1										2
Savannah, Ga.		1											1
Shark, Fla.				1									1
Skagit, Wash.	1												1
Tanana, Alaska.												1	1
Taunton, Mass.			3										3
Tennessee.		1			2		1		1				5
Willamette, Oreg.										1			1
Yazoo, Miss.					1								1
Total.	10	20	18	20	21	11	14	5	16	8	12	13	168

TABLE 50.—Summary: Rivers of the United States.

Nature of casualties.	Number of vessels involved.	Tonnage of vessels.		Total value of property involved.		Value of property lost.	
		Lost.	Damaged only. ¹	Vessels.	Cargoes.	Vessels.	Cargoes.
Foundering.	10	497	314	\$37,750	\$1,200	\$20,900	\$500
Strandings.	17	46	9,530	777,100	49,550	89,035	550
Vessels in collision.	37	698	28,066	2,400,850	350,175	71,510	65
Other causes.	104	3,892	19,053	1,906,700	375,975	589,345	33,570
Total.	168	4,933	56,963	5,122,400	776,900	770,790	34,685
Aggregate.			61,896		5,899,300		806,475

¹ Including 6 undamaged vessels, having a total tonnage of 11,013.

MARINE CASUALTIES, RIVERS OF THE UNITED STATES, 1911—Continued.

TABLE 50.—Summary: Rivers of the United States—Continued.

Nature of casualties.	Amount of insurance carried. ¹		Laden vessels. ²	Vessels in ballast.	Totally lost vessels.	Damaged vessels.	Undamaged vessels.	Persons on board.		Lives lost.
	Vessels.	Cargoes.						Passengers.	Number in crews.	
Foundering.....	\$15,500	\$1,100	1	9	6	4			31	.....
Strandings.....	582,000	4,500	12	5	1	16		466	383	.....
Vessels in collision.....	807,150	208,350	17	20	3	28	6	1,311	650	.....
Other causes.....	1,183,875	216,200	28	76	51	53		594	1,288	27
Total.....	2,588,525	430,150	58	110	61	101	6	2,371	2,352	27
Aggregate.....	3,018,675		168		168		4,723			.....

¹ Amount of insurance is on 102 vessels and 17 cargoes.
² Value of cargoes carried by 8 of the laden vessels unknown.

MARINE CASUALTIES—AMERICAN VESSELS AT SEA AND IN FOREIGN WATERS—1911.

TABLE 51.—Number and value of vessels and cargoes involved in disaster, and amount of loss to same where known.

Months.	Total value of vessels.		Total value of cargoes.		Number of cargoes, value unknown.
	Number.	Amount.	Number.	Amount.	
July.....	6	\$3,772,280	5	\$2,216,115	1
August.....	9	288,500	6	76,300	.....
September.....	10	872,200	6	422,500	.....
October.....	33	4,272,700	26	699,520	2
November.....	15	1,815,800	10	230,500	2
December.....	13	2,508,000	8	376,795	2
January.....	19	5,299,000	12	786,400	3
February.....	10	2,699,500	8	70,800	1
March.....	15	1,318,000	11	375,895	1
April.....	7	131,500	3	25,150	.....
May.....	9	2,637,000	5	76,760	2
June.....	5	428,000	4	17,800	.....
Total.....	151	26,042,480	104	5,374,535	14

Months.	Loss to vessels.		Number of vessels totally lost, amount unknown.	Loss to cargoes.		Number of cargoes totally lost, amount unknown.	Number of cargoes not damaged, or damage unknown.
	Number.	Amount.		Number.	Amount.		
July.....	6	\$39,700	.....	1	\$30,000	.....	5
August.....	9	111,255	.....	4	57,600	.....	5
September.....	10	62,200	.....	1	15,000	.....	5
October.....	31	411,680	2	16	197,695	.....	12
November.....	15	105,700	.....	8	37,800	.....	4
December.....	13	73,000	.....	5	16,945	.....	5
January.....	17	224,465	2	7	70,950	.....	8
February.....	10	66,350	.....	3	3,500	.....	6
March.....	12	52,615	3	7	39,385	.....	5
April.....	7	41,750	.....	3	11,000	.....	.....
May.....	8	1,088,000	.....	3	26,760	1	3
June.....	5	129,250	.....	2	5,800	.....	2
Total.....	143	2,405,915	8	60	512,435	1	57

MARINE CASUALTIES—AMERICAN VESSELS AT SEA AND IN FOREIGN WATERS, 1911—Continued.

TABLE 52.—Number of vessels totally lost, number damaged only, and number sustaining no damage; also their tonnage, the number of persons on board, and the number of lives lost.

Month.	Number of vessels.				Total.	Tonnage of ves-sels.		Persons on board.		Lives lost.
	Totally lost.	Damaged only.	Lost or damaged un-known.	Not dam-aged.		Totally lost.	Dam-aged only. ¹	Passen-gers.	Num-ber in crews.	
July.....		6			6	27,378		769	488	.....
August.....	5	4			9	2,332	2,017	34	106	.....
September.....	3	7			10	733	12,750	109	214	2
October.....	8	23		2	33	5,003	35,833	411	817	44
November.....	4	11			15	2,545	18,434	96	360	.....
December.....	2	11			13	1,104	32,182	301	582	7
January.....	3	14		2	19	2,016	46,659	273	758	9
February.....	3	7			10	1,539	25,475	33	379	1
March.....	6	6		3	15	1,541	13,095	97	308	1
April.....	2	5			7	1,094	2,392	21	99	.....
May.....	1	7		1	9	6,207	13,974	340	441	.....
June.....	1	4			5	159	3,054	151	148	2
Total.....	38	105		8	151	24,273	233,243	2,635	4,700	66

¹ Including the 8 undamaged vessels, having a total tonnage of 14,437.

TABLE 53.—Insurance on vessels and cargoes involved in disaster, where known.

Month.	Vessels reported insured.		Cargoes reported insured.		Total amount of insurance.	Reported not insured.		Unknown whether insured or not.		Ves-sels in bal-last.
	Num-ber.	Amount.	Num-ber.	Amount.		Ves-sels.	Car-goes.	Ves-sels.	Car-goes.	
July.....	4	\$3,118,605	2	\$89,335	\$3,207,940		1	2	3	.....
August.....	5	201,200	3	22,500	223,700	4	1		2	3
September.....	6	542,000	2	111,325	653,325	2	1	2	3	4
October.....	15	3,687,500	8	70,570	3,758,070	13	6	5	14	5
November.....	11	1,617,750	5	87,625	1,705,375	3	3	1	4	3
December.....	9	1,191,700	5	214,485	1,406,185	2		2	5	3
January.....	10	2,782,230	7	45,400	2,827,630	7		2	8	4
February.....	6	885,250	2	20,500	905,750	2	2	2	5	1
March.....	7	876,000	1	69,000	945,000	2	1	6	10	3
April.....	3	61,000	1	12,150	73,150	2	1	2	1	4
May.....	8	1,618,825	1	30,000	1,648,825			1	6	2
June.....	4	266,300	4	17,800	284,100	1				1
Total.....	88	16,848,360	41	790,690	17,639,050	38	16	25	61	33

MARINE CASUALTIES—AMERICAN VESSELS AT SEA AND IN FOREIGN WATERS, 1911—Continued.

TABLE 54.—Distinguishing the nature of casualties, etc.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered.....		1		3	2	1			1	1			9
Stranded.....	2	5	2	2	2	2	2	1	5	1	2	3	29
Collided.....	1		4	2	4		2		1		4		18
Other causes:													
Damage to hull, masts, rigging, etc.....	2		1	17	3	5	5	5	2	2	2	2	46
Damage to machinery.....			3	1	2	4	2	1					13
Damage to cargo.....				3	1		3		4	2			13
Sprung a leak.....				3			2	1			1		8
Fire.....	1	2					2	1		1			6
Waterlogged ¹				1				1	2				4
Struck bridge, pier, wreck, rock, etc.....		1			1								2
Unknown ²				1		1	1						3
Total.....	6	9	10	33	15	13	19	10	15	7	9	5	151

¹ The 4 vessels in this classification were abandoned.

² The 3 vessels in this classification were never heard from after leaving port.

TABLE 55.—Distinguishing the causes of casualties (excluding collisions).

Class and cause of disaster.	Founders.	Strandings.	Other causes.	Total.
Class 1.—Causes connected with the weather:				
Gales, hurricanes, etc.....	4	5	48	57
Heavy seas.....		1	11	12
Fog.....		5		5
Snowstorms.....		2		2
Involved in ice.....		2	1	3
Currents, tides, etc.....		2		2
Total.....	4	17	60	81
Class 2.—Causes connected with vessels, equipments, or storage:				
Defective charts.....		2		2
Error in compass.....		1		1
Defective rigging.....			1	1
Total.....		3	1	4
Class 3.—Causes connected with navigation and seamanship:				
Errors of officers.....		6		6
Class 4.—Causes connected with machinery or boilers:				
Damage to machinery.....			10	10
Class 5.—Other causes:				
Fire.....			8	8
Sprung a leak.....			2	7
Waterlogged.....	5		4	5
Struck bridge, pier, wreck, rock, etc.....		1	5	5
Missed stays.....		1		1
Damage to hull.....			1	1
Spontaneous combustion.....			1	1
Unknown ¹		1	3	4
Total.....	5	3	24	32
Aggregate.....	9	29	95	133

¹ The 3 vessels in column "Other causes" were never heard from after leaving port.

MARINE CASUALTIES—AMERICAN VESSELS AT SEA AND IN FOREIGN WATERS, 1911—Continued.

TABLE 56.—Collisions: Distinguishing their causes, as given by masters, agents, and owners.

Cause of disaster.	July.	Sep-tember.	Octo-ber.	Novem-ber.	Janu-ary.	March.	May.	Total.
Fog.....	1	4					4	9
Fault of other vessel.....				1	2	1		4
Errors of officers.....			1	1				2
Error of pilot.....					1			1
Darkness.....				1				1
Tides and currents.....						1		1
Total.....	1	4	2	4	2	1	4	18

No collisions reported for August, December, February, April, or June.

TABLE 57.—Description of vessels involved in disaster.

Description of vessels.	July.	August.	Septem-ber.	Octo-ber.	Novem-ber.	Decem-ber.	Janu-ary.	Febru-ary.	March.	April.	May.	June.	Total.
Schooners.....	2	5	4	21	7	6	7	6	10	4	3	4	79
Steamers.....	2	3	5	11	6	5	8	2	5	2	6	1	56
Barkentines.....	1	1				1	2	2		1			8
Ships.....			1	1			2						4
Barges.....					1	1							2
Barks.....	1												1
Brigantines.....					1								1
Total.....	6	9	10	33	15	13	19	10	15	7	9	5	151

TABLE 58.—Classification, according to tonnage, of vessels involved in disaster.

Burden of vessels.	July.		August.		Sep-tember.		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	2		1				1	
Over 100 and not exceeding 200 tons.....		1	1			1	2		2		1		1	1
Over 200 and not exceeding 300 tons.....						2	4							1
Over 300 and not exceeding 500 tons.....			1			1	6		2		3			4
Over 500 and not exceeding 700 tons.....			1	1		1	3		2	1	2		1	2
Over 700 and not exceeding 1,000 tons.....		1	1			1	1		1	1	1			2
Over 1,000 and not exceeding 1,500 tons.....	1	1				3	1	2	1	1	1		1	1
Over 1,500 and not exceeding 2,000 tons.....									1	1			1	
Over 2,000 and not exceeding 2,500 tons.....	1					1	1	3		1				1
Over 2,500 and not exceeding 3,000 tons.....						1				1			1	
Over 3,000 and not exceeding 3,500 tons.....	1					1					1			1
Over 3,500 and not exceeding 4,000 tons.....														
Over 4,000 and not exceeding 4,500 tons.....							1							
Over 4,500 and not exceeding 5,000 tons.....										1				
Over 5,000 and not exceeding 5,000 tons.....											1			
Over 5,000 and not exceeding 6,000 tons.....		2						2		1		2		3
Total.....	6	5	4	3	7	8	25	4	11	2	11	3	16	
Aggregate.....	6		9	10	33		15		13		19			

MARINE CASUALTIES—AMERICAN VESSELS AT SEA AND IN FOREIGN WATERS, 1911—Continued.

TABLE 58.—Classification, according to tonnage, of vessels involved in disaster—Contd.

Burden of vessels.	February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.											
Not exceeding 100 tons.....	1	...	2	...	...	...	...	...	...	...	10	4	14
Over 100 and not exceeding 200 tons.....	1	1	1	...	...	...	...	...	...	...	5	11	16
Over 200 and not exceeding 300 tons.....	...	1	2	...	...	...	1	1	2	...	2	5	7
Over 300 and not exceeding 500 tons.....	...	1	2	...	...	4	...	...	...	...	3	25	28
Over 500 and not exceeding 700 tons.....	1	...	1	1	2	...	2	...	...	...	10	9	19
Over 700 and not exceeding 1,000 tons.....	1	2	2	...	...	1	...	...	1	2	2	11	13
Over 1,000 and not exceeding 1,500 tons.....	...	2	1	...	...	...	2	...	...	3	3	14	17
Over 1,500 and not exceeding 2,000 tons.....	...	...	...	...	...	...	...	...	...	...	1	2	3
Over 2,000 and not exceeding 2,500 tons.....	...	1	...	...	...	...	1	...	1	1	10	11	11
Over 2,500 and not exceeding 3,000 tons.....	...	...	1	...	...	...	...	...	...	...	4	4	4
Over 3,000 and not exceeding 3,500 tons.....	...	...	2	...	...	...	...	...	...	...	4	4	4
Over 3,500 and not exceeding 4,000 tons.....	...	...	...	...	...	...	...	...	...	...	...	1	1
Over 4,000 and not exceeding 4,500 tons.....	...	...	...	...	...	...	...	...	...	...	...	1	1
Over 4,500 and not exceeding 5,000 tons.....	...	...	...	...	...	...	...	...	...	...	...	1	1
Over 5,000 and not exceeding 6,000 tons.....	...	...	...	...	...	...	1	1	...	...	1	11	12
Over 6,000 tons.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Total.....	3	7	6	9	2	5	1	8	1	4	38	113	151
Aggregate.....	10		15		7		9		5		151		

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 52.

TABLE 59.—Classification, according to age, of vessels involved in disaster.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	2	1	2	4	4	...	3	...	2	...	3	...	21
Over 5 and not exceeding 10 years.....	4	2	4	10	5	3	8	6	3	2	3	4	53
Over 10 and not exceeding 15 years.....	...	1	3	3	...	1	1	1	1	1	3	...	15
Over 15 and not exceeding 20 years.....	...	1	...	5	2	3	1	1	1	...	1	...	17
Over 20 and not exceeding 25 years.....	...	...	...	4	...	4	4	1	2	...	...	...	17
Over 25 and not exceeding 30 years.....	...	1	...	3	4	1	2	1	...	1	...	...	14
Over 30 and not exceeding 35 years.....	...	...	1	4	...	...	...	...	1	...	...	...	8
Over 35 and not exceeding 40 years.....	...	1	...	...	...	...	...	...	1	1	...	...	3
Over 40 and not exceeding 45 years.....	...	1	...	...	...	...	...	...	...	1	...	1	3
Total.....	6	9	10	33	15	13	19	10	15	7	9	5	151

No vessels reported over 45 years of age.

MARINE CASUALTIES—AMERICAN VESSELS AT SEA AND IN FOREIGN WATERS, 1911—Continued.

TABLE 60.—Nature of cargoes carried by vessels involved in disaster.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
	General cargo.....	3	3	3	8	4	5	5	3	3	1	3	1	41
Lumber.....				14	4	3	5	3	5	2	1	1	38
Fish.....	1	1	1	1	1	1	2	1	2			2	13
Coal.....	2		1	1	3		1	2					10
Fertilizers.....				1									3
Logwood.....				1		1					1		2
Cement.....		1											1
Sugar.....		1											1
Asphalt.....									1				1
Fruit.....				1									1
Ice.....									1				1
Salt.....												1	1
Pig iron.....			1										1
Wood.....				1									1
Gold ore.....							1						1
Nails.....											1		1
Unknown.....											1		1
Total.....	6	6	6	28	12	10	15	9	12	3	7	4	118
Vessels in ballast.....		3	4	5	3	3	4	1	3	4	2	1	33
Aggregate.....	6	9	10	33	15	13	19	10	15	7	9	5	151

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

Nature of casualties.	Number of vessels involved.	Tonnage of vessels—		Total value of property involved.		Value of property lost.	
		Totally lost.	Damaged only. ¹	Vessels.	Cargoes.	Vessels.	Cargoes.
Foundering.....	9	3,364		\$101,500	\$60,465	\$101,500	\$60,465
Strandings.....	29	4,386	25,099	3,976,230	2,232,205	344,915	66,100
Vessels in collision.....	18	8,806	33,405	5,358,250	164,860	1,179,900	36,260
Other causes.....	95	7,717	174,739	16,606,500	2,917,005	779,600	349,610
Total.....	151	24,273	233,243	26,042,480	5,374,535	2,405,915	512,435
Aggregate.....			257,516		31,417,015		2,918,350

Nature of casualties.	Amount of insurance carried. ²		Laden vessels. ³	Vessels in ballast.	Totally lost vessels.	Damaged vessels.	Undamaged vessels.	Persons on board.		Lives lost.
	Vessels.	Cargoes.						Passengers.	Number in crews.	
Foundering.....	\$5,000	\$12,885	4	5	9				68	6
Strandings.....	2,836,440	20,300	18	11	12	17		955	847	4
Vessels in collision.....	3,574,790	83,000	16	2	4	13	1	703	891	2
Other causes.....	10,432,130	674,505	80	15	13	75	7	977	2,894	54
Total.....	16,848,360	790,690	118	33	38	105	8	2,635	4,700	66
Aggregate.....		17,639,050						7,335		

¹ Including 8 undamaged vessels, having a total tonnage of 14,437.

² Amount of insurance is on 88 vessels and 41 cargoes.

³ Value of cargoes carried by 14 of the laden vessels unknown.

MARINE CASUALTIES, SUMMARY OF, TO FOREIGN VESSELS, 1911.

TABLE 62.—*Summary of disasters to foreign vessels.*

Registry.	Number of vessels involved.	Tonnage.	Value of—		Total value of property imperiled.	Value of property lost.	Persons on board.		Lives lost.
			Vessels.	Cargoes.			Passengers.	Number in crews.	
German.....	1	10,881	\$640,000	\$450,000	\$1,090,000	\$69,300	1,725	263	.....
British.....	3	8,876	600,000	261,900	861,900	560,500	65	121	.....
Norwegian.....	3	5,033	360,000	35,000	395,000	268,800	3	33	2
French.....	1	5,184	275,000	.....	275,000	275,000	544	58	.....
Italian.....	1	695	20,000	8,680	28,680	1,000	.....	11	.....
Nicaraguan.....	1	36	7,000	.....	7,000	7,000	.....	4	.....
Uruguayan.....	1	549	4,000	.....	4,000	4,000	.....	13	.....
Total.....	11	31,254	1,906,000	755,580	2,661,580	1,185,600	2,337	503	2
Aggregate.....	.....	.....	2,661,580		.....	.....	2,840		.....

Eight of the foreign vessels embraced within the foregoing table. value^d with their cargoes at \$1,709,680, met disaster on the Atlantic and Gulf coasts.

Casualties to foreign vessels were reported only for the Atlantic and Gulf coasts and the Pacific coast.

Full information concerning disasters to foreign vessels can not always be obtained; the figures for such disasters, as in the case of Table 62, are therefore usually incomplete.

MARINE CASUALTIES, GENERAL SUMMARY OF, 1911.

TABLE 63.—*General summary of disasters to vessels in United States waters and to American vessels at sea and in foreign waters during the fiscal year ending June 30, 1911.*

Coasts, etc., and nature of casualties.	Vessels involved.	Tonnage of ves-sels.		Total value of prop-erty involved.		Value of property lost.	
		Totally lost.	Damaged only. ¹	Vessels.	Cargoes.	Vessels.	Cargoes.
Summary by coasts, etc:							
Atlantic and Gulfcoasts...	450	38,651	256,544	\$25,989,055	\$5,317,375	\$2,324,970	\$305,365
Pacific coast.....	167	10,279	143,417	13,794,235	2,687,153	1,720,770	511,570
Great Lakes.....	291	23,229	785,521	47,994,345	6,123,470	2,343,550	330,575
Rivers of the United States.....	168	4,933	56,963	5,122,400	776,900	770,790	34,685
At sea and in foreign.....	151	24,273	233,243	26,042,480	5,374,535	2,405,915	512,435
Total.....	1,227	101,365	1,475,688	118,942,515	20,279,435	9,565,995	1,694,630
Aggregate.....	.....	1,577,053		139,221,950		11,260,625	
Summary by casualties:							
Foundering.....	86	15,662	5,285	1,036,350	210,705	688,785	195,225
Strandings.....	294	48,103	403,140	29,264,600	6,283,945	3,658,285	767,680
Vessels in collision.....	346	12,799	557,320	40,189,305	6,945,650	2,224,040	81,625
Other causes.....	501	24,901	509,943	48,452,260	6,839,135	2,994,885	650,100
Total.....	1,227	101,365	1,475,688	118,942,515	20,279,435	9,565,995	1,694,630
Aggregate.....	.....	1,577,053		139,221,950		11,260,625	

¹ Including 74 undamaged vessels, having a total tonnage of 134,311.

MARINE CASUALTIES, GENERAL SUMMARY OF, 1911—Continued.

TABLE 63.—General summary of disasters to vessels in United States waters and to American vessels at sea and in foreign waters during the fiscal year ending June 30, 1911—Continued.

Coasts, etc., and nature of casualties.	Amount of insurance carried. ¹		Laden ves-sels. ²	Vessels in bal-last.	To-tally lost ves-sels.	Dam-aged ves-sels.	Un-dam-aged ves-sels. ³	Persons on board.		Lives lost.
	On vessels.	On cargoes.						Pas-sen-gers.	Num-ber in crews.	
Summary by coasts, etc.:										
Atlantic and Gulf coasts....	\$15,792,650	\$3,112,825	229	221	125	297	28	6,109	5,480	82
Pacific coast....	8,195,815	1,436,425	108	59	40	116	11	7,305	3,442	31
Great Lakes....	31,404,230	2,699,250	189	102	30	238	23	4,062	5,694	56
Rivers of the United States	2,588,525	430,150	58	110	61	101	6	2,371	2,352	27
At sea and in foreign waters	16,848,300	790,690	118	33	38	105	8	2,635	4,700	66
Total.....	74,829,580	8,469,340	702	525	294	857	76	22,482	21,668	262
Aggregate....	83,298,920		.....	.....	.....	.....	.....	44,150		.....
Summary by cas-ualties:										
Foundering....	556,850	81,285	42	44	54	32	.....	3	457	56
Strandings....	19,946,975	1,871,995	207	87	84	201	3	5,331	5,530	43
Vessels in col-lision.....	25,072,460	3,389,175	195	151	21	265	66	7,554	6,233	32
Other causes....	29,253,295	3,126,885	258	243	135	359	7	9,594	9,448	131
Total.....	74,829,580	8,469,340	702	525	294	857	76	22,482	21,668	262
Aggregate....	83,298,920		.....	.....	.....	.....	.....	44,150		.....

¹ Amount of insurance is on 565 vessels and 204 cargoes.

² Value of cargoes carried by 51 of the laden vessels unknown.

³ Including 2 vessels, whether lost, damaged, or undamaged unknown.

Summary for Atlantic and Gulf coasts, see p. 165; Pacific coast, see p. 171; Great Lakes, see pp. 177-178; Rivers of the United States, see pp. 183-184; At sea and in foreign waters, see p. 189.

MARINE CASUALTIES, LOSS OF LIFE, 1911.

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 fiscal year ending June 30, 1911.*

[Besides the cases of loss of life embraced in the preceding statistics, Table 64 includes the loss of 14 lives from 11 undocumented vessels that were in collision with documented vessels, the loss of 2 lives from 2 vessels suffering damage or loss amounting to less than \$300, and the loss of 214 lives from 208 vessels not involved in any disaster, making a total of 230 lives lost from vessels during the year in addition to the 262 (see Table 63) reported as having perished from vessels suffering material loss or damage. Figures relating to these 230 cases of fatality are to be found only in Tables 64 and 65.]

FOUNDERINGS.

Date of disaster.	Descriptions and names of vessels.	Tonnage.	Persons on board.		Lives lost.	Place of disaster.
			Pas-sen-gers.	Num-ber in crews.		
1910.						
Sept. 9	Str. Pere Marquette No. 18 ¹	2,909	.....	61	27	Lake Michigan.
Oct. 14	Sc. Harry K. Fooks ¹	276	.....	9	5	At sea.
16	Sc. Minnie W. ¹	45	.....	8	1	Do.
17	Sc. Rosa Albany.....	16	.....	3	2	Bay Keys, Fla.
Dec. 15	Sc. Mollie Rhodes ¹	238	.....	5	5	Near Nantucket, Mass.
15	Sc. Marcus Edwards ¹	227	.....	5	5	Near Cape Cod, Mass.
1911.						
Mar. 24	Bge. Stonington ¹	1,072	.....	4	2	Do.
Apr. 14	Bge. Henry C. Cadmus ¹	611	.....	1	1	Near Point Judith, R. I.
26	Str. Belle ¹	74	3	6	4	Choctawhatchie Bay, Fla.
June 11	Str. J. D. Marshall ¹	531	.....	10	4	Lake Michigan.
	Total (10 vessels).....	5,999	3	112	56	

STRANDINGS.

1910.						
Oct. 16	Sc. Harry T. Hayward ¹	1,203	.....	9	3	Hillsboro Inlet, Fla.
17	Sc. Edward T. Stotesbury ¹	1,446	.....	11	1	Knights Key, Florida Reefs, Fla.
18	Sc. William W. Converse ¹	745	.....	8	3	Halifax River Beach, Fla.
Dec. 7	Str. Olive May ¹	14	.....	5	1	Gay Head, Mass.
1911.						
Jan. 10	Sc. Corbin ¹	954	.....	5	5	Peaked Hill Bar, Mass.
10	Sc. Pine Forest ¹	910	.....	5	5	Do.
10	Sc. Trevorton ¹	1,763	.....	7	7	Do.
Feb. 22	Sc. Willie R. Hume ¹	665	.....	9	1	Point Santa Maria, Mex.
Mar. 15	Str. Silver Spray ¹	40	.....	8	8	Cleveland, Ohio (Lake Erie).
17	Sc. Allen Greene ¹	442	.....	5	1	Long Island, Nova Scotia.
25	Sc. Harold J. McCarty.....	312	.....	6	1	Lake Worth Beach, Fla.
Apr. 13	Sc. Ottawa ¹	163	.....	5	5	Clay Banks, Wis. (Lake Michigan).
June 29	Str. Spokane.....	2,036	151	96	2	Seymour Narrows, British Columbia.
	Total (13 vessels).....	10,693	151	179	43	

COLLISIONS.

NOTE.—The vessels in the following section of Table 64 for which no tonnage is given are undocumented. Life was lost from aboard them in collision with documented vessels.

1910.						
July 4	Yt. Alma.....		2	3	1	Detroit River.
30	Sc. Grace Whiting ¹	289	.....	7	2	Lake Erie.
Aug. 21	Small boat.....			1	1	St. Clair River.
24	Lch. Sun Ray.....			2	2	Newark Bay, N. J.
Sept. 1	Sc. Lief Eriksen ¹	48	.....	15	4	Near Fenwick Island Shoal, Md.
4	Sc. Bristol ¹	653	.....	3	2	At sea.
9	Skiff.....				1	Ohio River.

¹ Totally lost.

MARINE CASUALTIES, LOSS OF LIFE, 1911—Continued.

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 fiscal year ending June 30, 1911—Continued.

COLLISIONS—Continued.

Date of disaster.	Descriptions and names of vessels.	Tonnage.	Persons on board.		Lives lost.	Place of disaster.
			Pas-sen-gers.	Num-ber in crews.		
1910.						
Sept. 11	Small boat.....			2	2	Mississippi River.
Nov. 14	Unknown lch. ¹			3	1	Norfolk, Va.
18	Str. Sea Prince ¹	58		5	4	San Francisco Bay.
22	Nor. str. Sefar ¹	1,907	3		2	Near Point Reyes, Cal.
30	Str. General ¹	132		9	3	St. Marys River.
Dec. 14	Str. Columbia ¹	14		2	1	Seattle, Wash.
1911.						
Feb. 25	Lch. John A. ¹		1	1	1	San Francisco Bay.
27	Sc. Moi Wahine ¹	95		8	7	Hawaii.
Mar. 14	Str. Hope.....	11		4	4	Gloucester, Mass.
May 1	Small boat.....			1	1	At sea.
4	Str. Erwin L. Fisher.....	1,184		15	3	Detroit River.
5	Lch. Clara Bell.....			2	2	Norfolk, Va.
27	Lch. Culprit Fay.....			2	1	Potomac River.
June 11	Str. May.....	121		9	1	Maurice River, N. J.
	Total (21 vessels).....	4,512	6	94	46	

¹ Totally lost.

OTHER CAUSES.

Date of disaster.	Description and name of vessel.	Ton-nage.	Persons on board.		Lives lost.	Place of disaster.	Nature of casualty.
			Pas-sen-gers.	Num-ber in crews.			
1910.							
July 1	Str. Holland.....	1,148	592	52	1	Lake Michigan....	Jumped overboard; insane.
1	Str. Joe Wheeler...	131	35	23	1	Tennessee River..	Fell overboard.
2	Str. I. C. Woodward..	282	78	35	1	Ohio River.....	Do.
2	Sc. M. Madeleine...	31		8	1	Cape Ann, Mass....	Do.
5	Str. Helen Blair....	213		20	1	Mississippi River..	Do.
6	Str. Kate Adams.....	595	30	67	1	.....do.....	Do.
6	Str. John Oades....	1,454		14	1	Lake Michigan (Milwaukee)	Crushed between boat and dock.
8	Str. Ocean Wave.....	724		24	1	San Francisco, Cal.	Fell overboard.
8	Sc. Arthusa.....	157		22	2	At sea.....	Dory capsized while fishing.
9	Sc. Cavalier.....	50		7	1	Pensacola Bay, Fla.	Fell overboard while intoxicated.
11	Str. John B. Cowle..	6,614		24	1	Lake Erie.....	Fell off staging while painting.
16	Str. H. F. Dimock...	2,625		28	2	New York Harbor.	Vessel on fire.
18	Str. Hampton Roads.	450	600	14	1	Portsmouth, Va....	Fell between vessel and wharf.
21	Str. City of Colum-bus.	5,433	98	64	1	At sea.....	Lost overboard.
21	Str. City of Savan-nah.	5,654	98	62	1	.....do.....	Do.
22	Sc. Gertrude.....	84		22	1	New Jersey coast..	Lost from dory while fishing.
23	Str. Duffy.....	98		5	1	Ohio River.....	Accidentally stepped overboard.
23	Str. Uncatena.....	652		12	1	At sea.....	Lost overboard.
24	Gas. str. Elsie J....	9	16	4	1	Narragansett Bay, R. I.	Vessel's small boat cap-sized.
24	St. Dredge No. 1....	282		14	1	Everett, Wash....	Fell overboard.

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MARINE CASUALTIES, LOSS OF LIFE, 1911—Continued.

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, 1911—Continued.

OTHER CAUSES—Continued.

Date of disaster.	Description and name of vessel.	Ton-nage.	Persons on board.		Lives lost.	Place of disaster.	Nature of casualty.
			Pas-sen-gers.	Num-ber in crews.			
1910.							
July 25	Str. John W. Moore.	1,961	.....	17	1	Lake Erie (Ashtabula, Ohio).	Fell overboard while boarding vessel.
26	Str. Columbia.....	2,582	47	46	1	Hampton Roads, Va.	Fell overboard.
27	Str. Peerless.....	102	.....	9	1	Baltimore, Md....	Scalded by steam from boiler gasket.
30	Str. Bay State.....	2,262	742	102	1	Off Cape Ann, Mass.	Lost overboard.
30	Str. Annie.....	27	4	4	1	Chesapeake Bay...	Lost overboard in gale.
31	Sc. Jura.....	227	.....	6	1	Lake Michigan (Milwaukee, Wis.)	Fell overboard.
Aug. 1	Str. D. O. Mills....	6,598	.....	25	1	Lake Erie (Ashtabula, Ohio).	Do.
1	Str. Matthew Andrews.	7,014	.....	26	1	Lake Erie (Toledo, Ohio).	Fell from ladder while boarding vessel.
3	Sc. Robt. P. Murphy.	697	.....	8	1	At sea.....	Fell overboard.
3	Str. City of Augusta.	320	25	12	1	Kennebec River, Me.	Knocked overboard by fender.
5	Str. J. P. Schuh....	117	.....	10	1	Mobile River, Ala.	Fell overboard.
6	Str. C. H. Conover.	203	.....	27	1	Lake Michigan (Chicago).	Fell between vessel and dock.
8	Str. Sunflower.....	13	.....	3	1	Galveston Bay, Tex.	Vessel on fire.
9	Str. Andaste.....	1,573	.....	18	1	Lake Superior (Marquette, Mich.)	Fell overboard.
9	Str. King Philip...	279	.....	16	1	Massachusetts Bay	Do.
12	Sc. Ida L. Miller...	40	.....	8	1	New York Bay...	Do.
12	Str. Theodore B. Johnson.	35	.....	5	1	New York Harbor.	Caught in machinery.
13	Str. Phoenix.....	256	.....	19	4	Point Arena, Cal..	Boilers exploded.
14	Str. Henry Koerber, Jr.	84	208	7	1	Lake Erie.....	Jumped overboard while intoxicated.
14	Str. Iowa.....	1,157	.....	80	1	Lake Michigan (Chicago).	Fell overboard.
14	Str. G. A. Boeckling.	328	1,100	16	1	Lake Erie.....	Fell into hold.
15	Str. Hettie.....	119	.....	7	1	Mississippi River (New Orleans, La.).	Lost overboard.
18	Str. Atlanta.....	2,094	173	40	1	Chesapeake Bay...	Do.
18	Str. Satellite.....	381	249	12	1	Massachusetts Bay	Fell overboard.
20	Str. Excelsior.....	3,542	.....	46	1	Mississippi River (New Orleans, La.).	Do.
21	Str. Lee Kimball, Jr.	58	.....	9	1	Gulfport, Miss....	Do.
23	Str. Virginia.....	868	.....	25	1	Chesapeake Bay...	Lost overboard.
23	Str. Cornell.....	435	.....	14	1	Hudson River.....	Fell overboard.
23	Str. Morning Star..	547	.....	20	1	Vancouver, B. C..	Accidentally killed while stowing cargo.
29	Str. Marie.....	40	.....	9	1	Pensacola Bay, Fla.	Fell overboard.
30	Str. Twin Cities...	418	7	24	1	Columbia River...	Do.
Sept. 1	Sc. Lydia M. Deering.	1,224	.....	9	1	Savannah, Ga....	Do.
1	Str. Perdita.....	286	.....	21	1	Puget Sound.....	Jumped overboard while intoxicated.
3	Str. Swan.....	281	10	25	1	Savannah River, Ga.	Fell overboard.
8	Bge. Nathan Lawrence.	652	.....	3	1	Hampton Roads, Va.	Do.
9	Str. Susquehanna..	2,781	.....	21	1	Lake Erie (Buffalo, N. Y.).	Fell into hold.
9	Str. Pere Marquette No. 17.	2,775	.....	38	2	Lake Michigan...	Lifeboat smashed in rescuing crew of sinking vessel.

MARINE CASUALTIES, LOSS OF LIFE, 1911—Continued.

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, 1911—Continued.

OTHER CAUSES—Continued.

Date of disaster.	Description and name of vessel.	Tonnage.	Persons on board.		Lives lost.	Place of disaster.	Nature of casualty.
			Passengers.	Number in crews.			
1910. Sept. 9	Str. G. B. Otis.....	25	.....	3	1	St. Croix River, Me.	Walked overboard while asleep.
9	Str. E. D. Carter..	6,359	.....	25	1	Lake Michigan (Chicago, Ill.).	Fell into hold.
10	Str. Thomas M. Mulry.	69	.....	6	1	East River, N. Y..	Lost overboard.
11	Str. Pere Marquette No. 5.	1,722	70	56	1	Lake Michigan....	Do.
12	Str. Clipper.....	185	.....	13	1	Monongahela River, Pa.	Fell overboard while oiling machinery.
12	Str. Red Bluff....	246	.....	32	1	Sacramento River, Cal.	Lost overboard.
17	Str. Dorchester....	2,537	20	38	1	Providence, R. I..	Fell down hatchway.
18	Str. Wm. E. Cleary.	90	.....	9	1	New York Harbor.	Fell overboard.
19	Str. Vigilant.....	372	.....	12	1	Boston Harbor....	Scalded by bursting steampipe.
19	Str. Sierra.....	4,846	.....	24	1	Lake Superior....	Fell overboard while intoxicated.
21	Sc. Chickamauga..	2,472	.....	10	1	Lake Michigan (Escanaba, Mich.).	Fell into hold.
26	Bge. Ella A. Dempsey.	388	.....	2	1	Norfolk, Va.....	Asphyxiated by gas from cargo.
28	Sc. Reading.....	1,283	.....	4	1	Delaware River...	Lost from vessel's small boat.
Oct. 2	Str. Indiana.....	836	.....	29	1	Lake Michigan (Racine, Wis.).	Fell off gangplank.
2	Str. Bay Port.....	1,400	.....	20	1	Newport News, Va.	Fell into hold.
5	Str. Fair Oaks.....	798	.....	23	1	Everett, Wash....	Crushed by swinging pile.
6	Str. Ashtabula....	2,670	.....	34	1	Lake Erie (Ashtabula, Ohio).	Fell overboard.
6	Str. St. Patrick....	35	.....	5	1	New York Harbor.	Fell overboard while intoxicated.
6	Gas. str. Murray Bros.	46	.....	4	1	Philadelphia, Pa..	Fell overboard while boarding vessel.
6	Str. Kate Adams..	595	40	65	1	Mississippi River..	Fell overboard.
10	Str. Martin Mullen	4,635	.....	22	1	Lake Erie (Cleveland, Ohio).	Do.
12	Str. Ella.....	9	.....	2	1	Stono River, S. C.	Fell overboard while intoxicated.
12	Sc. Belbina P. Domingos.	97	.....	17	1	At sea.....	Lost in dory while attending trawls.
13	Str. Bouker No. 2..	179	.....	11	1	New York Harbor.	Caught in line of tug.
14	Str. Istrouma.....	253	.....	.....	1	Baton Rouge, La..	Jumped overboard; insane.
15	Sc. Hugh Kelly...	792	.....	8	1	Hampton Roads, Va.	Fell overboard.
16	Str. City of Para...	3,532	.....	69	1	At sea.....	Jumped overboard; in sane.
18	Scow No. 17.....	289	.....	2	1	Niagara River....	Fell overboard.
19	Sc. R. L. Tay.....	151	.....	5	1	Fort Point Cove, Me.	Do.
22	Str. Speed.....	85	.....	14	1	Mississippi River..	Jumped overboard; frightened by bursting boiler flue.
23	Str. Germania....	73	.....	6	1	Norfolk, Va.....	Fell overboard.
24	Sc. James A. Garfield.	28	.....	8	1	Potomac River...	Knocked overboard by hawser.
25	Str. City of Berlin.	2,051	.....	18	1	Green Bay, Lake Michigan.	Boiler exploded.
27	Str. Geneva.....	91	1	7	1	Pensacola Bay, Fla.	Fell overboard while intoxicated.
28	Str. Frontenac....	2,003	.....	19	1	Lake Superior (Marquette, Mich.)	Fell down hatchway.
29	Str. Ira M. Hedges.	76	9	1	Hudson River....	Fell against engine crank.
29	Sc. Theodore Roosevelt.	125	18	1	Pubnico Harbor, N. S.	Fell overboard.

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MARINE CASUALTIES, LOSS OF LIFE, 1911—Continued.

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, 1911—Continued.

OTHER CAUSES—Continued.

Date of disaster.	Description and name of vessel.	Tonnage.	Persons on board.		Lives lost.	Place of disaster.	Nature of casualty.
			Pas-sen-gers.	Num-ber in crews.			
1910.							
Oct. 29	Bge. Viola W. Tunis.	264	.....	2	1	Norfolk, Va.....	Fell overboard.
31	Str. Courier.....	296	11	24	1	Ohio River.....	Do.
—	Str. Arkadia ¹	2,206	4	34	38	At sea.....	Vessel never heard from.
Nov. 1	Sc. Effie M. Cross..	138	.....	22	1	do.....	Thrown overboard by lurching of vessel.
1	Gas. str. Louise ¹ ..	8	2	2	4	Behring Strait, Alaska.	Crushed by ice.
2	Slp. Fannie L. Daugherty.	8	.....	6	1	Chesapeake Bay..	Knocked overboard by main boom.
3	Str. Anna W.....	204	.....	1	1	New York Bay...	Scow in tow capsized.
4	Sc. Florence E. Stream.	95	.....	18	1	At sea.....	Fell overboard.
4	Str. William F. Romer.	880	18	35	1	Hudson River....	Do.
19	Str. City of Columbus.	5,433	49	62	1	At sea.....	Lost overboard.
21	Str. Mackinaw.....	2,578	.....	32	1	do.....	Fell down hatchway.
22	Sc. H. F. Lankford	10	.....	6	1	Chesapeake Bay..	Lost overboard.
22	Str. Knight Templar.	38	.....	4	1	Milwaukee, Wis..	Lost while dumping scow in tow.
24	Gas. str. American Eagle.	13	.....	3	1	Mississippi River.	Fell overboard.
26	Str. Louise.....	105	.....	12	1	Buffalo Bayou, Tex.	Fell overboard from barge in tow.
26	Str. Admiral Sampson.	2,262	147	59	1	At sea.....	Washed overboard by sea.
26	Bge. Boots.....	230	.....	1	1	Clinton, Tex.....	Fell overboard.
28	Str. City of Mt. Clemens.	132	.....	6	1	Lake Erie (Toledo, Ohio).	Do.
28	Str. Helen White..	174	.....	23	1	Ohio River.....	Do.
29	Str. Howell.....	63	.....	13	1	Penobscot Bay, Me.	Fell overboard from scow in tow.
29	Str. Elizabeth Hyde.	39	.....	7	1	Mississippi River (Natchez, Miss.)	Fell stepping from tug to barge.
29	Str. B. F. Jones...	6,934	.....	22	1	Lake Erie (Ashtabula, Ohio).	Fell overboard.
29	Str. Virginian.....	7,914	.....	.....	1	At sea.....	Fell against machinery.
Dec. 1	Str. Ontario.....	5,494	.....	24	1	Detroit River....	Lost overboard.
5	Sc. Thalia.....	82	.....	12	1	At sea.....	Fell overboard.
5	Sc. Oscar Murray..	20	.....	3	2	Lake Pontchartrain, La.	Vessel capsized.
6	Str. F. J. Luckenbach.	2,564	.....	27	1	At sea.....	Washed overboard by heavy sea.
7	Str. B. F. Jones, jr.	91	.....	14	1	Monongahela River.	Fell overboard.
7	Sc. Emilie.....	1,069	.....	5	1	Hampton Roads, Va.	Neck broken by slipping of hawser.
8	Sc. Doris.....	382	.....	6	1	At sea.....	Knocked over by main boom.
8	Str. James N. Trigg	166	15	30	1	Tennessee River..	Fell overboard.
9	Str. Brazos.....	6,399	60	85	1	At sea.....	Do.
11	Sc. Rhoda Holmes.	375	.....	6	1	South West Harbor, Me.	Fell overboard while furling jib.
15	Str. Edward Luckenbach.	401	.....	15	2	New York Harbor.	Explosion of boilers.
16	Str. Caribe.....	74	65	10	1	Stono River, S. C.	Fell overboard.
16	Gas. str. City of Port Orchard.	23	100	2	1	Puget Sound, Wash.	Do.
18	Gas. str. Henrietta No. 2.	14	22	3	1	Tillamook Bay, Oreg.	Do.
23	Sc. Lily White ¹ ...	55	.....	6	3	Tampa, Fla.....	Vessel on fire.
27	Sc. Jennie Little..	9	.....	5	1	Choptank River, Md.	Fell overboard.
27	Sc. John R. Manta.	147	.....	27	1	At sea.....	Caught in line and carried down by whale.
28	Str. St. Paul.....	208	.....	12	1	Columbia River...	Fell overboard.
29	Str. Centralia.....	487	1	19	1	At sea.....	Lost overboard.

Totally lost.

MARINE CASUALTIES, LOSS OF LIFE, 1911—Continued.

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 fiscal year ending June 30, 1911—Continued.

OTHER CAUSES—Continued.

Date of disaster.	Description and name of vessel.	Tonnage.	Persons on board.		Lives lost.	Place of disaster.	Nature of casualty.
			Pas-sen-gers.	Num-ber in crews.			
1910.							
Dec. 30	Sc. James A. Garfield.	28	.....	7	1	Annapolis, Md....	Fell overboard.
30	Sc. Moonam.....	117	.....	28	1	Georges Bank.....	Washed overboard by sea.
31	Str. John H. Estill.	242	8	11	1	At sea.....	Lifeboat capsized.
31	Str. Julia C. Morgan.	164	.....	10	1	Raritan Bay, N. J.	Fell overboard.
—	Sc. Annie C. Grace ¹	516	.....	7	7	At sea.....	Vessel never heard from.
1911.							
Jan. 2	Sc. Hatteras.....	78	.....	10	1	Gulf of Mexico....	Fell overboard.
4	Str. Reliance.....	98	.....	7	1	New York Harbor.	Do.
5	Sc. T. E. Welles...	12	.....	2	1	Mobile Bay, Ala..	Do.
5	Sc. Eckley.....	495	.....	3	1	Block Island Sound.	Knocked overboard by boom.
6	Str. Cadet.....	122	.....	14	1	Monongahela River.	Fell overboard while handling lines.
11	Gas. str. Martha E. McLain.	13	.....	2	1	Burnt Island, Me..	Fell overboard.
13	Str. Wm. H. Yerkes, Jr.	59	.....	13	1	Baltimore, Md....	Do.
13	Str. Clerimond....	87	.....	15	1	Ohio River.....	Do.
13	Str. Berkeley.....	1,945	1,940	20	1	San Francisco Bay	Explosion of gas.
16	Str. Toronado.....	319	.....	24	1	Ohio River.....	Fell overboard while wheeling coal.
18	Str. Fred Little....	126	.....	14	1	Monongahela River.	Fell overboard from barge in tow.
19	Str. H. W. Buttorff.	181	85	45	1	Mississippi River (Greenville Miss.).	Fell overboard.
20	Sc. Minnie & Emma.	77	.....	4	1	Chesapeake Bay..	Knocked overboard by boom.
21	Sc. Ella M. Goodwin. ¹	121	.....	9	9	At sea.....	Vessel never heard from.
26	Str. Grit.....	31	.....	7	1	Norfolk, Va.....	Fell overboard.
27	Bge. Berkshire....	934	.....	4	1	Perth Amboy, N.J.	Vessel's small boat capsized.
30	Sc. Rebecca Palmer	2,556	.....	12	1	Vineyard Sound..	Fell into hold.
Feb. 1	Str. W. Katharine ¹	59	.....	6	6	New York Harbor.	Explosion of dynamite.
1	Str. John Twohy, Jr.	133	.....	6	1	do.....	Do.
2	Sc. Conqueror.....	139	.....	23	2	At sea.....	Dory capsized while attending trawls.
3	Str. Hettie.....	119	.....	.....	1	New Orleans, La..	In wagon on ferryboat; horse jumped overboard, taking wagon with it.
4	Sc. Emma Virginia.	41	.....	8	1	Chesapeake Bay..	Knocked overboard by jib.
5	Sc. Victor & Ethan.	94	.....	17	1	At sea.....	Dory swamped while fishing.
7	Gas. str. Owl.....	13	.....	3	1	Ohio River.....	Caught in flywheel of engine.
11	Str. Flora M. Hill..	623	.....	20	1	Lake Michigan (Milwaukee, Wis.).	Fell overboard.
13	Sc. Kona.....	679	.....	12	1	At sea.....	Lost overboard in gale.
13	Sc. Virginia.....	585	.....	10	1	do.....	Lost overboard.
13	Gas. str. Oshkosh..	145	.....	7	6	Mouth of Columbia River.	Capsized by heavy sea.
16	Str. American.....	190	18	39	1	Alabama River...	Fell overboard.
18	Str. Washtenaw....	2,896	.....	33	1	At sea.....	Struck and knocked overboard by davit.
18	Str. S. G. Simpson.	267	23	11	1	Puget Sound, Wash.	Lost overboard.
18	Str. Chaney Lamb.	194	.....	17	3	Clarkesville, Tenn.	Struck bridge.

¹ Totally lost.

MARINE CASUALTIES, LOSS OF LIFE, 1911—Continued.

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 fiscal year ending June 30, 1911—Continued.

OTHER CAUSES—Continued.

Date of disaster.	Description and name of vessel.	Tonnage.	Persons on board.		Lives lost.	Place of disaster.	Nature of casualty.
			Pas-sen-gers.	Num-ber in crews.			
1911.							
Feb. 19	Sc. Frank W. Benedict.	534	.....	7	1	At sea.....	Fell overboard.
21	Sc. Francis O'Hara, jr.	117	.....	18	1	Boston Harbor....	Do.
24	Sc. John R. Manta.	147	.....	27	1	At sea.....	Caught in line while whaling.
28	Sc. Three Brothers.	54	.....	3	1	Chesapeake Bay..	Vessel's yawl capsized.
28	Sc. Millville.....	365	.....	7	1	Philadelphia, Pa..	Fell overboard while intoxicated.
28	Sc. J. J. Flaherty..	162	.....	22	1	At sea.....	Fell overboard while reefing sail.
Mar. 2	Sc. Susan & Mary..	124	.....	23	1	.....do.....	Knocked overboard by sail.
3	Str. Pride of the River.	619	50	35	1	Sacramento River, Cal.	Fell overboard.
4	Str. J. P. Schuh....	117	.....	10	1	Mobile River, Ala.	Do.
4	Gas. str. Seminole.	6	.....	2	1	Apalachicola River, Fla.	Vessel burned.
5	Str. Nueces.....	3,367	65	50	1	At sea.....	Fell overboard while intoxicated.
7	Sc. Orlando V. Wooten.	677	.....	7	1	.....do.....	Lost overboard.
8	Str. Monroe.....	4,704	67	80	1	.....do.....	Do.
11	Str. Protector.....	35	.....	4	1	New York Harbor.	Vessel on fire.
14	Gas. str. Spray....	10	.....	3	1	Near Petit Manan Light, Me.	Fell on engine.
15	Str. Belle of Calhoun.	451	10	12	1	Mississippi River (Alton, Ill.).	Killed jumping to another vessel.
18	Str. Marshfield....	388	.....	19	1	San Francisco, Cal.	Fell from house to deck.
19	Gas. str. Mascot....	299	.....	12	1	Pekin, Wash.....	Vessel on fire.
20	Str. Bowling Green.	123	45	28	1	Evansville, Ind..	Fell overboard.
22	Sc. Eva Booze.....	10	.....	2	1	Chesapeake Bay..	Vessel's small boat capsized.
23	Str. Lillie & May..	12	.....	2	1	Lake Erie.....	Fell overboard.
25	Sc. Rex.....	134	.....	22	2	At sea.....	Dory capsized while fishing.
26	Bge. S. A. Souder..	277	.....	2	1	Richmond, Va....	Lost overboard.
26	Str. Manhattan Beach.	652	.....	11	1	New York Harbor.	Fell overboard.
26	Gas. str. Henrietta.	.....	1	3	1	Lake Borgne, La..	Do.
28	Shp. Abner Cournburn.	1,972	.....	18	1	At sea.....	Fell from aloft.
28	Scow Ajax.....	384	.....	2	1	Lake Superior....	Vessel's small boat capsized.
Apr. 2	Sc. Queen ¹	40	.....	3	3	Phillips Inlet, Fla..	Vessel capsized.
	Sc. Martha S. Greer.	112	.....	17	1	At sea.....	Lost from dory while fishing.
6	Str. Henry A. Langhlin.	151	.....	14	3	Ohio River (Pittsburgh, Pa.).	Str. capsized in gale.
7	Sc. Georgie Campbell.	111	.....	18	2	At sea.....	Dory capsized while attending trawls.
9	Sc. Victor & Eithan.	94	.....	15	2	.....do.....	Lost from dories while attending trawls.
11	Str. Avalon.....	600	7	26	1	Choptank River, Md.	Fell overboard.
18	Str. Santa Ana....	1,059	.....	25	1	Sumner Straits, Alaska.	Lost overboard.
18	Str. Iroquois.....	1,169	278	55	1	Washington Sound, Wash.	Fell overboard.
20	Sc. Lydia M. Deering.	1,224	.....	9	1	At sea.....	Washed overboard.
20	Str. Hilonian.....	2,921	.....	46	1	Honolulu Harbor.	Lost overboard.
20	Sc. Maria O. Teel..	1,125	.....	1	10	At sea.....	Washed overboard.
22	Ac. Arcadian.....	18	.....	5	1	Lake Borgne, La..	Fell overboard.
26	Sc. Emma Hawkins.	46	.....	2	5	Lake Ponchartrain, La.	Vessel capsized.

¹ Totally lost.

MARINE CASUALTIES, LOSS OF LIFE, 1911—Continued.

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 fiscal year ending June 30, 1911—Continued.

OTHER CAUSES—Continued.

Date of disaster.	Description and name of vessel.	Tonnage.	Persons on board.		Lives lost.	Place of disaster.	Nature of casualty.
			Pas-sen-gers.	Num-ber in crews.			
1911.							
Apr. 29	Str. Amanda Moore.	121	.....	13	1	Chesapeake Bay..	Fell overboard from scow in tow.
May 4	Str. State of Ohio..	1,221	.....	12	3	Cleveland, Ohio...	Bursting of steampipes.
	Str. Whidby ¹	192	.....	10	2	Oak Harbor, Wash.	Vessel on fire.
10	Str. Stadacona.....	6,014	.....	22	1	Buffalo, N. Y.....	Fell into hold.
12	Str. Miranda.....	95	.....	8	1	Narragansett Bay, R. I.	Fell overboard.
21	Str. Homer Ransdell.	1,181	.....	46	1	Hudson River.....	Vessel on fire.
22	Str. Weiding Bros.	211	.....	36	1	At sea.....	Dory capsized while fishing.
22	Str. Thistle.....	102	.....	25	1	do.....	Do.
22	Gas. Str. Louise...	23	.....	7	1	do.....	Do.
25	Str. Montana.....	2,562	.....	.....	1	San Francisco, Cal.	Killed while operating steam winch.
June 3	Gas. str. Paul.....	91	.....	.....	1	Mississippi River..	Fell overboard.
	Str. Paraguay.....	2,627	.....	27	1	Delaware River...	Do.
8	Str. Catharine.....	31	.....	5	1	Wilmington, N. C.	Do.
12	Str. Algiers.....	2,294	2	24	1	At sea.....	Lost overboard.
12	Sc. Lancaster.....	1,283	.....	5	1	Newport News, Va	Vessel's small boat capsized.
12	Sc. Ida S. Brooks..	72	.....	16	1	At sea.....	Lost in dory while fishing.
12	Gas. str. P. & B. No. 2.	14	.....	3	1	Narragansett Bay, R. I.	Fell overboard.
16	Sc. Ellen A. Swift.	131	.....	22	1	At sea.....	Pitched from boat while whaling.
20	Sc. Minnie A. Caine.	880	.....	10	1	do.....	Washed overboard.
23	Str. Minnesota.....	3,320	25	80	1	Milwaukee, Wis...	Breaking of elevator cables.
24	Str. City St. Joseph.	182	26	46	18	Mississippi River..	Boiler flues collapsed.
26	Bge. Humble ¹	299	.....	2	1	Port Arthur, Tex.	Vessel burned.
28	Str. Apollo.....	105	.....	11	1	Hampton Roads, Va.	Fell overboard.
30	Str. America.....	681	.....	20	1	Lake Superior (Duluth, Minn.)	Do.
	Total (237 vessels).	221,229	7,390	4,271	347		

¹ Totally lost.

MARINE CASUALTIES, LOSS OF LIFE, 1911—Continued.

TABLE 65.—Summary of Table 64: Loss of life, 1911.

Coasts, nature of casualties, etc.	Vessels.	Tonnage.	Passengers.	Number in crews.	Lives lost. ¹
Summary by coasts, etc.:					
Atlantic and Gulf coasts.....	95	40,155	1,858	887	152
Pacific coast.....	22	15,113	2,369	317	44
Great Lakes.....	44	91,901	1,997	943	92
Rivers of the United States.....	62	20,104	575	1,091	86
At sea and in foreign waters.....	58	75,160	751	1,418	118
Total.....	281	242,433	7,550	4,656	492
Summary by nature of casualties:					
Foundering.....	10	5,999	3	112	56
Strandings.....	13	10,693	151	179	43
Vessels in collision.....	21	4,512	6	94	46
Other causes.....	237	221,229	7,390	4,271	347
Total.....	281	242,433	7,550	4,656	492
Summary by months:					
July.....	28	34,136	2,342	715	31
August.....	27	27,216	1,762	489	31
September.....	24	32,203	100	432	56
October.....	33	27,346	56	523	79
November.....	24	29,355	219	351	33
December.....	28	19,620	271	391	46
January.....	20	10,881	2,025	222	42
February.....	24	8,316	42	314	43
March.....	27	16,278	238	377	41
April.....	16	9,599	291	270	33
May.....	13	12,785	.....	186	19
June.....	17	14,698	204	386	38
Total.....	281	242,433	7,550	4,656	492

¹ Including all losses of life reported as having occurred from vessels during the year. See explanatory note at head of Table 64.

SUPPLEMENTAL STATISTICS OF MARINE
CASUALTIES FOR THE FISCAL YEAR ENDED
JUNE 30, 1910.

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MARINE CASUALTIES: SUPPLEMENTAL STATISTICS, 1910.

LOSS OF LIFE.

After the wreck statistics published in the service report for 1910 were tabulated, reports were received of the loss of 13 lives from 6 documented vessels involved in disaster, the loss of 1 life from a launch that collided with a documented vessel, and the loss of 26 lives from 25 vessels suffering no disaster. 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 for 1910 from aboard vessels in United States waters and from American vessels at sea and in foreign waters:

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

Date of disaster.	Description and name of vessel.	Tonnage.	Persons on board.		Lives lost.	Place of disaster.	Nature of casualty.
			Pas-sen-gers.	Num-ber in crews.			
1909.							
Aug. 11	Str. Nezinscot ¹	156	2	11	4	Near Cape Ann, Mass.	Foundered.
1910.							
Jan. 4	Str. Rancocas.....	150		8	1	New York Harbor.	Fell overboard.
12	Str. Atlas.....	45			1	.....do.....	Do.
21	Str. E. L. Russell....	206		12	1	At sea.....	Swept overboard by sea.
25	Sc. Cavalier.....	96			2	.....do.....	Dory capsized while attending trawls.
Feb. 6	Sc. Schuylkill.....	841		4	1	Delaware River...	Fell overboard while attending sails.
9	Str. Bangor.....	188		9	1	New York Harbor.	Fell overboard.
10	Str. Venture.....	47		8	1	Hampton Roads, Va.	Collided with str. Kanawha.
10	Str. Kentucky.....	378			1	Ohio River (Warsaw, Ky.).	Fell overboard.
13	Str. Windber.....	2,440		32	1	At sea.....	Do.
20	Str. Ossabaw.....	2,667			1	Texas City, Tex...	Killed by slipping of hawser.
25	Str. Peters Lee....	463	62	45	1	Ohio River (Paducah, Ky.).	Fell overboard.
28	Str. John Quill....	270	20	46	1	Tombigbee River, Ala.	Do.
Mar. 2	Str. Ferd Harold...	544	30	60	1	Mississippi River..	Do.
8	Str. Tacoma.....	276			1	Ohio River (Cincinnati, Ohio).	Do.
11	Str. Uneeda.....	66	3	9	1	Caloosahatchie River, Fla.	Do.
16	Str. Grand.....	219		20	1	Arkansas River...	Fell overboard while intoxicated.
25	Str. W. A. Sherman.	99	1	6	1	New York Harbor.	Collided with German str. Pretoria.
Apr. 4	Str. Grecian.....	2,827		38	1	Delaware River (Philadelphia, Pa.).	Fell overboard.
9	Str. Tornado.....	319		24	1	Ohio River (Georgetown, Pa.).	Do.
22	Launch.....			5	1	Lake Erie (Cleveland, Ohio).	Collided with Bge. No. 57.
29	Str. Florida.....	1,596		23	1	New York Harbor.	Man burned while building fire on board.
30	Str. Tell City.....	366	70	25	1	Ohio River.....	Jumped overboard while intoxicated.

¹ Totally lost.

MARINE CASUALTIES: SUPPLEMENTAL STATISTICS, 1910—Continued.

LOSS OF LIFE.

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

Date of disaster.	Description and name of vessel.	Ton-nage.	Persons on board.		Lives lost.	Place of disaster.	Name of casualty.
			Pas-sen-gers.	Num-ber in crews.			
1910.							
May 7	Str. Cape Charles...	296	.....	16	5	Delaware River...	Bursting of steam pipe.
12	Str. Julia C. Moran.....	.....	.....	.....	1	New York Harbor.	Fell overboard from scow in tow.
15	Str. Greendale.....	94	5	24	1	Ohio River.....	Fell overboard while intoxicated.
20	Str. Frederick.....	1,872	.....	37	1	Delaware River...	Fell from pier while casting off lines.
June 10	Sc. Majestic ¹	1,108	.....	4	1	Near Cape Cod, Mass.	Foundered.
16	Shp. Sintram.....	1,656	104	62	1	Nakeh, Alaska....	Struck by stick of lumber while unloading cargo.
18	Str. Saugatuck....	1,113	141	39	1	New York Harbor.	Fell overboard.
22	Str. Mary.....	42	.....	9	1	Flint River (Al-bany, Ga.).	Do.
26	Str. Courier.....	296	.....	18	1	Ohio River.....	Fell overboard while intoxicated.
	Total (32 ves-sels).	20,736	438	614	40		

¹ Totally lost.

COMPLETE SUMMARY OF LOSS OF LIFE, 1910.

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.

Coasts, nature of casualties, etc.	Vessels.	Tonnage.	Pas-sen-gers.	Number in crews.	Lives lost. ¹
Summary by coasts, etc.:					
Atlantic and Gulf coasts.....	79	37,556	2,303	723	167
Pacific coast.....	27	13,065	752	373	62
Great Lakes.....	48	120,908	384	708	133
Rivers of the United States.....	91	27,315	3,883	1,642	112
At sea and in foreign waters.....	49	29,803	197	709	159
Total.....	294	228,647	7,519	4,155	633
Summary by nature of casualties:					
Foundering.....	20	15,953	23	158	110
Strandings.....	17	16,139	171	277	98
Vessels in collision.....	21	12,440	955	130	59
Other causes.....	236	184,115	6,370	3,590	366
Total.....	294	228,647	7,519	4,155	633
Summary by months:					
July.....	38	18,067	2,070	524	77
August.....	31	24,641	838	351	62
September.....	33	21,884	1,572	353	56
October.....	18	24,815	80	293	35
November.....	25	23,344	127	403	31
December.....	33	35,042	313	396	167
January.....	18	12,378	346	394	52
February.....	22	10,852	92	267	32
March.....	17	6,235	99	276	23
April.....	11	8,510	169	190	15
May.....	21	21,406	414	355	53
June.....	27	21,473	1,459	353	30
Total.....	294	228,647	7,519	4,155	633

¹ Including the 418 lives lost (see supplemental Table 3) from documented vessels involved in disaster, the loss of 11 lives from 9 undocumented vessels that collided with documented vessels, and the loss of 204 lives from 196 vessels suffering no casualty.

MARINE CASUALTIES: SUPPLEMENTAL STATISTICS, 1910—Continued.

In addition to the belated reports mentioned in the explanatory remarks preceding supplemental Table 1, there were received, after the tabulation for 1910 had been completed, reports in cases of 96 vessels suffering casualty but no loss of life. These, with the 6 vessels mentioned in the explanatory remark referred to as having suffered casualty attended by loss of life, make a total of 102 vessels that were involved in disaster last year, figures for which were not embraced in the published statistics for that year. It would be obviously impracticable to publish supplemental tables classifying in detail the information collected in these cases, but Table 63 of last year's report, which is a general summary of the casualty statistics appearing in Tables 1 to 62 of that volume, is reproduced here (supplemental Table 3), amended to include the important data relating to the 102 additional vessels.

COMPLETE GENERAL SUMMARY OF MARINE CASUALTIES: 1910.

TABLE 3.—*Supplemental to Table 63 of last year's report. A complete general summary of reported disasters to vessels in United States waters and to American vessels at sea and in foreign waters during the fiscal year ending June 30, 1910.*

Coasts, etc., and nature of casualties.	Vessels involved.	Tonnage of vessels.		Total value of property involved.		Value of property lost.	
		Totally lost.	Damaged only.	Vessels.	Cargoes.	Vessels.	Cargoes.
Atlantic and Gulf coasts:							
Founderings.....	75	13,994	7,170	\$1,009,040	\$181,525	\$593,115	\$94,985
Strandings.....	151	37,316	67,317	7,937,010	1,894,115	1,689,710	471,790
Vessels in collision..	281	2,805	293,723	20,742,280	4,244,025	501,630	39,515
Other causes.....	150	5,021	98,802	9,723,680	3,398,595	753,965	412,840
Total.....	657	59,136	467,012	39,412,010	9,718,260	3,538,420	1,019,130
Aggregate.....		526,148		49,130,270		4,557,550	
Pacific coast:							
Founderings.....	4	17	13	6,000	700	4,450	350
Strandings.....	50	7,523	27,794	2,656,875	300,345	881,610	93,760
Vessels in collision..	48	16	71,079	2,942,900	295,065	55,130	660
Other causes.....	54	6,454	40,157	3,962,650	1,251,250	794,230	162,325
Total.....	156	14,010	139,043	9,568,425	1,847,360	1,735,420	257,085
Aggregate.....		153,053		11,415,785		1,992,505	
Great Lakes:							
Founderings.....	8	7,292	344	567,875	317,000	555,575	316,060
Strandings.....	113	5,636	330,230	18,753,370	3,398,580	904,065	145,190
Vessels in collision..	170	10,065	575,295	35,383,540	4,926,850	1,228,155	127,300
Other causes.....	147	10,485	342,333	19,106,945	2,692,520	888,435	208,865
Total.....	438	33,508	1,248,202	73,810,730	11,334,950	3,576,230	797,415
Aggregate.....		1,281,710		85,145,680		4,373,645	
Rivers:							
Founderings.....	33	3,099	1,227	313,650	8,150	233,950	5,200
Strandings.....	15	575	10,667	607,750	55,785	83,350	8,460
Vessels in collision..	42	675	23,292	2,323,800	274,725	79,475	7,220
Other causes.....	123	6,967	25,205	3,623,250	389,315	756,210	73,935
Total.....	213	11,316	60,391	6,868,450	727,975	1,152,985	94,815
Aggregate.....		71,707		7,596,425		1,247,800	

MARINE CASUALTIES: SUPPLEMENTAL STATISTICS, 1910—Continued.

TABLE 3.—*Supplemental to Table 63 of last year's report. A complete general summary of reported disasters to vessels in United States waters and to American vessels at sea and in foreign waters during the fiscal year ending June 30, 1910—Continued.*

Coasts, etc., and nature of casualties.	Vessels involved.	Tonnage of vessels.		Total value of property involved.		Value of property lost.	
		Totally lost.	Damaged only.	Vessels.	Cargoes.	Vessels.	Cargoes.
At sea and in foreign waters:							
Foundering.....	5	1,910		\$50,700	\$19,000	\$50,700	\$19,000
Strandings.....	27	5,988	11,750	1,597,350	306,655	445,605	139,615
Vessels in collision.....	14	632	35,631	1,750,400	1,198,300	80,475	33,000
Other causes.....	85	10,749	127,821	11,824,115	2,848,490	786,200	217,630
Total.....	131	19,329	175,202	15,222,565	4,372,445	1,362,980	409,245
Aggregate.....		194,531		19,595,010		1,772,225	
Recapitulation by nature of casualties:							
Foundering.....	125	26,312	8,754	1,947,265	526,375	1,437,790	435,595
Strandings.....	356	57,068	447,758	31,552,355	5,955,480	4,004,340	858,815
Vessels in collision.....	555	14,243	999,020	63,142,920	10,938,965	1,944,865	207,685
Other causes.....	559	39,676	634,318	48,239,640	10,580,170	3,979,040	1,075,595
Grand total.....	1,595	137,299	2,089,850	144,882,180	28,000,990	11,366,035	2,577,960
Grand aggregate.....		2,227,149		172,883,170		13,943,725	

Coasts, etc., and nature of casualties.	Amount of insurance carried.		Vessels laden or in ballast.			Vessels lost or damaged.		Persons on board.		Lives lost.
	Vessels.	Cargoes.	Laden.	In ballast.	Unknown.	Totally lost.	Damaged.	Passengers.	Crews.	
Atlantic and Gulf coasts:										
Foundering.....	\$312,000	\$47,565	35	40	.....	43	32	28	381	59
Strandings.....	4,237,960	1,307,660	94	57	.....	73	78	651	1,797	42
Vessels in collision.....	13,582,580	2,515,365	127	113	41	10	271	6,012	3,949	12
Other causes.....	6,700,300	2,423,645	60	90	.....	54	96	1,740	1,977	10
Total.....	24,832,840	6,294,235	316	300	41	180	477	8,431	8,104	123
Aggregate.....	31,127,075		657			657		16,535		.....
Pacific coast:										
Foundering.....	1,400		1	3	.....	2	2		4	.....
Strandings.....	1,055,000	89,000	27	23	.....	17	33	483	820	33
Vessels in collision.....	187,400	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.....	4,073,490	402,400	75	72	9	34	122	2,874	2,416	44
Aggregate.....	4,475,890		156			156		5,290		.....
Great Lakes:										
Foundering.....	504,265	296,000	6	2	.....	5	3	1	85	36
Strandings.....	13,218,370	1,176,160	87	26	.....	9	104	175	2,115	7
Vessels in collision.....	21,946,230	2,213,855	116	43	11	4	166	688	3,598	35
Other causes.....	10,791,440	1,380,665	90	56	1	18	129	934	2,483	17
Total.....	46,460,305	5,066,680	299	127	12	36	402	1,798	8,281	95
Aggregate.....	51,526,985		438			438		10,079		.....

MARINE CASUALTIES: SUPPLEMENTAL STATISTICS, 1910—Continued.

TABLE 3.—Supplemental to Table 63 of last year's report. A complete general summary of reported disasters to vessels in United States waters and to American vessels at sea and in foreign waters during the fiscal year ending June 30, 1910—Continued.

Coasts, etc., and nature of casualties.	Amount of insurance carried.		Vessels laden or in ballast.			Vessels lost or damaged.		Persons on board.		Lives lost.
	Vessels.	Cargoes.	Laden.	In ballast.	Unknown.	Totally lost.	Damaged.	Passengers.	Crew.	
Rivers:										
Founderings.....	\$85,000	\$5,500	5	28	.....	19	14	105	197	1
Strandings.....	169,500	19,000	11	4	.....	4	11	81	238	12
Vessels in collision..	682,500	144,000	13	26	3	2	40	738	423	.....
Other causes.....	2,148,600	149,095	30	93	.....	59	64	1,978	1,307	16
Total.....	3,085,600	317,595	59	151	3	84	129	2,902	2,165	29
Aggregate.....	3,403,195		213			213		5,067		.....
At sea and in foreign waters:										
Founderings.....	25,250	8,000	4	1	.....	5	.....	.....	49	13
Strandings.....	1,357,950	10,000	19	8	.....	13	14	216	588	4
Vessels in collision..	1,471,450	310,500	8	3	3	2	12	141	374	.....
Other causes.....	7,602,200	683,315	66	17	2	27	58	662	1,783	110
Total.....	10,456,850	1,011,815	97	29	5	47	84	1,019	2,794	127
Aggregate.....	11,468,665		131			131		3,813		.....
Recapitulation by nature of casualties:										
Founderings.....	927,915	357,065	51	74	.....	74	51	134	716	109
Strandings.....	20,038,780	2,601,820	238	118	.....	116	240	1,606	5,558	98
Vessels in collision..	38,500,160	5,284,720	283	205	67	20	535	8,858	9,112	48
Other causes.....	29,442,230	4,849,120	274	282	3	171	388	6,426	8,374	163
Grand total.....	88,909,085	13,092,725	846	679	70	381	1,214	17,024	23,760	418
Grand aggregate..	102,001,810		1,595			1,595		40,784		.....

In addition to the loss of life noted in the above table, the loss of 11 lives was reported as having occurred during the year from 9 undocumented vessels that were in collision with documented vessels, and the loss of 204 lives from 196 vessels not involved in any disaster. Statistics relating to these cases are to be found only in tables 64 and 65 of last year's report and in supplemental tables 1 and 2 of this chapter.

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.
	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	
MAINE.											
Blue Hill Bay:											
Bartlett Narrows		2									2
Eagle Island								1			1
Gotts Island			2								2
Green Island Ledge							1				1
Horseshoe Ledge			1								1
Long Island								1		1	2
Oak Point									1		1
Staples Ledge			1								1
Swan Island									1		1
Tuppers Ledge					1						1
York Narrows							1			1	2
Blue Hill Bay approaches:											
Black Ledge				1							1
Johns Island Ledge		1			1					1	3
Little Duck Island							1				1
Scrag Island	1										1
Boothbay:											
Squirrel Island						1					1
Tumblers Island		1									2
Cape Elizabeth		1		1							2
Richmond Island					1					1	3
Trundys Reef		1			1	1					3
Zeb's Cove					1						1
Cape Neddick							1				1
Boon Island Ledge	1										1
Cape Porpoise	1							1			2
Goat Island	1						1			1	3
Green Island			1								1
Cape Small Point	1										1
Bald Head Rocks	1										1
Fullers or Glovers Rock				1							1
Casco Bay:											
Aldens Rock	1									1	2
Baileys Island								1			1
Broad Sound					1						1
Bush Island				1							1
Bustings Island					1						1
Cousins River				1							1
Cundy Harbor			1								1
Cushing Island				2							2
Great Chebeag Island											1
Haddock Rock, Broad Sound		1									1
Long Island			1			1					2
Peaks Island			1								1
Ragged Island											1
Ram Island and Ledge	1				1			1			4
Turnip Island		2									1
Yarmouth River				1				1			1
Cranberry Island, Great		2			1				1		4
Sperlin Rock					1						2
West Bunkers Ledge					1	1					1
Cranberry Island, Little	2		1			1				1	5
Bakers Island and Bar				1			1	1			3
Hardings Ledge							1				1
Cutler and approaches						1	1				2
Damariscotta River and approaches:											
Bantam Rock				1		1	1				3
Damiscove Island	3						1	1			5
Hypoerites, The	1										1
Pumpkin Island and Ledges					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.

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Places in United States waters where vessels have stranded during the last 10 years—Con.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.	
	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911		
MAINE—continued.												
Damariscotta River and approaches—Continued.												
Ram Island		1										1
Spruce Point Ledges								1				2
Thrumbeap Island	1									1		2
Deer Island Thoroughfare								1	1			2
Russ Island	1											1
Deer Isle:												
Greens Landing				1								1
North West Harbor									1			1
Stonington											1	1
Eastport Harbor					1							2
Eggemoggin Reach:	1											
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		3	1	3	2	4			1			14
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
Sullivan Harbor							1				1	2
Turtle Island						1						1
Winter Harbor			1			1					1	3
Frenchmans Bay approaches:												
Schoodic Island			1									1
Gouldsboro Harbor				1			1	1		1		4
Jericho Bay:												
Long Ledge									1			1
Kennebec River (mouth of)	2			1		1			1			5
Hunniwells Beach	2	2	1			1						6
Hunniwells Point			1									1
Sugar Loaves, The		1				2						3
Whales Back							1					1
Wood Island									1			1
Kennebec River approaches:												
Jackknife Ledge						1						1
Kennebunkport	1											1
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						2
Beals Island			1									1
Duck Ledges								1				1
Egg Rock								1				1
Fishermans Island Passage—												
Browney Island	1		1					1				3
Stevens Island						1						1
Freemans Rock			1	1								2
Great Wass Island		1										1
Head Harbor Island			1									1
Indian River	1											1
Jonesport	1		1									1
Mistake Island				1								1
Seal Cove							1					1
Stanleys Ledge						1	1					2
Mount Desert Island:												
Bass Harbor Bar and Head					2							2
Bear Island						1						1
Eastern Bunkers Ledge							1					1

Places in United States waters where vessels have stranded during the last 10 years—Con.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	
MAINE—continued.											
Mount Desert Island—Contd.											
Long Ledge.....				1		1		1			2
Otter Point.....											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					1					2
Grindstone Ledge.....	2						1				3
Hay Island Ledge.....						1					1
High Island.....				1							1
Long Ledge, Seal Harbor.....		1									1
Monroe Island.....	1							1			2
Pleasant Island.....									1		1
Seal Harbor.....				2					2		4
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	1							3
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.....		1		1							2
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					2
Long Island.....	1		1			1			1		3
No Mans Land.....										1	1
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:											
Airys 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
Sheep Island Ledge.....							1				1
Thurlow Island.....				1							1
Penobscot Bay, West:											
Bantam Ledge.....				1							1
Barley Ledge.....		1									1
Drunkards Ledge.....	1	1									2
Hurricane Island.....							1				1
Inner Bay Ledges.....				1		1					2
Matinecus Ledge.....					1						1
Metinic Island.....						1					1
Roaring Bull Ledges.....				1							1

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ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	
MAINE—continued.											
Penobscot Bay, West—Contd.											
Rockland.....					1					1	2
Saddle Island.....						1					1
Seal Ledge.....				1							1
Southern Triangles.....		1									1
Spragues Ledge.....		1									1
Two-Bush Island and Reef.....	1					1	1				3
White Islands.....								1			1
Pigeon Hill Bay:											
Peetit Manan Island and Point.....		2		1							3
Portland Harbor.....	1	1								1	3
Simontons Cove.....				1						1	2
Portsmouth Harbor (Maine side):											
Clarks Island.....	1										1
Fishing Islands.....	2		3	1	2		1				9
Gerrish Island.....	1	2		1				1			7
Hicks Rocks.....		1								2	2
Kittery Point.....					1	1	1		4		7
Logeys Ledge.....				3			1			1	5
Phillips Rocks.....	1										1
West Sister.....			1								1
White Islands.....	1										1
Wood Island.....		1									1
Prospect Harbor.....	1						1	1			3
Moultons Ledge.....		1									1
Quoddy Roads.....	1			3			1	1	1		7
Lubec.....						1					1
Sail Rock.....	1										1
Wallace Cove.....						1					1
West Quoddy Head.....		1				3	1		1	1	7
Saco Bay:											
Ferry Beach.....						1					1
Negro Island Ledge.....	2			2				2			7
Scarboro Beach.....	1										1
Sharps Rocks.....						1					1
Stage Island.....							2				2
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	1	2	1				3		11
Hay Ledge.....		1	1								2
Hoopers Island.....				1							1
Little Seavey Island.....					1	1					2
Marshalls Point.....	1			1				2	1		5
Mosquito Island.....					1				1		2
Old Man Ledge.....		1		1							2
Port Clyde.....		1						1			2
Sisters, The.....	1										1
Thompsons Island and Ledges.....		1			1						2
Two-Bush Island.....	1										1
Sheepscot Bay and River:											
Barters Island.....						1					1
Sawyers Island.....					1						1
Tennant Harbor:											
Southern Island.....				1		1			1	2	5
Whealers Bay:											
Clarks Island.....					1						1
Southern Island Reef.....				1							1
York River and approaches:											
Godfreys Cove.....		1									1
Stones Rock.....								1	1		2
NEW HAMPSHIRE.											
Foss Ledges.....		1					1				2
Isles of Shoals:											
Duck Island.....				1						1	2
White Island Ledge.....										1	1

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ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	
NEW HAMPSHIRE—continued.											
Portsmouth Harbor (New Hampshire side).....						1				1	1
Fort Point.....		2									2
Frost Point.....						1					1
Great Island.....		1				1					2
Jerrys Point.....		2	2								4
Odiornes Point.....				1			1		1		3
Rye Beach and Ledge.....	1		1								2
Stielmans Rocks.....		1		1					1		3
Wallis Sands.....				1							1
Western Ledges.....	1										1
MASSACHUSETTS.											
Boston Bay and Harbor.....					1		1				2
Bird Island Flats.....		1					1			1	3
Black Rock and Channel.....				1	1						2
Brewsters, The.....				1	2	3	2	1			9
Bumkin Island.....					1						1
Castle Island.....			2								2
Deer Island.....	1		1								2
Devils Back.....	1			2	1	2					6
Dorchester Bay.....				1	1		2		1		5
Gallups Island.....		1	3	1	1						6
Georges Island.....		2	1		1	7	2	6	5	8	32
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.....			1			1					2
Middle Ground.....	1	2		1							4
Nixs Mate.....				3	1		1				5
Peddocks Island.....	1				1						2
Pig Rocks.....		1									1
Pleasure Bay.....						1					1
Point Allerton.....		1	2			1	1	1		1	7
Quincy Beach.....						1					1
Ram Head.....	1	1		1	3	3	1		2	1	13
Shag Rocks.....	2										2
Sunken Island.....										1	1
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
Gull Island.....						1		1			2
Hen and Chickens Reef.....								1			1
Mishaum Ledge.....					1						1
Mosher Ledge.....				1							1
Nashawena Island.....						2					2
New Bedford Harbor.....								1			1
Penikese Island.....							1				1
Cape Ann:											
Annisquam.....			1						1	1	3
Bay View.....					1						1
Braces Cove.....			1							1	2
Dog Bar.....	2	1	1	1							5
Dollivers Neck.....					1	1					2
Eastern Point.....	1	1	2	1	1				2		7
Gap Head.....			1								1
Gloucester.....	1	1			1		2	1		2	8
Halibut Point.....								1			1
Kettle Island.....			1								1
Lanesville.....						1					1
Londoner, The.....		1	1		2			1			5
Long Beach.....	1										1
Milk Island.....	1	1				1		1			4
Muscle Point.....			1								1
Pigeon Cove.....	1	1		1				1			4
Rockport.....	1	1		2	1		1	1	1		8

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ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	
MASSACHUSETTS—continued.											
Cape Ann—Continued.											
Salvage, The.....						2					2
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				2	1				4
Little Round Shoal.....								1	1		2
Monomoy Point.....		1	1	1					1		4
Nauset Beach.....	1	1			1	2	1	1			8
Orleans Beach.....	2		1								3
Pamet River.....						2					2
Peaked Hill Bar.....	2	1		3	1	2	1		1	8	19
Pollock Rip.....	1			3	1	2	1	2	4		14
Race Point.....	4		3	2		6	6	3	1		25
Shovelful Shoal.....	6	2	3	3	2	1	2	1		2	22
Stone Horse Shoal.....	1	1	2			1		2	1		8
Cape Cod Bay:											
Barnstable.....		2		2							4
Long Point.....	1	1						1		1	4
Provincetown.....		2	2		1			1	1		7
Sandwich.....				1					1		2
Sandy Neck.....		1									1
Truro.....			1				1	1			3
Wood End.....	5	2	7	3		1	9	5	3		35
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	2	20
Lynn Harbor.....			1					2			3
Marblehead and approaches.....					1		1				2
Martha's Vineyard:											
Cape Poge.....					2	1					3
Cedar Tree Neck.....								2	1		3
Chappaquiddick Point.....					1						1
Cottage City.....		1			1						2
East Chop.....				1	1						2
Edgartown.....										1	1
Gay Head.....		1				3	1			1	6
Menemsha Bight.....	1			4	1	2	1		1		10
No Mans Land.....			1			1		1		1	4
Vineyard Haven.....	2	1		1	2				3	2	11
Wasque Shoal.....	2								1		3
West Chop.....	1	1	1						1		4
Nahant Bay:											
Nahant.....					1		1				2
Nantucket:											
Bar and Bay.....	1	1	2	2			1		2	1	10
Coskata.....		1	1				1		1		5
Great Point and Great Rip.....		1		1			3	1	1	1	8
Maddaket.....				2					1		3
Nantucket Shoals.....	1	2				1				2	7
Nantucket Sound:											
Bishop and Clerks Shoal.....				1					1		2
Chatham Roads.....	1										1
Common Flats.....		1		1							2
Dennisport Beach.....					1		2				3
Dog Fish Bar.....					1		1				2
Handkerchief Shoal.....	3	2	3	4		3	1	2	4		22
Hardings Beach.....	1					1					2
Hawes Shoal.....				1		1					2
Horseshoe Shoal.....				1	1				1		3
Hyannis.....	1						1				2
Kill Pond Bar.....		1			1		1				3
Long Shoal.....				1							1
Muskeget Island.....	2						2	3			7
Skiff Island Shoal.....						1				1	2
Tuckernuck Shoal.....	2								2		4

Places in United States waters where vessels have stranded during the last 10 years—Con.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	
MASSACHUSETTS—continued.											
Newburyport approaches:											
Newburyport Bar.....	8	3	5	4	4		3		2	2	31
Salisbury Point.....				1							1
Plum Island.....	2	2			1			1	2		8
Plymouth Bay:											
Browns Bank and Shoal.....	2		2		2	2	2	5	1	2	18
Cow Yard, The.....								1			1
Dicks Flat.....			1	1							2
Plymouth.....	1								3	1	5
Saquisish Head.....									1		1
Salem Harbor and approaches:											
Bakers Island and Shoals.....	1	1								1	3
Beverly.....										1	1
Curtis Point.....							1				1
Half Tide Rock.....					1						1
Misery Island.....				1							1
Salem Harbor.....	1		1					1		1	4
The Breakers.....									1		1
Scituate.....									1		1
Fourth Cliff.....					2	1		1			4
North Scituate.....		1					1		1		3
Vineyard Sound:											
Cuttyhunk Island.....	1	1	2	1				2		2	9
Falmouth.....	2										2
Half Moon Shoal.....								1			1
Hedge Fence Shoal.....				1		2					3
L'Homme Dieu Shoal.....	1										1
Lucas Shoal.....								2			2
Middle Ground.....	1						1			1	3
Nashawena Island.....		1			1						2
Naushon Island.....						1	3		1		5
Nobska Point.....					1		1	2			4
Nomaneset Island.....							1				1
Old Man Ledge.....										1	1
Pasque Island.....				1		1			2	1	5
Robinsons Hole.....	1										1
Sow and Pigs.....					1		1		1		3
Tarpaulin Cove.....				1							2
Woods Hole.....		3			1						4
RHODE ISLAND.											
Block Island:											
Block Island Breakwater.....	1	1		2							4
East side of.....	2										2
Grove Point.....		1						1		1	3
New Harbor.....	1		2		1						4
New Shoreham.....			1	3	3	1	2		1	1	12
Sandy Point.....				1					4		5
South Shore.....		1	1	3		1	1	2	2	1	12
West side of.....			2							1	3
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
Goat Island.....	1				1				1		3
James Ledge.....				1							1
Nayat Point.....		1								1	2
Newport.....	1		2	1	1						5
Pine Tree Beach.....						1					1
Popasquash Point.....										1	1
Portsmouth.....							1				1
Providence River.....					1						2
Prudence Island.....	1	1					1	2			5
Rocky Point.....										1	1
Rose Island.....							1				1

Places in United States waters where vessels have stranded during the last 10 years—Con.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	
RHODE ISLAND—continued.											
Narragansett Bay—Continued.											
Sakonnet Point.....					1						1
Sakonnet River.....							1				1
Warwick Neck.....		1		2							3
Whale Rock.....		1									1
Point Judith.....			1	2	1	3	3	2	1		13
Quonochontaug Beach.....		1									1
Watch Hill.....		1			1	1	3			2	8
Catumb Reef.....						1					1
Napatree Point.....						3					3
Pleasant View Beach.....							5				5
Spindle Reef.....			1								1
Sugar Reef.....				1				1	1		3
CONNECTICUT.											
Branford Harbor.....			1		1	1					3
Bridgeport.....	1						1	2	3	1	8
Cedar Point.....							1				1
Connecticut River (mouth of):											
Saybrook Bar.....	1		1	2							4
Fishers Island Sound:											
Latimers Reef.....							1	1			2
Mumford Point.....								2			2
Noyes Rock.....	1										1
Ram Island Reef.....				1							1
Seaflower Reef.....									1		1
Greenwich.....		1									1
Long Island Sound (near coast of Connecticut):											
Captain Islands.....			1		1						2
Cranes Reef.....										3	3
Duck Island.....		1		2		1	1				6
Faulknors Island.....	2				1			3	2		8
Flat Island.....					1						1
Greens Ledge.....					1						1
Goose Island.....	1								1		2
Hen and Chickens Shoal.....									1		1
Long Sand Shoal.....					1					1	2
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		1	3
Eastern Point.....	1						1				2
Goshen Ledge.....								2			2
Quinnepeg Rocks.....								1			1
Southwest Ledge.....								1			1
Sachems Head.....								1			1
Saugatuck River (mouth of):											
Shippan Point.....			1					1	1	1	4
Stamford Harbor.....	2						1	1	1		5
Stonington Harbor.....	2				1		1			1	5
Stratford Point.....	1										1
NEW YORK.											
Block Island Sound:											
Fort Pond Bay.....				2							2
Gardiners Island.....				1							1
Napeague Bay.....					1						1
East River:											
Astoria.....								2			2
Blackwells Island.....		1								1	2
Bowery Bay.....				1							1
College Point.....									1		1
Hell Gate.....	2	1	3	1	1		2	2	4	3	19
Mill Rock.....								1	1		2
Negro Head.....									1		1
The Hogs Back.....	2							1			3

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ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	
NEW YORK—continued.											
East River—Continued.											
Lawrence Point.....				2							2
Man-of-War Rock.....				1			1		1		3
North Brother.....	3	1			2		1				7
Randalls Island.....		1							1		2
Rikers Island.....	1							1			3
Sunken Meadows, The.....	2					1		1			4
Wards Island.....	1		1	1		1	1	1	1		7
Gardiners Bay:											
Gardiner Island (see Block Island Sound).											
Sag Harbor.....				1							1
Long Island (outside):											
Amagansett.....		1			1						2
Coney Island.....			1			1					2
Fire Island Beach.....			3	3	1	1	3	2	3	4	20
Fire Island Inlet.....	6	9	6	6	1	2	3	1	7	9	50
Gilgo Inlet.....					2						2
Great South Bay.....		3	6	11	21	10	11	4	6		72
Jamaica Bay.....						1					1
Jones Beach.....		1					2				4
Jones or New Inlet.....	5	1	1	2	1			4	6	5	25
Long Beach.....	3	1		2	1				1	1	9
Montauk Point.....			1		2		2				5
Moriches Beach.....	1						2	2			5
Moriches Bay.....					1	1					2
Napeague.....		1									1
Quogue.....			1		1						1
Rockaway Beach.....		1	2		1			1			5
Rockaway Inlet and Shoals.....	7	1	3	1		1			1		14
Shagwong Point and Reef.....			1						1		2
Shinnecock Beach.....				1		1	1				3
Short Beach.....								2	1		4
Zachs Inlet.....			1				1		1		3
Long Island Sound:											
Bayville.....							1	1			2
Big Tom Rock.....				1			1				2
Cold Spring Harbor.....			2								2
Davenport or Davids Island.....										3	3
Eatons Neck.....	1	3	2			1		1			8
Execution Rocks.....			2	1	1	1	1	2	1	1	10
Fishers Island.....	1	1		5	1	2	2	1	2	3	18
Glen Cove.....											1
Great Gull Island.....				1	1				1		3
Hallocks Landing.....	1										5
Harts Island.....	1	1				1	1			1	2
Hempstead Harbor.....									1	1	2
Hortons Point.....				1		1					1
Huntington Bay.....								1			1
Little Gull Island.....	2	1			1		1				5
Lloyds Neck.....		2									2
Manursing Island.....						1					1
Matinecock Point.....									1		1
New Rochelle Harbor.....			1		1						2
Oak Neck 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		1		2		5
Port Washington.....					1						1
Race Rock.....				1	3	1					5
Rocky Point.....							1				1
Rodmans Neck.....					1						1
Rye Point.....	1						1				2
Sands Point.....								1			1
Stepping Stones.....						1					1
Throggs Point.....										1	2
Wicopessett Island.....					1						1
New York Bay and Harbor:											
Bay Ridge.....				1	1			1			3
Bedloes Island.....						1					1
East Bank.....	1									1	2
Governors Island.....			1					1	2		4

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Places in United States waters where vessels have stranded during the last 10 years—Con.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	
NEW YORK—continued.											
New York Bay and Harbor—Con.											
Gravesend Bay.....			6								6
Great Kills.....	1										1
Nortons Point.....							1				1
Oyster Island.....	1										1
Robbins Reef.....				1	2				1		2
Romer Shoal.....	2			1			2	1			9
Staten Island.....		1	2	1		1		1	1		7
Swash Channel.....						1					1
West Bank.....	1			1				1			3
NEW JERSEY.											
Absecon Inlet.....	2	7	3	1	2	6	1	3	4	6	35
Atlantic City.....		2		1		1	1	2	1		8
Barnegat Inlet.....	4	1	1	3	4	4	6	4	3	4	34
Brigantine Beach and Shoals.....	1	1	4	1	2			2	2	5	18
Cape May.....						1	1	1			3
Cold Spring Inlet.....	1						1	3	3		8
Delaware Bay (see also Delaware):											
Ben Davis Shoal.....	1										1
Cross Ledge.....									1		1
East Point.....	1										1
Egg Island Point.....							3	1			4
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.....	4	3	1	2		1					11
Hereford Inlet.....	3	4	4	6			3	14	7	18	64
Highlands.....		1	2							5	3
Island Beach.....	2	2	1		1	2	1		3		12
Little Egg Harbor.....	2		2	2	1			1			8
Little Egg Harbor Inlet or New Inlet.....	2	3	1	2	5		4		4	2	23
Long Beach.....	3	2	1	1		2	1		2	1	13
Long Branch.....	1			1		1					3
Ludlam Beach.....					1						1
Monmouth Beach.....	1									1	2
Newark Bay, Shooters Island.....		1									1
Pecks Beach.....	1										1
Raritan Bay:											
Keyport.....	3										3
Sandy Hook.....	2		6	3			5		3	2	21
Flynns Knoll.....	2			1							3
Horse Shoe.....		1	7		3	1					12
Spermaceti Cove.....									1	1	2
Seabright.....					1				1	1	3
Shrewsbury River.....	1	1	1	1	2		1		1		7
Squan Beach.....				1	1		2				4
Tatham's.....		1									1
Townsend's Inlet.....		2			1	2	2	1			8
Tuckers Beach.....			1							1	2
Turtle Gut Inlet.....		1									1
DELAWARE.											
Cape Henlopen.....	3	2		1					2	1	9
Hen and Chickens Shoal.....	1							1	1		3
Delaware Bay (see also New Jersey):											
Brandywine Shoal.....		1			1		1		1		4
Bombay Hook.....				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		2		1	7
Indian River Inlet.....	2	3	1		1			1			8
Lewes.....		1	1	5	1	3	3	1	1	1	16
Rehoboth Beach.....			1								1

Places in United States waters where vessels have stranded during the last 10 years—Con.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	
MARYLAND.											
Chesapeake Bay:											
Bush River.....				1							1
Cedar Point.....	2	1			1						4
Chester River (mouth of)....		1									1
Cove Point.....								1		2	3
Dorchester Beach.....				1							1
Eastern Bay.....			1								1
Franklin Point.....								1			1
Holland Point.....		1									1
James Island and 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	2
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
Fenwick Island Shoals.....										1	1
Fenwick Island.....										1	1
Green Run Inlet.....	1	1									2
North Beach.....			1		1			1			3
Ocean City.....						1				1	2
VIRGINIA.											
Assateague Island.....			1	1		2	3	1			8
Fishing Point.....	5	6	3	3	1	2	2			1	23
Ship Shoal.....	1	1									2
Turners Shoals.....	1	1				1		1			4
Assawoman Inlet.....				1							1
Cape Charles.....						1					1
Cape Henry.....	1				2	3				1	7
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
Mobjack Bay.....						1					1
Nautilus Shoal.....								1			1
New Point Comfort.....						1				1	2
Old Point Comfort.....					1						1
Smiths Point.....				1		1			1		3
Stingray Point.....				1							1
Thimble Shoal.....				1	1		1			1	3
Willoughby Spit.....		1									1
Windmill Point.....						1					1
Wolf Trap Shoal.....		1									1
York River Spit.....		1				1	1	1			4
Chincoteague Inlet.....	1	3	3		3	1	1	3			15
Chincoteague Shoals (off Fishing Point).....					1						1
Cobb Island.....		1					1	1			3
Carters Shoals.....		2	2	1	1			1	1		8
Dam Neck Mills.....			1								1
False Cape.....	3	1		1	2	1		2	1		11
Pebble Shoals.....	1	3	1		1				1		7
Fishermans Island.....			1		1						2
Gargathy Inlet.....				2	1						3
Great Machipongo Island and Inlet.....		1	3	3	2	2	4	1	3	2	19

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ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	
VIRGINIA—continued.											
Hampton Roads:											
Bush Bluff Shoal.....				1							1
Hampton Bar.....	1										1
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.....		3	1	2			1	3	1		11
Parramore Beach.....											1
Sand Shoal Inlet.....	1	1	1	1							4
Ship Shoal Inlet.....			1	2					1		4
Smiths Island.....			3		3	1			1		8
Isaac Shoals.....	2	2	2			1		1		1	9
Virginia Beach.....			3						1		4
Wachapreague Inlet.....			3	1							4
Dawson Shoals.....	1			2	1	1					5
Wallops Beach.....			2		2						4
Winter Quarter Shoals.....	1				1			1			3
NORTH CAROLINA.											
Albemarle Sound:											
Camden Point.....						1					1
Croatan Sound.....	1										1
Kitty Hawk Bay.....					1						1
Pasquotank River (mouth of).....			1								1
Roanoke River (mouth of).....			1								1
Beaufort Inlet.....				1	3	1		3	1	2	11
Big Kinnakeet (also see Pamlico Sound).....	1										1
Bodie Island (also see Pamlico Sound).....		1		1	1			1			4
Bogue Island and Inlet.....				3	2	1	1			1	8
Cape Fear and Frying Pan Shoals.....	2	3	1	2	1	5	1	1	2	1	19
Cape Fear River Bar.....	3	4	3	3	2	1	2		5		23
Cape Hatteras.....		1		1	2		1		2		7
Diamond Shoals (inner and outer).....	1	1		3		1			1	2	9
Cape Lookout.....	3	1	4	2	2	2	2	3	1	2	22
Cape Lookout Shoals.....	1	1	3	2				1		1	10
Chicamacomico.....				1	1						2
Core Beach.....		3		1	1		2		2		9
Core Sound.....		1		3	7	1	1				13
Currituck Beach.....			3					2	1	1	7
Currituck Sound.....					1	1					2
Drum Inlet.....	1										1
Durants (also see Pamlico Sound).....								1		1	2
Gull Shoal (also see Pamlico Sound).....	1	1		1	1	1	1				6
Hatteras Inlet (also see Pamlico Sound).....		1					1				2
Kitty Hawk.....					1						1
Little Island.....						1				1	2
Lockwoods Folly Beach.....						1					1
Nags Head.....					1	1					2
New Inlet.....	1	1	1								3
Ocracoke Inlet.....	2	2		2	2	1	4	2			16
Ocracoke Island.....		2			2				1		5
Oregon Inlet.....		1									1
Pamlico Sound:											
Big Kinnakeet.....	1		3	1	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	1			1	4
Durants.....	1	1	1		1	2	3				9
Gull Island and Shoal.....			2				3				5
Harbor Island Bar.....					1	1	3				3
Hatteras Inlet.....						2			2	1	5
Hog Island Reef.....						1					1
Howard Reef.....			1					1			2
Little Kinnakeet.....	1								1		2
Log Shoal.....								1			1

Places in United States waters where vessels have stranded during the last 10 years—Con.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	
NORTH CAROLINA—continued.											
Pamlico Sound—Continued.											
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	4	17
Olivers Reef.....	1					2			1		4
Oyster Shoal.....			1		1	1					4
Pamlico Point.....		1									1
Royal Shoals.....							1	4			5
Portsmouth Island.....						1			1		2
Shalotte Inlet.....			1								1
Wash Woods.....	1		1								2
Wimble Shoals.....									1		1
SOUTH CAROLINA.											
Bulls Bay.....		1									1
Charleston.....			2							1	3
Charleston Bar.....	2										2
Drunken Dick Shoal.....		1									1
Edisto Island.....							1				1
Georgetown Breakers.....				1							1
Hilton Head Island.....		1									1
Little River Inlet.....						3					3
Port Royal Bar.....				1		1	1	2			5
St. Helena Sound and approaches.....			1			1		1			3
Singleton Swash.....						1					1
South Bull Island.....								1			1
Sullivan's Island.....	2									1	5
Winyah Bay.....	1		1	1							3
Wolf Island Shoal.....						1					1
GEORGIA.											
Altamaha Sound.....								1			1
Brunswick.....						1				1	2
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 and Bar.....							1	1			2
Savannah River (mouth of).....						1					1
Tybee Island.....									1		1
Wassaw Island.....		1									1
Wolf Island, Spit, and Shoals.....	1		3								4
FLORIDA.											
Apalachee Bay.....								1			1
Apalachicola Bay.....						1					1
Bethel Creek.....								3			3
Big Clearwater Pass.....									1		1
Biscayne Bay.....				2							2
Cape Florida.....						1					1
Cape Romano.....		1								1	2
Cape Sable.....		1								2	3
Cape San Blas.....										1	1
Charlotte Harbor Bar.....			1								1
Choctawhatchie Bay.....							1				1
Dog Island.....			2								2
East Pass Carrabelle.....										1	1
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								1
Coffins Patches.....	1				1						2
Conch Reef.....	1										2
Cosgrove Shoal.....		1				1					3
Dog Island and Reef.....					1					1	2
Elbow Reef.....					1					1	2
Ellotts Key.....						2					2

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Places in United States waters where vessels have stranded during the last 10 years—Con.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	
FLORIDA—continued.											
Florida Reefs—Continued.											
French Reef.....								1	1		2
Fowey Rocks.....					1		1	1			3
Key West.....			1						9	2	12
Knights Key.....						1			1	1	3
Largo Key.....						1					1
Ledbury Reef.....											1
Long Key.....						3					4
Loo Key.....							1				1
Marquesas Key.....				1					1	1	3
Molasses Reef.....	1			1		1				1	4
New Ground Shoal.....							1	1			4
Pacific Reef.....				1							1
Pickles Reef.....								1	1		2
Planer Key.....										1	1
Pulaski Shoal.....					1	1					2
Rebecca Shoal.....	1		1	1		1	2				6
Sombrero Key.....										1	1
Southwest Key.....			1	4	1	1	1	1			9
Tennessee Reef.....								2	1	1	4
Tortugas.....	1	1		2		1	1	1	1	2	10
Triumph Reef.....				1							1
Western Sambo.....			1								1
West Summerland Key.....									2		2
Fort Landerdale.....				1	1		2	1	2		7
Gilberts Bar.....			1	2							3
Halifax River Beach.....										1	1
Hillsboro Inlet.....							1			1	2
Indian Pass.....			1								1
Indian River Inlet.....										1	1
Jupiter Inlet.....		1	1								2
Lake Worth Beach.....	1		1	1							4
Marco.....				1							2
Matacumbia.....						1					1
Mosquito Lagoon.....				1	1						3
Nassau Bar.....						1	1		1		3
Orange Grove.....		1									1
Pablo Beach.....							1				1
Pensacola Bar.....		1							1	2	4
Pensacola Bay.....	2	3	2	1	1	33	2	2	1	4	51
Perdido River (mouth of).....	1					1	1				3
St. Andrews Bay.....	1	1						1			3
St. Augustine Bar.....					1						1
St. Georges Island.....		1									1
St. Johns Bar.....	2	2				1			2		7
St. Joseph Point and Bay.....	1		2						1		4
San Carlos Bay.....										1	1
Sanibel Island.....						1				1	2
Santa Rosa Island.....		1			1	1	1			1	5
Tampa Bay.....						1	1	1		1	4
Anna Maria Key.....	1										1
Egmont Key.....					1	1		1	1		4
Pass-a-grille.....						1					1
Thousand Islands.....										1	1
ALABAMA.											
Mobile Bay and approaches:											
Alabama Port.....	2						2				2
Dixie Island.....										1	3
Fort Morgan.....		1				1					2
Grants Pass.....								1			1
Huron Bay.....						1					1
Little Dauphin Island.....						5					5
Mobile Bar and Bay.....	2	1				32		2	1	1	39
Mobile Point.....				1							1
Mon Louis Island.....						1					1
Navy Cove.....											1
Petit Bois Island.....							1				1
MISSISSIPPI.											
Mississippi Sound:											
Biloxi.....	1					1			2		4
Cat Island.....						2					2
Gulfport.....						1			2		3

Places in United States waters where vessels have stranded during the last 10 years—Con.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.	
	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911		
MISSISSIPPI—continued.												
Mississippi Sound—Continued.												
Horn Island.....						2						2
Mississippi City.....	1											1
Pascagoula.....						2						2
St. Louis Bay.....									1			1
Ship Island.....						4						4
LOUISIANA.												
Atchafalaya Bay.....									2			2
Calcasieu Bar.....	1					1						2
Chandeleur Islands.....	3	1	3	2	1	1	1	1				13
Lake Pontchartrain.....									1			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.....	3	1	3				2	2				11
Bolivar Peninsula.....						3						3
Brazos Santiago.....	2	2	5	4	1		1					15
Corpus Christi Bay.....											2	2
Galveston Bar.....	1		2	2	1	1	2	2				11
Galveston Bay and Harbor.....	1	1					2	4	3	2		13
Galveston Island and Spit.....	1						1	1				3
Galveston Island.....			1	1								2
Matagorda Bay.....	3								1			4
Matagorda Island.....									1			1
Mustang Island.....	2								1			3
Pass Cavallo.....		1				1	3	1				6
Port Arthur.....				1		1	1					3
Sabine Pass.....					1	1	3	2		1		8
San Bernard Bar.....	2											2
San Louis Pass.....				1				3	1			5
Velasco.....							1					1
PORTO RICO.												
Arecibo.....						1						1
Arroyo.....		1		1				1				3
Cape San Juan.....			1					1				2
Guanica.....							1		1			2
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
Vieques or Crab Island.....						2				1		3
Yabucoa.....					1		1	1				3

PACIFIC COAST.¹

ALASKA.												
Admiralty Island.....						1						1
Akun Island.....										1		1
Akutan Pass.....			1									1
Bristol Bay.....	1				1		1	1				4
Cape Douglas.....									1			1
Cape Hinchbrook.....						1					1	2
Cape Nome.....	1	5	1		3	2	7	2	22	6		49

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—Con.

PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	
ALASKA—continued.											
Cape Prince of Wales.....				1	1						2
Cape Rodgnof.....						1					1
Cape Rodney.....								1			1
Cape Suekling.....									1		1
Cape York.....				1							1
Chatham Strait.....		1			1		1	1			4
Chignik Bay.....					1					2	3
Chirikoff Island.....					1						1
Chowiet Island.....							1				1
Clarence Strait:											
Etolin Island.....		1									1
Mount Andrew.....						1					1
Zarembo Island.....										1	1
Cold Bay Harbor.....			1								1
Cooks Inlet.....									1		1
Cross Sound.....									1		1
Coronation Island.....								1			1
Dry Bay.....										1	1
Dutch Harbor.....		1									1
Frederick Sound.....	1						1		1		3
Geese Island, Kodiak Island.			1								1
Glen Island.....		1									1
Herringdon Bay.....		1									1
Icy Strait.....								1			1
Juneau.....									1		1
Karta Bay.....									1		1
Katalla Bay.....							1			1	2
Kayak Island.....		1	1	2		1					5
Kodiak Island.....					2		1		1		4
Kotzebue Sound.....					1					1	2
Cape Blossom.....					1		1				2
Cape Espenberg.....								1			1
Deering.....							1				1
Kuskokwim Bay.....				1			1				2
La Touche Island.....						1					1
Long Island.....						1					1
Lynn Canal:											
Douglas Island.....			1						1		2
Eagle Harbor.....			1								1
Funter Bay.....			1								1
Horse Island.....										1	1
Sentinel Island.....										1	1
Shelter Islands.....								1			1
Martin Islands.....							1				1
Montague Island.....				1							1
Nelsons Lagoon.....						1	1				2
Norton 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 Nucheke.....								1			1
Portlock Harbor.....										1	1
Prince of Wales Island.....				1							1
Prince William Sound.....						1	3	1		1	6
Revillagigedo Island.....		1									1
St. Lawrence Island.....								1			1
St. Michael.....	1						1	1	2	1	9
Sannak Islands.....					1			1	1		3
Sergius Narrows.....								1	1		2
Seymour Canal.....								1			1
Shelkoff Strait.....									1		1
Shipleigh Bay.....									1		1
Shumagin Islands.....										1	1
Sitka Sound.....				1	3	1				1	6
Spasskaia Island, Icy Straits.			1	1							2
Tongass Narrows.....					1			1			2
Umnak Island.....		1									1
Unalaska Island.....		1					1				2
Unga Island.....			1		1						2
Umnak Island.....	1						2	1			4
Valdez.....	1					1					2
Vank Island.....									1		1

Places in United States waters where vessels have stranded during the last 10 years—Con.

PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	
ALASKA—continued.											
Wrangell Island				1							1
Wrangell Strait					1		2				3
Yukon River (mouth of)								1			1
HAWAII.											
Hawaii Island	2										2
Kahoolawe Island					1						1
Kauai Island	3						1				4
Maui Island	1				2				2		5
Molokai Island									1		1
Oahu Island (Honolulu)	2	2	1	1	2	3	2	3	2	1	19
WASHINGTON.											
Cape Disappointment	1										1
Cape Flattery	2	1				1	2			1	7
Cape Johnson		1									1
Copalis Rocks								1			1
Davidsons Rock										1	1
Grays Harbor			3	5	1	2	4	1	3	5	24
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			2	5
Meadow Point	1										1
Point Defiance			1								1
Point Jefferson						1					1
Point Nodule		1								1	2
Point No Point			1	1							2
Point Polnell	1										1
Point Wilson				1		1				1	3
Port Gamble							1				1
Port Orchard						1					2
Port Townsend					1				1		1
Restoration Point						1					1
Richmond Beach			1								1
Seattle								1			1
Useless Bay									1		1
West Point						1					1
Whidbey Island				1							1
Queets River (mouth of)						1					1
Strait of Fuca:											
Angeles Point		2	1					1			4
Clallam Bay						2	1				3
Crescent Bay								2			2
Ediz Hook								1			1
Gettysburg						1					1
Hein Bank			1								1
Kydaka Point									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
Waaddah Island									1	2	3
Washington Sound:											
Bellingham Bay				2		1				1	4
Decatur Island	2										2
Deception Pass								1		1	2
Fairhaven	1										1
Jones Island							1				1
La Conner			1					2		1	4
Lummi Island			1					1			2
Point Roberts	2										2
Richardson							1				1
San Juan Island	1					1				3	5
Semiahmoo								1			1
Sinclair Island	1										1
Smith Island	2										2
Stuart Island										1	1
Willapa Bay or Shoalwater Bay		1		2		2	1	2	2	3	13

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Places in United States waters where vessels have stranded during the last 10 years—Con.

PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	
MOUTH OF COLUMBIA RIVER.											
Clatsop Spit.....				1	2	4		1		2	10
Columbia River Bar.....						1	1		2	3	8
Desdemona Sands.....		1	1	2		3	2	1			10
Peacock Spit.....		1	1								2
OREGON.											
Alseya Bay.....					1						1
Cape Arago.....	1				1						2
Cape Blanco.....			1								1
Cape Foulweather.....					1						1
Cape Sebastian.....										1	1
Coos Bay Bar and Bay.....		2		2	4	2	3	4	4		21
Coquille River (mouth of).....	6	4	3	6	3		1		4	1	28
Double Headed Rock.....			1								1
Nehalem River (mouth of).....		1					2				3
Nestuggah Bay and Bar.....			2								2
Point Adams.....				1				1			3
Port Orford.....			1				1	1			1
Rogue River Bar.....	1	1		1					1		4
Siuslaw River (mouth of).....	1	1	2	1	1		2	1			9
Tillamook Bar and Bay.....		1	1			1	1	1	2		7
Umpqua Bar.....				1	1	1	1		1	2	7
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
Duxbury Point.....								1			1
El Morro Rock.....								1			1
Farallones.....						1					1
Fish Rock.....		1									1
Fisks Mill.....	1										1
Fort Bragg.....	1	1			2			2	1		7
Fort Ross.....								1			1
Golden Gate.....								1			1
Fort Point.....	1			1	1				1	1	5
Golden Gate Park.....	1			1	1	1					3
Lime Point.....	1	1	1						1		4
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
Long Beach.....				1				1			2
Monterey.....					1		2			1	4
Naples.....								1			1
Needle Rock.....						1					1
Pebbly Beach.....								1			1
Pigeon Point.....						1					1
Point Arena.....			1			1		1	1	2	6
Point Arguello.....								1			1
Point Bonita.....			1								1
Point Conception.....						1		1			2
Point Esteros.....				1							1
Point Fermin.....							1				1
Point Gorda.....	1	1	1			1					4
Point Loma.....						1	1		1		3
Point Pinos.....				1		1		1			3
Point Reyes.....			1				1		1	2	5
Point St. George.....							1				1

Places in United States waters where vessels have stranded during the last 10 years—Con.

PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	
CALIFORNIA—continued.											
Point San Luis			1								1
Point San Pedros				1						1	2
Point Sur									1		1
Port Harford									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			1	3
San Francisco Bay and Harbor	1					2	1	1	1	1	7
Alcatraz Island									1		1
Angel Island			1		1	2				1	5
Anita Rock								1			1
Brothers, The		1									1
Castro Rocks					1						1
Goat Island										1	1
Point Richmond		3		1							4
Red Rock									1		1
San Pablo Bay			1								1
Santa Barbara				1		1					2
Santa Barbara Islands:											
San Clemente Island						1					1
San Miguel Island	1				1			1			3
San Nicholas Island	1										1
Santa Rosa Island							1		1		2
San Pedro					2		1	2	2	2	9
Shelter Cove						1					1
Suisun Bay		1								1	2
Surf Beach				1							1
Tomales Point			1								1
Trinidad Head							1				1
Union Landing							1				2
Ventura										1	1

GREAT LAKES.

LAKE ONTARIO.											
Name of place.	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	Total.
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		2
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	2
Grenadier Island, N. Y.		1									1
Henderson Bay					1						1
Kingston, Ontario					1			1			2
Main Duck Island, N. Y.				1							1
Oleott			1								1
Oswego		2	1			2		2			7
Port Dalhousie, Ontario										1	1
Pultneyville, N. Y.						1					1
Sacketts Harbor, N. Y.								1			1
Salmon Island, Canada		1									1
Salmon Point, Canada		1									1
South Bay Point, Ontario				1						1	2
Stony Point, N. Y.	1	1									2
LAKE ERIE.											
Ashtabula, Ohio	3	2		2	1		3	6	1	1	19
Avon Point						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.

[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—Con.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.	
	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911		
LAKE ERIE—continued.												
Bar Point, Canada.....	2			2		2	16	4	5	3		34
Buffalo, N. Y.....	1	4	1	1	2	9	10	9	16	6		59
Cedar Point, Sandusky Bay, Ohio.....						1	1					2
Chick-e-nolee Reef, Canada.....	1											1
Cleveland, Ohio.....		2	1	1	9	2	1	4	3	2		25
Colchester Reef, Canada.....					1			2	1			4
Conneaut, Ohio.....						2	1	1				4
Dunkirk, N. Y.....						1						1
Erie, Pa.....				1	1	1		2	1	3		9
Euclid Beach, Ohio.....						2		1				3
Fairport, Ohio.....				1			2					3
Green Island.....				1								1
Grecian Shoal.....			1									1
Grubb Reef, Canada.....		1				1			1			2
Horse Shoe Reef.....	1	1		2		1	1	1	1			8
Huron, Ohio.....		1	1		1	1	1				2	7
Kelleys Island and Shoal, Ohio.....	1		2			1	1					5
Leamington, Ontario.....						1						1
Long Point, Canada.....	1	1				2			2			6
Lorsain, Ohio.....		1			3	1		2	1	1		9
Marblehead, Ohio.....			1			1		1	1			4
Middle Ground.....									1			1
Middle Island, Ohio.....					1							1
Morgan Point, Canada.....				1								1
Mouse Island Reef, Ohio.....		3				2	1					6
Niagara River.....	1		2	2		1	4	3	1	2		16
North Bass Island, Ohio.....						3						3
Pelee Island.....								1	1			2
Point Abino, Canada.....	1				1		1					3
Point au Pelee, Canada.....	1					1		2		2		6
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.....		1		1		3	2	5	2	1		15
Seneca Shoal, N. Y.....	1								1			2
South Bass Island, Ohio.....			1									1
Southeast Shoal, Ontario.....	2						1		1	1		5
Starve Island Reef, Ohio.....		2										2
Sturgeon Point, N. Y.....						1						1
Tecumseh Reef, Canada.....	1											1
Toledo, Ohio.....		1				1				1		3
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	1		7
Ballards Reef.....	2				1	4	1		2	2		12
Belle Isle.....								1		1		2
Bois Blanc Island, Canada.....			1		1	1	2	1	1			7
Detroit River.....	3				3	2	2	3	3	4		20
Fighting Island.....						2	1		1	1		5
Grassy Island.....	1									1		1
Grosse Isle and Shoals.....	1					1	4					6
Limekiln Crossing.....	7	1	4	1	3	11	3	2		4		36
Peach Island.....						1						1
Sugar Island.....						1						1
LAKE AND RIVER ST. CLAIR.												
Grosse Pointe, Mich.....	1			1		1			1	1		5
Middle Ground, Mich.....		1			1	2				1		5
Point Edward, Canada.....	2											2
Russell Island.....									1			1
St. Clair Lake.....		2	1	1	3			2	3	2		14
St. Clair River.....	2		1	1	2	2	2	1	4	6		21
Stag Island, Canada.....			1	3		2	2	3		2		13
Windmill Point, Mich.....							1			1		2

Places in United States waters where vessels have stranded during the last 10 years—Con.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.	
	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911		
LAKE HURON.												
Alabaster, Mich.....	1	1						1				3
Algona Mills, North Passage, Ontario.....			1									1
Alpena, Mich.....					1			1		1		3
Aral, Mich.....											1	1
Ausable and Point Ausable, Mich.....	1	1				2	1	1				6
Black River Island and Reef, Mich.....			1	2				1				4
Boot Jack Island, Mich.....					1							1
Burnt Cabin Point Reef, Mich.....						1						1
Cape Hurd, Ontario.....		1										1
Corsica Shoal, Mich.....		1	2								2	5
Detour Passage, Mich.....	2	2	1		2		2	4		3		18
Drummond Island, Mich.....			3			1		3				7
Duck Islands, Mich.....			1			2			1			4
Elm Creek, Mich.....	1	1			1	2						5
False Presque Isle, Mich.....	2		1	1	1	1		2		1		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
Cove Island.....										1		1
Dareh 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
Joe Reef.....										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.....	5		1	1			2	2	4	1		17
Hardwood Point, Mich.....	1							1				2
Harrisville, Mich.....			1									1
Kettle Point, Ontario.....								1		1		2
Kincardine, Ontario.....		1										1
Lake View Beach, Mich.....	6		1	1		1						9
Maple Point, North Channel, Ontario.....	1											1
Martin Reef, Mich.....	1		1	1		1				1		6
Middle Island, Mich.....	3	1	1	1	2			1				9
Nine Mile Point, Mich.....		2		1	1			2	1	1		8
North Channel, Ontario.....					1	2		1	2			6
North Point, Mich.....	2	2		3	1			2				10
Pointe aux Barques, Mich.....	3	5	1		1	3			1			14
Port Austin, Mich.....									1			1
Port Crescent, Mich.....				2								2
Port Hope, Mich.....		1			3				1			5
Presque Isle, Mich.....	1	1			1			1				4
Richmondville, Mich.....					1		1					1
Rogers, Mich.....										1		1
Saginaw Bay, Mich.....		1				1		4				6
St. Vital Point, Mich.....								1				1
Sanilac, Mich.....						1						1
Scare Crow Island, Mich.....								1				1
Sturgeon Point, Mich.....								1				1
Tawas, Mich.....			1	1	1		1					5
Thunder Bay.....		1				1				1		3
Island and Reef, Mich.....	1		1	1	2		1	1	3			10
ST. MARYS RIVER.												
Cedar Point.....								1	3			4
Frying Pan Island.....					1							1

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Places in United States waters where vessels have stranded during the last 10 years—Con.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	
ST. MARYS RIVER—continued.											
Hay Lake.....	1						1			1	3
Iroquois Shoal.....								1		1	2
Middle Ground.....								1		1	2
Mud Lake.....						1		3	1	3	8
Pipe Island.....				1						2	3
Pointe aux Pins, Canada.....							1				1
Round Island.....					2	2	1	1	1		7
Sailors Encampment.....		1			1	3	1		4	1	11
St. Marys River.....	6	6	3	6	8	8	10	10	4	5	66
Vidal Shoal.....						1		1			3
LAKE SUPERIOR.											
Apostle Islands, Wis.....									1		1
Gull Island Shoal.....					3	1			1		5
Madaline Island.....				2		1		1			4
Outer Island.....						1					2
Sand Island.....				1	1				1		2
Ashland, Wis.....					1						1
Bad River, Wis.....									1		1
Beaver Bay, Minn.....				2					1		3
Big Bay Point, Mich.....								1		1	2
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
Crisps, Mich.....	1	1	2	1			2	1			8
Deer Park, Mich.....									1		1
Duluth, Minn.....		1			4			1	1		7
Eagle Harbor, Mich.....									1		1
Eagle River, Mich.....			1		1					1	3
Encampment Island.....					2						2
French River, Minn.....				1							1
Fort William, Ontario.....						1		1			2
Fourteen Mile Point, Mich.....	1				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		1	3
Gros Cap Reef, Ontario.....							1				1
Gull Point, Mich.....						1					1
Huron Island, Mich.....								2			2
Iron Ore River (mouth of), Wis.....			1		1	1			1		4
Iroquois Island and Point, Mich.....					1	2	2	1	1		7
Isle Royale, Mich.....	1				2	2			3		8
Keweenaw Bay, Mich.....						1					1
Bete Grise Bay.....		2							1		3
Point Abbaye.....						1		1			2
Point Isabelle.....					2			1			3
Keweenaw Point, Mich.....									1		1
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
Ontonagon, Mich.....						1					1
Pan Cake Shoal, Ontario.....				1							1
Parisian Island.....							1	1			2
Partridge Island, Mich.....					1						1
Passage Island.....								1			1
Point au Sable, Mich.....	2				3			1		1	8
Point Iroquois, Mich.....				2			1				3
Fort Arthur, Ontario.....									1		1
Portage Entry, Mich.....								2			2
Portage River and Lake, Mich.....							1	2	1	1	5
Presque Isle, Mich.....	1										2
Redmyer, Minn.....					2						2
Ship Canal, Mich.....				2	2	5	1	2		1	13
Split Rock Point, Minn.....					2					2	4

Places in United States waters where vessels have stranded during the last 10 years—Con.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	
LAKE SUPERIOR—continued.											
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		2	3		7
Two Heart River, Mich.	1										1
Two Islands, Minn.					1						1
Vermilion Point, Mich.	3	1	1	2			1	2			10
Victoria Isle, Canada		1									1
White Fish Point, Mich.	1		2	1	1	2	1	3	1		12
STRAITS OF MACKINAC.											
Bois Blanc Island.	3	1		2	2	3	1	7	4	1	24
Cecil Bay, Mich.	1										1
Cheboygan, Mich.	1	1			3	1	1	1			9
East Moran Bay, Mich.					1				1		2
Goose Island Shoal.									1		1
Graham Shoal, Mich.	1				2					2	5
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			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		3
Balleys Harbor, Wis.	2		1		1	1			1	1	7
Beaver Island, Mich.	5			2	1	1	3		1	1	14
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.	4		1	1		3			1	1	11
Chicago Harbor, Ill.	2	3	2		1		1	4	1	2	15
Clay Banks, Wis.			1			2		2	4	1	10
Deaths Door, Wis.								1			1
Detroit Island and Harbor, Wis.			1	1		1		2	1	1	7
Dunne Park, Ind.						1					1
Empire, Mich.	1										1
Epoufette, Mich.						1					1
Evanston, Ill.									1	1	2
Fishermans Shoals, Wis.					1	1					2
Fox Point, Wis.	1		1	2	1		2			1	8
Frankfort, Mich.		1			1			1			3
Garden Island, Mich.	1									1	2
Glen Arbor, Mich.							1				1
Glencoe, Ill.	2				1						3
Glen Haven, Mich.	1	1									2
Good Harbor Bay and Reef, Mich.	1										1
Grand Haven, Mich.	1		4	1							6
Grande Pointe au Sable, Mich.			1	1	1		1	3		1	8
Grand Traverse Bay, Mich.	1		1	1				3	1	2	9
Gravelly Island, Wis.				1					1	4	6
Grays Reef, Mich.					1			1			2
Green Bay:											
Arthur Bay, Mich.	1						1		1		3
Bark River, Wis.					1				1		2
Cedar River, Mich.				1			1		1	1	5
Chambers Island, Wis.	1	1					1				3
Chippewa Point, Mich.	1	1									2
Escanaba, Mich.				1				1	3		5
Fish Creek Bay.										1	1
Green Bay Harbor.										1	1
Hat Island, Mich.								1			1

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Places in United States waters where vessels have stranded during the last 10 years—Con.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.	
	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911		
LAKE MICHIGAN—continued.												
Green Bay—Continued.												
Little Sturgeon Bay, Wis.					1							1
Nine-foot Shoal, Wis.					1			1				2
Oconto Reef, Wis.					1							1
Peninsula Point, Mich.				1								1
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
Sabel Point, Wis.					1							1
Sister Bay and Islands, Wis.				1							1	2
Squaw Point, Mich.						1						1
Sturgeon Bay								2	2			4
Whale Back Shoal, Mich.	1					1				1		3
Grosse Point, Ill.						1		1				2
Gull Island and Reef, Mich.		1			2	1			1	1		6
Harbor Springs, Mich.								1				1
High Island, Mich.	2											2
Holland, Mich.		3	2		2		3	1				11
Indiana Harbor, Ind.							2		1		3	6
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	1			5
Manistique, Mich.	1		1				1				2	5
Manitowoc, Wis.	1					1	2	1	2			7
Mequon, Wis.	1											1
Michigan City, Ind.		1			1		1				1	4
Middle Village, Mich.	1											2
Milwaukee, Wis.	3	2	2	3	4	2	1	3		2		22
Mud Bay, Wis.	1											1
Muskegon, Mich.	1							2				3
Naubinway, Mich.						1			1			2
North Manitow Island, Mich.			1	2		1	1			1		6
Otter Creek, Mich.			1									1
Outer Shoal, Wis.					1						1	2
Pentwater, Mich.			1				1	2				5
Petoskey, Mich.	1											2
Pilot Island, Wis.	3	1					1					5
Platte River Point, Mich.									1			1
Plum Island, Wis.	1							2		1		5
Pointe aux Barques, Mich.						1	1	1			1	2
Point Betsie, Mich.				1							1	2
Portage Lake, Mich.					1	1						3
Port Washington, Wis.					1	1				1		3
Poverty Island and Shoal, Mich.								2			1	3
Pyramid Point, Mich.							1					1
Racine, Wis.												1
Racine or Wind Point, Wis.		1			2			1				3
Racine Reef, Wis.			1	1								2
Rowleys Bay, Wis.					1	1						2
St. Joseph, Mich.		1						2				3
St. Martin Island, Mich.		3			1				2			6
Saugatuck, Mich.				1						2		3
Seul Choix Point, Mich.					1							1
Sheboygan, Wis.							1	2	2			5
Simmons Reef, Mich.	2	1	4	2	1							10
Skulligalee, Mich.		1			1	1						3
Sleeping Bear Point, Mich.		1		1	1							3
South Chicago, Ill.				1		1			1			3
South Fox Island, Mich.			1		2	1			1			5
South Haven, Mich.	1			1	1				1			4
South Manitow Island, Mich.	1	3	3	1		2	2	6	1	2		21
Spider Island, Wis.	1											1
Squaw Island, Mich.						1						1
Sturgeon Bay Canal, Wis.	3	2	2		2	3					2	14
Thompson, Mich.		1										1
Trout Island and Shoal, Mich.								1				1
Twin River Point, Wis.							1					1

Places in United States waters where vessels have stranded during the last 10 years—Con.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	
LAKE MICHIGAN—continued.											
Two Rivers, Wis.				1					3	1	5
Washington Island, Wis.	1		1					1			3
Waugoshance Island and Shoal, Mich.	1					1	1				3
Waukegan, Ill.						2				1	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		2
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.
	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	
Africa:											
Allwal Shoal, south coast.				1							1
Axim, Gold Coast.		1	1								2
Salum River.										1	1
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.											
Bahamas.	1		1								2
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									2
Moselle Shoal.								1			1
Rum Cay.			1								1
Salt Key Bank.									1	1	2
Sirrup Key.					1						1
Turks Island.	2					1	1				4
Bermudas.	1	2				1				1	5
Brazil:											
Pernambuco.			1								1
British Columbia:											
Active Pass.				1			1				1
Barclay Sound.											1
Bonilla Point.			1								1
Cape Lago.							1				1
Carmanah.					1						2
Chatham Sound.			1						1		1
Clo-oose.						1					3
Discovery Passage.	1			1	1						1
Enterprise Reef.								1			1
Entrance Island.						1					1
Finlayson Channel.									1		1
Fitzhugh Sound.	1										1
Frazer Reach.									1		1

¹ In a few instances the number of stranded vessels in this table does not agree with that reported in the annual report of the previous year, having been increased by wreck reports received since the publication 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.
	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	
British Columbia—Continued.											
Georgian Point.....				1							1
Grahams Island.....						1					1
Haddington Island.....						1	1				2
Hecate Strait.....										1	1
Lasquiti Island.....		1									1
Lima Passage.....									1		1
Mayne Island.....						2					2
Milbanks Sound.....										1	1
Nanaimo.....	1										1
Oyster River.....							1				1
Pender Island.....								2			2
Seaforth Channel.....			1	1				1			3
Seymour Narrows.....								1		1	1
Swanson Bay.....				1					1		2
Trial Island.....						1					1
Vancouver.....			1								1
Vancouver Island.....	1			1				2		2	6
Cape Breton Island:											
Arichat.....				1							1
Fourchu Harbor.....								1			1
Glace Bay.....			1								1
Indian Head.....				1							1
Louisburg.....				1				1			2
Port Hawkesbury.....										1	1
Scatarl 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
La Libertad, El Salvador.....	1										1
Patuca River (mouth of).....		1									1
Point Filibuster, Costa Rica.....										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
Shawfishan.....		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					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
Trinidad.....									1		1
England:											
Dover.....							1				1
Scilly Islands.....							1				1
Friendly Islands, Pacific Ocean.										1	1
Gulf of St. Lawrence:											
Anticosti Island.....										1	1
Magdalen Islands.....		2			1				1		4
Haiti:											
Jaemel.....						1					1
Jamaica, West Indies:											
Ochos Rios.....				1							1
Port Antonio, Fort Point.....				1							1
St. Anns.....						1					1
Japan:											
Najina Saki.....						1					1
Suruga Bay.....										1	1
Shimonaseki.....						1					1
Tokushima.....						1					1
Yokohama.....						1				1	2

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.
	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	
Malaysia:											
Princess Channel, Java.....					1						1
Sapy Strait, Sumbawa.....	1										1
Mexico:											
Alacran Reef.....		1	1							1	3
Altata Harbor.....	1								1		2
Alvarado Bar.....		1		1							2
Campeche Bay.....					1						1
Arcos Cay.....		1									1
Triangles, The.....	1		1								2
Chamelia Bay.....						1					1
Chiltepec.....						1					1
Cluna Point.....								1			1
Coatzacoalcos River Bar.....						1					1
Frontera.....				1							1
Geronimo Island.....									1		1
Guaymas.....		1									1
Lobos, Gulf of California.....		1									1
Mazatlan.....						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 Maria.....										1	1
Tampico.....	1						1				2
Tiopa.....				1							1
Tonala Bar.....	1								1		2
Topolobampo.....			1				1				2
Midway Islands, Oceania:											
Montevideo, Uruguay.....		1	1	1		2					4
New Brunswick:											
Bay of Fundy.....									1		1
Beaver Harbor.....					1						1
Bliss Island.....						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
Lettite 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
Spruce Island.....										1	1
Newfoundland:											
Bay of Islands.....		1		1		3		1	2	1	9
Blanc Sablong.....							1				1
Burgio.....										1	1
Cow Head Harbor.....								1			1
Grand Bay.....			1								1
Middle Island.....				1							1
Miquelon Island.....						1					1
Point Breen.....						1					1
Port aux Basques.....			1								1
Port au Port.....			1			2					3
St. George Bay.....						1				1	2
Nova Scotia:											
Argyle Harbor.....					1						1
Beaver Harbor.....				2							3
Big Mud Island.....										1	1
Bou Portage.....						1					1
Bridgeton.....								1			1
Brier Island.....	1										1
Cape Canso.....						1		1		2	4
Cape Negro.....							1		1	1	3
Cape Sable.....				1				1			2
Cape Sambro.....					1						1
Cheverie.....						1					1
Cranberry Isle.....		1							1		2
Digby.....			1			1					2

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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.
	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	
Nova Scotia—Continued.											
Green Island.....	1										1
Gut of Canso.....					1			1	1		3
La Have Island.....								1			1
Liscomb Ledges.....					1						1
Little Harbor.....	1										1
Little Hope Island.....		1									1
Locke Port.....								1			1
Long Island.....									1		1
Lunenburg.....		1		1				1			3
Moreton Island.....							1				1
Mud Island.....	1										1
Piscatiqui Island.....									1		1
Pubnico.....		1									1
Sable Island.....			1								1
Shag Harbor.....			1								1
Seal Island.....	1		1							1	3
Shelburne.....				1							1
Spencer Island.....									1		1
Wentworth Creek.....		1									1
Weymouth.....									1		1
Whitehead.....	2			1							3
White Point.....		1									1
Yarmouth.....			1								1
Palliser Bay, New Zealand.....				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		2
Siberia:											
Anadir Bay.....						1			1		2
Ball Head.....					1						1
East Cape.....				1	1						2
Okhotsk Sea.....							1				1
St. Laurence Bay.....									1		1
Strait of Magellan, South America.....					1						1
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
Maricao.....				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 20, 1911.

LETTER OF TRANSMITTAL.

BOARD ON LIFE-SAVING APPLIANCES,
Boston, Mass., July 4, 1911.

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 20 to July 4, 1911, 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 Federal Building, room 147, at 10 a. m., June 20, 1911, at the call of the president of the board, dated June 5, 1911, for the transaction of such business as should be properly brought before it.

Lieut. B. M. Chiswell, United States Revenue-Cutter Service, having been relieved from duty as assistant inspector of life-saving stations, Lieut. C. W. Cairnes, United States Revenue-Cutter Service, who succeeded Lieut. Chiswell as assistant inspector of life-saving stations, was appointed a member of the board, vice Chiswell, by department letter of January 19, 1911.

Present: Hon. O. H. Tittmann, Superintendent United States Coast and Geodetic Survey, president; Col. D. A. Lyle, United States Army, retired; Lieut. C. W. Cairnes, 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 also present.

II.—DOCKET.

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 (The Normal Powder & Ammunition Co., Ltd.).
4. Coston life-saving gun-bridle (Coston Signal Co.).
5. Taper shot lines (Samson Cordage Works).
6. United States Life-Saving Equipment Co.'s "shock absorber" or recoil shank.

CLASS II.—BOATS AND MISCELLANEOUS APPLIANCES.

1. Howell's "amphibian surfboat" (Rear Admiral J. A. Howell, United States Navy, retired).
2. Fourchy's lifeboat carriage (Andre Fourchy).
3. Lifeboat launching cradle (Capt. C. H. McLellan).
4. Klint's autopneumatic life-saving coat (A. H. Klint).
5. "A B C" life belt (Welin Davit and Lane & De Groot Co., Cons.).
6. Kapok life belt (The Alexander Milburn Co.).
7. Klint's autopneumatic folding life-saving belt (A. H. Klint).
8. McLellan's improved beach-apparatus cart (Capt. C. H. McLellan).
9. Imperial automatic flare light (Imperial Automatic Light, Ltd.).
10. Beyer patrol watchman's portable clock (Hardinge Bros.).
11. Chicago portable watchman's clock (Chicago Watchman's Clock Works).
12. Draeger Pulmotor (Draeger Oxygen Apparatus Co.).
13. "Salvator" reviving apparatus (H. N. Elmer).
14. First-aid oxygen outfit (H. N. Elmer).
15. International automatic lifeboat (International Automatic Lifeboat Co.).
16. Oxy-etheric searchlight and pedestal for lifeboats (J. B. Colt Co.).

III.—COMMITTEES.

1. COMMITTEES APPOINTED.

CLASS I.—WRECK ORDNANCE.

1. On Bucci's line-throwing projectile (Charles M. Dally): The full board.
2. On United States Life-Saving Equipment Co.'s double-line-carrying shot: The full board.
3. On Unge's aerial torpedo (The Normal Powder & Ammunition Co., Ltd.): The full board.
4. On Coston life-saving gun bridle: Col. D. A. Lyle, Lieut. C. W. Cairnes, Supt. E. E. Chapman.
5. On taper shot lines (Samson Cordage Works): The full board.
6. On United States Life-Saving Equipment Co.'s "shock absorber" or recoil shank: The full board.

CLASS II.—BOATS AND MISCELLANEOUS APPLIANCES.

1. On Howell's "amphibian surfboat:" The full board.
2. On Fourchy's lifeboat carriage: Supt. J. G. Kiah, Supt. H. M. Knowles, Lieut. C. W. Cairnes.
3. On McLellan's lifeboat launching cradle: Supt. J. G. Kiah, Supt. H. M. Knowles, Lieut. C. W. Cairnes.
4. On Klint's autopneumatic life-saving coat: Lieut. C. W. Cairnes, Supt. S. H. Harding, Supt. E. E. Chapman.
5. On "A B C" life belt (Welin Davit and Lane & De Groot Co., Cons.): Supt. S. H. Harding, Supt. E. E. Chapman, Supt. J. G. Kiah.
6. On Kapok life belt (The Alexander Milburn Co.): Supt. E. E. Chapman, Supt. J. G. Kiah, Supt. S. H. Harding.
7. On Klint's autopneumatic folding life-saving belt: Lieut. C. W. Cairnes, Supt. S. H. Harding, Supt. E. E. Chapman.
8. On McLellan's improved beach-apparatus cart: Supt. J. G. Kiah, Supt. H. M. Knowles, Lieut. C. W. Cairnes.
9. On Imperial automatic flare light (Imperial Automatic Light, Ltd.): Supt. S. H. Harding, Supt. J. G. Kiah, Lieut. C. W. Cairnes.
10. On Beyer patrol watchman's portable clock (Hardinge Bros.): Supt. H. M. Knowles, Supt. J. G. Kiah, Col. D. A. Lyle.
11. On Chicago portable watchman's clock (Chicago Watchman's Clock Works): Supt. H. M. Knowles, Supt. J. G. Kiah, Col. D. A. Lyle.
12. On Draeger Pulmotor: The full board.
13. On "Salvator" reviving apparatus (H. N. Elmer): The full board.
14. On first-aid oxygen outfit (H. N. Elmer): The full board.
15. On International automatic lifeboat (International Automatic Lifeboat Co.): The full board.
16. On oxy-etheric searchlight and pedestal for lifeboats (J. B. Colt Co.): The full board.

2. COMMITTEES REPORTED.

CLASS I.—WRECK ORDNANCE.

1. On Bucci's line-throwing projectile (Charles M. Dally).
2. On United States Life-Saving Equipment Co.'s double-line-carrying shot.
3. On Unge's aerial torpedo (The Normal Powder & Ammunition Co., Ltd.).
4. On Coston life-saving gun bridle.
5. On taper shot lines (Samson Cordage Works).
6. On United States Life-Saving Equipment Co.'s "shock absorber" or recoil shank.

CLASS II.—BOATS AND MISCELLANEOUS APPLIANCES.

1. On Howell's "amphibian surfboat."
2. On Fourchy's lifeboat carriage.
3. On McLellan's lifeboat launching cradle.
4. On Klint's autopneumatic life-saving coat.
5. On "A B C" life belt (Welin Davit and Lane & De Groot Co., Cons.).

6. On Kapok life belt (The Alexander Milburn Co.).
7. On Klint's autopneumatic folding life-saving belt.
8. On McLellan's improved beach-apparatus cart.
9. On Imperial automatic flare light (Imperial Automatic Light, Ltd.).
10. On Beyer patrol watchman's portable clock (Hardinge Bros.).
11. On Chicago portable watchman's clock (Chicago Watchman's Clock Works).
12. On Draeger Pulmotor.
13. On "Salvator" reviving apparatus (H. N. Elmer).
14. On first-aid oxygen outfit (H. N. Elmer).
15. On International automatic lifeboat.
16. On oxy-etheric searchlight and pedestal for lifeboats (J. B. Colt Co.).

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. United States Life-Saving Equipment Co.'s double-line-carrying shot.
2. Taper shot lines (Samson Cordage Works).
3. United States Life-Saving Equipment Co.'s "shock absorber" or recoil shank.

VI.—RESULTS, OPINIONS, AND RECOMMENDATIONS.

CLASS I.—WRECK ORDNANCE.

1. *Bucci's line-throwing projectile.*

Results.—At its last meeting, in June, 1910, the board recommended that if sample projectiles adapted for use in the service gun were furnished without expense to the Government, the same would be tested and a report made thereon. Under date of June 5, 1911, the General Superintendent of the Life-Saving Service addressed a letter to Mr. Charles M. Dally, 29 Broadway, New York City, informing him of the date of the present meeting and requesting information as to his proposed action in regard to the foregoing recommendation of the board. Under date of June 19, 1911, Mr. C. M. Dally, jr., replied: "Would state that, owing to the recent sudden death of my father (C. M. Dally, 29 Broadway, New York City), no move has been made regarding the Bucci line-carrying projectile. His estate will not continue his business; so if you can be so good as to return any papers regarding the Bucci device, I will see that they are returned to Commander D. Bucci direct. I make this suggestion, as I do not know that Commander Bucci has retained anyone in this country to present his device for him."

Under the circumstances, and since no projectiles of the prescribed caliber have been submitted, no tests can be made. The papers relating to this device are therefore returned herewith to the General Superintendent and the subject will be dropped from the docket.

2. *United States Life-Saving Equipment Co.'s double-line-carrying shot (B. F. Gibby, president).*

Results.—A general description of this device is given in the board's last annual report. The following data in regard to the projectiles submitted at this meeting were noted, viz: Weight of aluminum sheave (about), 3½ pounds; weight of shot, without illuminant (about), 15½ pounds; weight of shot and aluminum sheave, without illuminant (about), 18¾ pounds; weight of shot and shock absorber, without illuminant (about), 18 pounds. Oil was said to be used in absorber. The weights were obtained with an ordinary spring balance found at the Chatham Life-Saving Station.

In its report last year the board stated that "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 (in same report) makes the device an illuminated shot alone, tests as such would be necessary to show its efficiency and adaptability." In furtherance of the object cited above the board

recommended "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."

The company submitted four shot and a shock absorber at this meeting for test, but no information was furnished, except that it was the purpose of the company to present for trials a modified form of illuminated line-carrying shot. A letter dated June 22, 1911, was addressed to the president of the company requesting him to furnish the board, in writing, a description of the modifications to which he had reference and to state wherein the new devices differ from those previously submitted, together with the purposes and objects of the modifications.

In reply, that officer under date of June 23, 1911, says: "I desire to state that the device is the same, with the exception of improvements in workmanship, as I presented to your board last year." * * * "I will be ready any time after Monday" (June 26) "to go wherever the board desires for the tests." In his oral statement to the board, the president of the company stated that his device would have a glycerin recoil contrivance and other modifications, but his letter cited above indicates that the shot was "the same with the exception of improvement in workmanship" as that previously submitted. The board appointed Tuesday, June 27, 1911, at 10.30 a. m., to hear any further statement the president of the company might desire to make, and he was then informed that tests of this apparatus would be made at the Chatham Life-Saving Station on Wednesday, June 28, 1911.

As the recoil shank or "shock absorber" was a new device and had not been regularly submitted with description, drawings, etc., as required by the regulations governing the board, his attention being directed to that fact, the president of the company wrote a letter dated June 26, 1911, and delivered at Chatham June 27, 1911, in reference to this device, which letter was referred to the board on June 28, 1911, by the general superintendent.

The following tests were made at the Chatham Life-Saving Station on June 28, 1911, with the double-line-carrying projectile, used without illuminant in the projectiles, viz:

First shot: The elevation requested by Mr. Gibby, to wit, 25°, increased probably by a swerving of the gun when the lanyard was pulled, and a quartering wind blowing about 5 miles an hour, caused the double lines to drift wide of the mark, that is, about 105 feet to leeward of the drill pole, which was distant 93 yards. The lines crossed about 50 yards from gun, but were not twisted.

Second shot: On the next shot more allowance was made for drift and the gun was elevated only 17°. One line fell 4 feet to the windward of the pole on an improvised yard 16 feet long which had been fastened about 18 feet above the ground in the middle and crosswise of the drill pole in order to increase the chances of the lines falling aloft. The other line fell about 18 feet to leeward. A life-saver, representing a person aboard the wreck and hereafter referred to as a sailor, stationed on the drill pole, ignorant of the device, hauled on the shore part of the weather line as any wrecked person naturally would, showing that his rescue was technically effected in the manner now in use in the Life-Saving Service and that the sheave and double line were of no advantage to him. The contention of Mr. Gibby, in his letter of June 30, that the wrecked sailor was assisted in getting the whip line by the crew hauling on the leeward part of this shot line, is not borne out by the record written while the experiments were in progress and is contrary to the recollection of every member of the board.

At the request of the exhibitors who had not provided any inscription on the apparatus, verbal instructions were then given to the wrecked sailor as to what he should do in order to use the device of the exhibitors according to their plans. Orders were given to the life-saving crew on shore to haul in both lines so as to bring the sheaved shot to the foot of the drill pole simulating a vessel. The sailor having received instructions descended the pole, unscrewed the sheave from the shot and made it fast to the pole. The life-saving crew then bent the whip on one part of the line and pulling on the other successfully hauled out the service whip line and tail block, notwithstanding that the part of the shot line to which the whip was attached passed over the temporary yard and around the pole, thus completing the experiment. It was claimed by the exhibitors that by this process the sheaved shot would have reached the deck of the vessel, though in the opinion of the board this result was not certain, for if one of the lines had been in the water and the other on the ship, the chances would have been lessened that the persons on shore could have hauled the sheave aboard, as one of the lines would have been over the vessel and the other in the water clear of the ship. In the actual case the shot where it fell lay at nearly the same level as the bottom of the drill pole.

The company did not supply instructions for the guidance of the shipwrecked in place of the usual tally board of the standard service device, but contented itself with saying that it could easily be done by one of two methods. By stamping the instructions on the iron strap of the sheave, or by attaching a waterproof envelope containing the necessary instructions. Neither of these methods was provided for or exhibited.

The board having staked out a measured range proceeded to fire for the purpose of getting by direct experiment and under similar conditions the relative range of the double-line device and the service shot, with the results given in the accompanying tables. (Marked "A" and "B.")

Relative to the exceptions taken by the company to the distance tests, the board decides that they are not founded in fact. The lines were not allowed to trail in the sand and the conditions were the same for all lines fired. They were faked under supervision, by experts, and no exception is taken by Mr. Gibby to the faking of the line in the second shot at the drill pole.

The limited range developed by the tests made by the board was considered in connection with the reasons assigned by the board in its first report on this device against its adoption as then submitted, and the further important fact that its use would entail the necessity of educating mariners the world over in first seeking to recover the shot before hauling on the line sent from the shore. To haul in the line from the shore is the instinctive action of every shipwrecked person and requires no instruction, and on it the practice of all life-saving organizations is based. If reliance be placed by those on shore on their own efforts to haul the shot aboard, they would remain in doubt whether they had succeeded in getting the shot aboard or whether it was caught against the side of the ship out of reach of the wrecked persons. Such an occurrence might produce fatal delays. The board reiterates its previous finding that "the device adds another complication without compensating advantages." Its adoption would introduce complexity where simplicity now exists, introduce divergence where uniformity in international practice obtains, and would very materially reduce the effective range of the shot. For the foregoing reasons the board, by a unanimous vote, agrees that it can not recommend the introduction into the service of this device in its present form.

THE ILLUMINATED SHOT.

As heretofore remarked in the experiments so far described no illuminant was used. The test with illuminant was deferred until darkness set in.

No information in regard to the nature or composition of the illuminant was furnished to the board.

The night was dark, with some fog. Two observers were sent ahead to place a lantern at about 300 yards and to observe the appearance of the shot on its approach, but were directed to station themselves about 100 yards away from the plane of fire. Two other observers were stationed at a distance of about 150 yards from the gun for the same purpose.

The gun was fired with a 4-ounce charge; estimated elevation, 25°; single No. 9 line attached to recoil shank on shot containing the illuminant. The result was a violent explosion and a blinding flash, but nothing was seen of the shot by the observers at the several stations. The most distant observer reported that he heard the shot whistle through the air and fall, but the shot was not recovered and its condition is unknown. The shank, separated from the shot, but still attached to the line, was found about 90 yards in front of the gun. It was deemed too dangerous by the board and by the exhibitors to make a second trial with the same illuminant. As it is understood by the board that the company desires to make further trials with a different composition the subject of the illuminated shot will be continued on the docket.

A.—Record of firing (all rounds with 6 ounces of powder and 25° elevation).

[L=left; R=right.]

Round.	Projectile.	No. of line.	Range.	Drift of line from plane of fire.				Remarks.
				At 100 yards.	At 200 yards.	At 300 yards.	At end of range.	
3	Service.....	4	Yds. 373½	Ft. in. 16 0 L	Ft. in. 26 0 L	Ft. in. 24 9 L	28 feet at 373½ yards	2 slight knots in line. Double line came together at 223 yards (converging); 11 turns in lines between 223 and 259 yards; 1 knot in left line at 175 yards and 1 knot at 225 yards; 1 knot in right line at 185 yards and 1 knot at 222 yards.
5	United States Life-Saving Equipment Co.	4	259	32 10 R	26 11 R	.....	25 feet at 259 yards.
				34 2 R	27 4 R	.....	.....do.....
4	Service.....	7	810	8 4 L	20 4 L	23 0 L	21 feet 8 inches at 310 yards.	Double lines crossed at 160 yards and crossed back at 200 yards; 1 knot in right line at 175 yards; 2 knots and twisted loop at 200 yards; 10 turns in last 8 yards of range.
6	United States Life-Saving Equipment Co.	7	219½	47 0 R	16 0 R	.....	4 feet at 219½ yards.
				47 6 R	16 1 R	.....	.....
7	Service.....	9	287	30 8 R	40 0 R	5 feet 8 inches at 287 yards.	1 knot in right line at 190 yards; 3 turns in line in last 10 yards.
8	United States Life-Saving Equipment Co.	9	203	61 6 R	28 6 R	.....	26 feet 9 inches at 203 yards.

During all these experiments the wind was blowing with a velocity of about 5 miles an hour at a slight angle to the line of fire.

B.—Recapitulation. (Ranges with 6 ounces of powder and 25° elevation.)

Projectile.	Line.	Range with line or lines.		
		No. 4.	No. 7.	No. 9.
		Yards.	Yards.	Yards.
Standard, service.....	Single.....	373½	310	287
United States Life-Saving Equipment Co., with sheave.....	Double.....	259	219½	203
Difference.....	.....	+114½	+90½	+84
Standard, service.....	Single.....	.....	.....	287
United States Life-Saving Equipment Co., with shock absorber.....	do.....	.....	.....	270
Difference.....	.....	.....	.....	+17

3. Unge's aerial torpedo. (The Normal Powder & Ammunition Co., Ltd.)

Results.—This device was before the board at its last meeting. The board recommended at that session that tests be made to determine the merits of this rocket system for the Life-Saving Service, provided the company should furnish the torpedoes and apparatus necessary for trial. This decision was communicated to the company by the general superintendent under date of August 8, 1910. No torpedoes have been received for test, nor has there been any further information furnished for the consideration of the board. The subject will, therefore, be dropped from the docket.

4. Coston life-saving gun bridle. (Coston Signal Co.)

Results.—This device is presented by the Coston Signal Co. It consists of a "3/16-inch plow steel wire with loops at each end arranged so as to relieve the strain from the line at the time of the discharge of the gun." Patent granted February 17, 1911.

A letter from the company to the general superintendent of the Life-Saving Service, dated May 9, 1911, acknowledged the receipt of a copy of the rules and regulations of the board in regard to bringing the device before the board, and requested information as to the time when the board would meet. Under date of June 8, 1911, the general superintendent notified the company of the date and place of the next meeting of the board. A letter from the company of the same date described the device and requested notification of the time of the next meeting of the board or "such time as it would be convenient for our representative to demonstrate the above-mentioned device to them." A letter from the company dated June 9, 1911, acknowledged the letter of the general superintendent notifying the company of the time of the next meeting of the board.

A sample of this device was inspected by the board, but no representative of the company appeared before the board to demonstrate its action or method of attachment.

In view of the fact that no demonstration or test of this device has been made before the board and of the absence of any instructions as to the manner of using it, this device will be continued on the docket to afford the company opportunity to furnish the necessary information.

5. *Taper shot lines.* (*Samson Cordage Works.*)

Results.—The subject of improving the shot line and increasing the range has engaged the attention of the board for some years. With this object in view, a committee of the board had two taper shot lines prepared for trial. Press of other duties, etc., prevented tests before this meeting of the board.

(a) *Waterproof taper shot lines.*—Two hard-braided linen taper shot lines were made May 29, 1908, each line 600 yards long. These lines were made from Smith & Dove's first-quality three-ply sail twine. The large ends were No. 7 line, the middle portion No. 4½ line connected with the large ends by 15 feet of taper. One line had No. 7 ends, 60 yards long (tested first); the other line had No. 7 ends, 40 yards long. These lines had been stored three years in a small steam-heated room and had probably deteriorated somewhat from the waterproofing, heat, and long storage.

[Tests at Chatham, Mass., June 29, 1911.]

1. First line: No. 7 waterproof hard-braided line, 60 yards of No. 7 ends tapering to No. 4½ line; fired with 6 ounces of powder at 25° elevation.

Results—Range 464 yards. Drift of line at 100 yards stake, 11 feet 2 inches right; drift of line at 200 yards stake, 7 feet 9 inches right; drift of line at 300 yards stake, 4 feet right; drift of line at 400 yards stake, 14 feet 5 inches right. Deviation of shot at point of fall, 35 feet left. Two small knots 2 yards from point of fall. Line laid over in double and single bights about last 64 yards; from 550 to 570 yards of line paid out.

2. Second line (first round).—No. 7 waterproof braided line, 40 yards of No. 7 ends tapering to No. 4½ line. Fired with 6 ounces powder and 25° elevation. Line parted about 6 inches from shot, and line paid out about 50 yards. Shot found about 900 yards from gun, the 300 yards beyond the 600 yards stake estimated.

Second round.—Six-ounce charge; 25° elevation; line parted 30 yards from shot, and shot found 630 yards distant.

Third round.—Four-ounce charge; 25° elevation; No. 7 end cut off, and No. 4½ line attached to shot.

Results—Range 377 yards. Drift of line at 100 yards stake, 26 feet 6 inches to right; drift of line at 200 yards stake, 38 feet 9 inches to right; drift of line at 300 yards stake, 37 feet 3 inches to right. Deviation of shot at point of fall, 11 feet 4 inches to right. Line laid in large loose bights in last 25 yards of range; no knots and no tangles.

(b) *Soft hollow braid taper lines.*—Two of these new lines were furnished by the Samson Cordage Works. First round—Taper line Nos. 4½ to 9, 53 yards of No. 9 line, 66 yards No. 8, 79 yards No. 7, 552 yards No. 4½, three-ply Smith & Dove's best linen twine. No. 9 end attached to shot; 6-ounce charge; 25° elevation.

Results—Range 327 yards. Drift of line at 100 yards stake, 25 feet 5 inches to right; drift of line at 200 yards stake, 23 feet 7 inches to right; drift of line at 300 yards stake, 7 feet 2 inches to right; deviation of shot at point of fall, 8 feet to left. Line laid in small single and double bights in last 30 yards.

Second round—Hollow braid taper line; 374 yards of No. 4½ line, 79 yards of No. 7, 66 yards of No. 8, and 53 yards of No. 9. No. 4 end attached to shot; 6-ounce charge; 25° elevation.

Results—Range 397 yards. Drift of line at 100 yards stake, 32 feet 10 inches to right; drift of line at 200 yards stake, 46 feet 5 inches to right; drift of line at 300 yards stake, 49 feet 5 inches to right; deviation of shot at point of fall, 9 feet 5 inches to right. One bad tangle at 330 yards, 2 small and 1 large bight in hard knot at 385 yards, small single and double bights in last 10 yards.

RÉSUMÉ.

Comparing these rounds with others made with service lines on preceding day, we have the following data regarding ranges at 25° elevation:

Lines.	Charge.	No. 4.	No. 4½.	No. 7.	No. 9.	Section.
	<i>Ounces.</i>					
Standard.....	6	373½		310	287	Uniform. Taper.
Samson.....	6		397		327	
Samson w. p. (old) (taper with 4½).....	6			464		Do.
Do.....	6			(1)		} Do. †
Do.....	6			(2)	5.....	
Do.....	4		377			

† Broke.

‡ Parted, 30 yards.

§ Same line.

Weights, tensile strengths, etc.

The following additional data are furnished by the Samson Cordage Works under date of June 21, 1911, viz:

"We give below the approximate weight and strength of the linen shot lines, samples of which we have submitted at this session of the board.

	Pounds.
No. 4 soft laid linen shot line (approximate weight per 700 yards, 11.2 pounds) ..	360
Do.....	340
Do.....	340
Total (average, 347 pounds).....	<u>1, 040</u>
No. 4 soft hollow braid linen shot lines (approximate weight per 700 yards, 10.1 pounds).....	265
Do.....	260
Do.....	265
Total (average, 263 pounds).....	<u>790</u>
No. 7 soft laid linen shot line (approximate weight per 650 yards, 20 pounds) ..	740
Do.....	680
Do.....	700
Total (average, 707 pounds).....	<u>2, 120</u>
No. 7 soft hollow braid linen shot line (approximate weight per 650 yards, 20.6 pounds).....	520
Do.....	515
Do.....	540
Total (average, 525 pounds).....	<u>1, 575</u>
No. 9 soft laid linen shot line (approximate weight per 600 yards, 33.8 pounds) ..	1, 120
Do.....	1, 100
Do.....	1, 280
Total (average, 1,167 pounds).....	<u>3, 500</u>
No. 9 soft hollow braid linen shot line (approximate weight per 600 yards, 37.7 pounds).....	790
Do.....	810
Do.....	800
Total (average, 800 pounds).....	<u>2, 400</u>

"The above tests were made at our mill and show the comparative strength of the various sizes of soft laid and soft hollow braid linen shot lines. The cords tested were 4 or 5 feet in length and the above results should not be assumed as the true strength of the cords, but show rather the relative strengths of the two constructions of lines. If it is necessary to know the exact strength of these shot lines, it would be best to have the lines tested on a standard testing machine, which would give the exact strength of the lines.

"As will be noted from the results, the soft laid linen shot lines are stronger than the corresponding sizes of the soft hollow braid linen shot lines. This is due to the fact that the strands of the laid linen are more nearly parallel to the center of the cord than the strands of the braided lines. We believe, however, that the braided lines would have a longer life than the laid lines because the danger of opening the lay in handling would be avoided and also because a braided line would be less liable to catch on surrounding objects. By means of a taper line the largest size of the line would be where the greatest strength is required. This would permit the use of the braided method of construction and also would retain the strength where it is necessary and at the same time would lengthen the time that the line would be in service.

"The hollow braid taper shot lines which we have submitted are each 750 yards in length and are 53 yards No. 9, 66 yards No. 8, 79 yards No. 7, 552 yards No. 4. These lines are made with Smith & Dove's first quality three-ply linen sail twine and each length weighs 20½ pounds. If it is found by actual tests of these lines that a different taper would be best for service this change could easily be made so as to make a line that would best cover the requirements."

Résumé of tensile tests linen lines.

Line.	Soft laid.	Hollow braid.	Difference.	Approximate weights.	
				Yards.	Pounds.
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>		
No. 4	347	263	84	700	11.2 and 10.1
No. 7	707	525	182	650	20.0 and 20.6
No. 9	1,167	800	367	600	33.8 and 33.7

(c) The subject of experimental taper shot lines was broached by a member of the board at its meeting in 1907, and on July 5, 1907, said member consulted a manufacturer of braided lines as to the feasibility of making taper lines. The experimental programme laid out by the committee of the board having the matter in charge was not carried out in its entirety on account of the press of other duties devolving upon its members and their wide separation. However, samples were made which showed that taper lines could be made, and in May, 1908, two experimental lines with waterproof finish were obtained. Owing to adverse circumstances these lines were not tested until this (June, 1911) meeting of the board, but were stored in a room (steam heated in winter) for three years and were broken out of the coils, faked and fired at once while stiff and rather inflexible from the waterproofing and long storage. One broke near shot, but whether due to faulty attachment or defect in line escaped observation. A second round carried 30 yards of line, the parting being in the vicinity of the taper. With 4 ounces of powder this line, though deteriorated by treatment and storage, gave a good result. The other experimental line suffered no injury in firing.

Under date of August 27, 1910, Mr. James P. Tolman, president of the Samson Cordage Works, referring to samples of taper shot lines submitted, states that "we have made further experiments and find that there would be some difficulty in obtaining uniform taper in the case of twisted lines. The difficulty would be occasioned by the fact that each of the three strands is made separately with its own taper, and when these are united into a single cord the taper will not always come at the same point, and there is danger of obtaining a corkscrew effect when one of the strands might become reduced in size earlier than the others.

"In case of a large number of lines we should be able to equip ourselves to secure a uniform taper, but unless this appeals to you as being decidedly advantageous, we will not propose to furnish such a line for test.

"We shall, however, be glad to supply a hollow braid line having the center made of a varying number of parallel threads. We would propose that this line should be

made about 800 yards long, or such other length as seems to you feasible, and to taper in size from about No. 9 at the large end to about No. 4 at the small end. * * *

"We would also propose to furnish one No. 7 size soft laid (twisted) line of your regular length, which we understand is 700 yards, and would request that these two lines may be tested by the department at such time as you find convenient. This line to be made without taper. * * * In case the soft laid taper line would appear to you as very desirable, we shall also be willing to make a line of that sort, subject to the understanding that there might be corkscrew spots."

Again, under date of June 13, 1911, Mr. L. Coffin, representing the Samson Cordage Works, writes: "We believe that a hollow braid shot line, while as soft and pliable as the laid lines now in service, would have a longer life because the danger of opening the lay in handling would be avoided, and also because it would be less liable to be injured on account of catching on objects.

"A taper shot line, we think, would be an improvement over the style of lines now in service, as one line could replace the three sizes now required. The taper could be varied so as to have the largest size of the line where the greatest strength is necessary. The samples which we submit will have a uniform taper, but if it is found best that both ends should be large and taper toward the center, this style of line could be made. A taper line should permit a longer range than is now possible with a line of uniform size, as the smaller part of a taper line would offer much less resistance than the larger part."

(d) The soft laid lines have greater strength than hollow braided lines of same size, but attain less range under same conditions. The simple taper line, one end large for a prescribed length, then tapering down to the minimum service use (No. 4), possesses the following advantages, among others, viz: The line can be fired from one end as a No. 4 line and from the other end as a No. 9 line; (2) if No. 4 end be fired the end can be hauled out until the larger part is reached, when whip can be bent on and hauled out; (3) if No. 9 end be used (for the shorter ranges) the whip can be bent on the large part at once and remainder of line cut off, or in case it be necessary to haul out the small part (No. 4 or No. 4½) of the shot line, an intermediate line can be hauled out as is now done when the small lines are used or when found necessary; (4) no change is required in the No. 7 faking boxes; (5) two lines can replace the three sizes now in use; (6) generally speaking no intermediate line is required; and (7) the taper line possesses sufficient strength to pull out the whip line.

Opinion.—The board is of the opinion that the "hollow braid" taper lines, as submitted, appear promising, and would justify further trial.

Recommendation.—The board recommends that the general superintendent procure such number of these lines as he may deem desirable for further test, and that the results of said tests be communicated to the board for its information. The board further recommends that the general superintendent designate a committee to be selected from the members of the board to conduct said tests.

6. *United States Life-Saving Equipment Co.'s "shock absorber" or recoil shank.*

Results.—An illuminating shot (empty, without illuminant) fitted with one of the company's "shock absorbers" or recoil shanks was fired (round No. 9) at the Chatham Life-Saving Station, with 6 ounces of powder, 25° elevation, and a single No. 9 line, with the following results, viz: Range, 270 yards; drift of line at 100 yards, 125 feet to right; drift of line at 200 yards, 124 feet to right; deviation of shot at 270 yards, 42 feet 3 inches to right.

The drift of the line was greater between the 100 and 200 yard points than at either of them. A slight discoloration of the line due to flame from the charge was noted near the point of attachment.

The only description of this device before the board is contained in a letter from the president of the company dated June 26, 1911, in which he says: "I desire to submit to your board our shock absorber or recoil shank for use with the regulation Government shot used with the Lyle gun in the United States Life-Saving Service.

"This briefly described contains a chamber filled with oil or glycerin, which takes up the recoil or shock, thereby preventing the breaking of shot line."

The device used in firing was said to have the chamber filled with oil. The action was apparently the same as with the simple shank.

No information was presented to show that the shock absorber would have an appreciable effect on the breaking of lines or that the effect would be different from that produced on lines by the interposition of springs, elastic coils, and other shock-absorbing devices heretofore tested in the service and found unsatisfactory.

In the absence of drawings and specifications, price, and other information required by the regulations, the matter is continued on the docket, with the recommendation that the attention of the exhibitors be called to the requirements of the regulations.

CLASS II.—BOATS AND MISCELLANEOUS APPLIANCES.

1. *Howell's "amphibian surfboat."*

Results.—This subject was continued on the docket from the last meeting of the board, as the inventor, Admiral J. A. Howell, stated that a boat in process of construction at Bath, Me., would not be completed in time to submit at that session. On April 28, 1911, the Bath Marine Construction Co. filed with the general superintendent circulars in regard to this boat. Under date of May 22, 1911, Admiral Howell sent a "photograph of the latest amphibian *Sea Fox*" and a copy of the above circular with autographic memoranda thereon, with the request that the photograph be filed with the other papers. From these notes of Admiral Howell, who states that "the amphibian is being thoroughly tested to find if it has any weakness," and "I consider weights excessive and shall reduce them in new boats," it is inferred that he is not yet ready to submit the boat for tests by the board.

The subject will therefore be continued on the docket.

The following data are gleaned from the circulars and memoranda cited: Two boats have been built, *Amphi* and *Sea Fox*. It is stated that the former has been "tried in the surf and on the beach and *Sea Fox* has been improved according to that experience." It is 20 feet long, 6 feet wide, and 3 feet deep. The tail is 10 feet long. It has a 20-horsepower Fox engine, 2 cycle, "turning either way." The screw is three-bladed, 22 inches pitch; "will make eight miles on sea or land." The Bath Co. gives the "total weight of boat (*Sea Fox*), with supplies and six passengers, 4,200 pounds, including 20 gallons of gasoline and 20 gallons of water." Machinery weighs 1,700 pounds, of which the three wheels weigh 560 pounds. It is claimed that the *Sea Fox* is an improvement over the *Amphi* in the following particulars, viz: "Wheels lift, avoiding drag in water. Weight rests on springs. Flaps prevent eddies at open spaces, giving a fair shape. Tail dropping board gives required resistance to extremity to prevent broaching to, but need only be used when there is no headway." Admiral Howell states that "the speed ashore can be much higher by changing the gears, probably from 15 to 18 miles per hour, and with rubber tires still greater."

2. *Fourchy's lifeboat carriage.*

Results.—This carriage is submitted with blue print and partial specifications, from which it is learned that it is intended to make the frame of suitable angle iron, and supported with eight wheels, four on each side, 1 foot in diameter, with flanges $1\frac{1}{4}$ inches deep, and fitted with six center rollers 9 by $3\frac{1}{4}$ inches for receiving the keel, one roller over each axle and two rollers equally spaced between centers, and a like distance between third and fourth axles; there are three bilge chocks fitted on either side, with metal rollers in same, spaced 10 feet apart from center of carriage; the height of carriage above the floor is 1 foot, and the space between second and third wheels, or axles, is 18 feet. No price is quoted.

Opinion.—The board is of the opinion that this type of carriage possesses merit, and with a few improvements would be suitable for use in the service. The carriage as designed is too low for use on a track whose incline is not uniform throughout its entire length, considering the great distance (18 feet) between trucks. The carriage would also be improved by changing or removing the after and middle chocks to prevent injury to the boat when hauling out.

Recommendation.—As the general superintendent has expressed the desire that the board consider the general subject of providing facilities for the care and use of lifeboats, it is recommended that the president appoint a committee of three or more persons for this purpose, and that they confer with Mr. Fourchy in regard to this subject, and with such other persons as they may deem advisable; said committee to meet at such times and places as the general superintendent of the Life-Saving Service may direct, and to prepare a report and submit it to the board at its next meeting.

3. *Lifeboat launching cradle (C. H. McLellan).*

Results.—This device is submitted with blue print and specifications which fully describe the completed cradle. It is fitted with four flanged wheels on each side, equally spaced; with axles 4 feet apart; five center rollers for keel of boat; axles of 2-inch square iron with angle iron on each side for strengthening, each 6 feet long; all parts of frame work to be made of galvanized iron and bearings of center rollers of brass; length over all 20 feet and width 6 feet. No price is given on this cradle.

Opinion.—It is the opinion of the board that this carriage possesses merit and that with a few changes would be adapted to service use.

Recommendation.—As the general superintendent has expressed the desire that the board consider the general subject of providing facilities for the care and use of life-boats, it is recommended that the president appoint a committee of three or more persons for this purpose, and that they confer with Capt. C. H. McLellan, in regard to this subject, and with such other persons as they may deem advisable; said committee to meet at such times and places as the General Superintendent of the Life-Saving Service may direct, and to prepare a report and submit it to the board at its next meeting.

4. *Klint's autopneumatic life-saving coat.*

Results.—A sample of this coat was submitted to the General Superintendent of the Life-Saving Service, and is described in a letter from A. H. Klint, dated August 16, 1910. The device is patented. The coat is made of oiled cloth, with an adjustable body belt; air bags of the same material attached to and under each arm and to the sides of the garment; air vents, each about 2 inches long, at bottom and near front inner corners of bags.

The claims for the device are as follows:

That it "will do all the work required of present life preservers and other life-saving devices equipped with cork and other materials."

That "the autopneumatic principle involved renders the garment always ready for instant service."

That "the voluntary air contained in the bags is the most reliable and most serviceable buoy, and will do all the service demanded of any life-saving coat or device in any kind of sea."

That "tests have demonstrated its efficiency and superiority over the cork jacket."

That "the garment furnishes protection to the wearer in inclement weather," and a patrolman equipped with it would be always ready for duty in a boat or in the water.

That it is lighter and less cumbersome than the cork jacket.

That it does not interfere with the movements of the limbs.

That the air bags carry sufficient voluntary air to float a man, and by moving the arms up and down a couple of times before going into the water more air is pumped into the bags.

That experiments show that cork jacket carries 360 cubic inches of cork and that the coat carries in its collapsed state 680 cubic inches of air.

That it is economical both as to first cost and upkeep. A sample of this device which was submitted to the board was given a thorough test at the City Point Life-Saving Station.

Opinion.—From the test made and the inspection of the device by the board it is found that this garment is very uncertain and unreliable in its action of taking air into the air compartments and retaining it there, and that the coat is made of material which is not sufficiently strong and durable for a life-saving device. The board is, therefore, of the opinion that this life-saving coat is not adapted to use in the Life-Saving Service.

5. "A B C" life belt (*Welin Davit and Lane & De Groot Co., Cons.*).

Results.—This subject was first submitted to the board at its meeting held in 1909, but as no sample belt had been supplied of which tests could be made, it was continued on the docket.

At the meeting of the board in 1910, a sample of the belt was submitted by the manufacturers, and the board in its report of that meeting gave a description of the device and recommended that the General Superintendent of the Life-Saving Service cause a thorough test of the sample belt to be made at such life-saving station or stations as he might deem desirable, the results thereof to be reported to the board. The matter was continued on the docket.

In accordance with the recommendation of the board, the sample belt was tested at the City Point and Point Allerton Life-Saving Stations in comparison with the cork belts at those stations as to weight, buoyancy, ease of motion of the wearer, etc.

Opinion.—From the tests made, the board is of the opinion that the "A B C" life belt does not possess merit equal to the belts now in use in the service. The board does not, therefore, recommend its adoption.

6. *Kapok life belt (The Alexander Milburn Co.).*

Results.—This life belt first came before the board in 1908. It was presented by The Alexander Milburn Co., of Baltimore, Md., and is fully described in the report of the board on page 434 of the annual report of the Life-Saving Service for the fiscal year 1908. The subject was continued on the docket in 1909, as will be seen by reference to page 422 of the annual report of the service for the fiscal year 1909. At the meeting of the board in 1910, Mr. A. F. Jenkins, president of The Alexander Milburn Co., appeared before the board and in a verbal statement expressed a desire in behalf of the company to make certain changes in the belt in order to eliminate any objectionable features brought out through the tests by the crews of the service. It was the opinion of the board at its 1910 meeting that it would be well to have two belts made up in a special type known as the "Rogers" belt, one to have the same quality of covering as those heretofore furnished, the other a covering of strong net with small mesh, or a loose weave of strong material, in order to permit the service to determine by a comparative test between the two as to how much, if any, of the buoyancy of the belts is owing to the closely woven and specially treated canvas pockets of the belts which hold the kapok in place. Mr. Jenkins stated that he was willing to furnish two belts of this type, and the subject was therefore continued on the docket with the following recommendation:

"The board respectfully recommends that the tests be continued and reports of said 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 Alexander Milburn Co., as made by its president, Mr. A. F. Jenkins, 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."

Two belts of the type mentioned were received from the company by the superintendent of the tenth life-saving district during the winter of 1910-11, but there has been no opportunity as yet to make the desired tests.

Careful consideration of the reports of the tests of these belts made during the three years past by the keepers of the service conclusively shows: (1) That while these belts afford much greater freedom and ease of movement of the wearer while in action, they are (2) not uniform in weight and buoyancy, and (3) there is reason for apprehension that they, or at least a portion of them, lose their buoyancy through constant use and wetting.

Mr. A. F. Jenkins, president of The Alexander Milburn Co., while before the board on June 26, 1911, stated that he was not prepared to say that such a result was not possible to some extent, though of the opinion that the loss of buoyancy would not reach a point when the belt would no longer sustain the wearer. He was unable to state how much kapok a belt would require to avoid any danger from this source. He explained, however, that he might be able to furnish this information at a later date, and the matter is, therefore, continued on the docket.

Recommendation.—The board again recommends that the tests be continued and the reports be submitted to the board as heretofore. The board further recommends that the general superintendent of the service purchase such further supply of these belts from time to time as he may deem advisable in order that the very important matter of determining beyond all doubt whether these belts are suitable and equal to the cork belts for the Life-Saving Service before their final adoption, should the board eventually reach a favorable conclusion.

7. *Klint's autopneumatic folding life-saving belt.*

Results.—This device was submitted by a letter to the general superintendent, dated February 11, 1911, giving description and sending a sample belt. The device is patented. The belt is made of oiled cloth and has triangular vertical air chambers, two sides of which are formed by thin cedar laths 4 by 16 inches, covered with oiled cloth.

The belt weighs 5 pounds and is said to carry 1,042 inches of "voluntary air."

A sample of this belt was tested at the City Point Life-Saving Station.

Opinion.—From the test made and the inspection of the device by the board, it is found that this belt is not sufficiently strong and durable to be of any practical value as a life belt under conditions encountered in the Life-Saving Service.

8. *McLellan's improved beach apparatus cart.*

Results.—This cart was presented to the board at its last session, and, after due consideration, the following recommendation was made:

Recommendation.—It is recommended that the general superintendent 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."

The board is informed by the General Superintendent of the Life-Saving Service that six of these carts have been ordered and will be placed at the different life-saving stations for trial.

The matter will be continued on the docket until the reports of the trials made by the station keepers are received.

9. *Acetylene flare light (The Imperial Automatic Light, Ltd.).*

Results.—This subject was first submitted to the board at its meeting in 1908, but as no working model had been received it was continued on the docket. The matter again came up before the board at its meeting in 1909, and was continued on the docket until the board meeting of 1910. A working model having been received, test was made of the light by the board at the Point Allerton Life-Saving Station, and its report of the test made and a description of the device was furnished in the board's report for 1910. The subject was again continued on the docket and it was recommended that the General Superintendent of the Life-Saving Service have the two lights which had been furnished placed for further tests at such life-saving stations as he might select. In accordance with this recommendation one of the lights was sent to the Sandy Hook Life-Saving Station, and the other retained at the Point Allerton Station for tests. The reports furnished by the keepers of the tests made by them were submitted to the board by the General Superintendent.

Opinion.—As a result of these tests the board is of the opinion that this light is not so well adapted to the needs of the service as the lights now in use.

10. *Beyer patrol watchman's portable clock (Hardinge Bros.).*

Results.—This matter is brought over from the last meeting of the board as unfinished business upon request of the manufacturers, as they desire to replace the clock with one having improvements which, in their opinion, would be better adapted to the needs of the service.

Prior to this meeting of the board a representative of Hardinge Bros., in a personal interview with the General Superintendent of the Life-Saving Service, informed that official that the new clock the company proposed to submit could not be perfected in time for consideration of the board at this meeting and wished the matter continued.

The matter will therefore be continued on the docket as unfinished business.

11. *Chicago portable watchman's clock.*

Results.—This clock is submitted to the board by the Chicago Watchman's Clock Works, of Chicago, Ill., who claim it to be better adapted to the needs of the service than any other system of the kind heretofore manufactured, and is described by letter as having a movement and mechanism of the highest quality and the strongest construction which the makers of such movements are able to produce for this purpose. The case is made of aluminum for lightness and because this metal will not rust or corrode, and is strong and substantial. The movement rotates a 24-hour dial record, the same as other clocks used in the service, and will run from 60 to 72 hours.

The station keys are made of a composition metal known as delta metal, which is claimed to be rust-proof and noncorrosive. In the blade or flange of each key strongly inserted is a hardened steel point or ward. In operation this projecting ward or point engages with a certain marker of a series of markers or tumblers which are contained within the clock. These markers register different stations from one up to six or nine or more, according to the capacity required.

The weight of the clock without case is about 28 ounces.

The clock has a time dial for the guidance of the patrolman when making his rounds.

The leather carrying-case is made of heavy leather, strongly rivetted and stitched as required to give proper durability. The opening to the time piece dial is protected by a hinged metal plate.

The station box is made of cast-iron, japanned. The station key is fastened inside the box with a stout safety chain, galvanized to prevent rust. Mr. E. W. Barnes, representing the Chicago Watchman's Clock Works, appeared before the board and explained the clock in detail, guaranteeing all parts for five years.

The price of the clock to the Government, complete with six stations, six keys, and leather carrying case, is \$40, and \$43, complete with nine stations and keys. Extra station boxes and leather carrying cases with straps, complete, will be furnished at 50 cents and \$1.75 each, respectively.

Opinion.—From an examination of the clock the board is of the opinion that this clock possesses merit which would justify its trial to determine its value as a patrol clock for use in the service.

Recommendation.—The board recommends that if the company will furnish, without cost to the Government, two of the 6-station clocks and accompaniments for trial, they be placed at such stations as the general superintendent may determine for tests in actual service, the reports of the results thereof to be furnished him for reference to the board at its next meeting.

12. *Draeger pulmotor (Draeger Oxygen Apparatus Co.).*

Results.—At its last session (in June, 1910), the board recommended that the general superintendent request the Surgeon General of the Public Health and Marine-Hospital Service to have this apparatus tested in such manner as he might deem necessary and to favor the Life-Saving Service with his opinion and report to assist the board in its future deliberations upon the subject. That officer in his report states that: "The demonstrations made of the Draeger pulmotor show that it is an ingenious device, and reports of the tests made with it show that it has features to recommend it as a means of artificial respiration under certain conditions, and that on the other hand, it would have decided limitations which would apply particularly when used for resuscitation of apparently drowned persons." In conclusion, said report states that "after careful consideration of this subject, it does not appear that, for the resuscitation of apparently drowned persons, the merits of these appliances have been sufficiently established to warrant their use, except in an experimental way. In view, however, of the importance of this subject to the Life-Saving Service, special investigations of methods and safety devices for the protection against accidents by drowning might well be undertaken, particularly at those stations where such accidents frequently occur."

After careful deliberation, the board in reply to a telegram from the Draeger Co. telegraphed that company that the Surgeon General's report was not regarded as favorable to the use of the pulmotor in the Life-Saving Service and appointed Friday morning, June 3, 1911, a date upon which a representative of the company could appear before the board and have a further hearing if the company so desired. The company replied by letter to this telegram under date of June 20, 1911, stating that their engineer had been absent and they were "unprepared at the present time to go in (into) this matter as we would like to," and alleging their belief that later they would have information that would "change the whole situation," and requesting, if possible, a copy of the report of the Surgeon General of the Public Health and Marine-Hospital Service. The company also suggested that two or three pulmotors be purchased for experimental purposes at life-saving stations. The company also decided not to send a representative to Boston at this time on account of their unpreparedness. The board knows of no reason why a copy of the report cited might not be furnished to the company.

In view of their statement that later they might be able to furnish further and more conclusive data, the subject will be continued on the docket, but the board does not recommend the purchase of instruments at this time, as suggested by the company.

13. "*Salvator*" *reviving apparatus (H. N. Elmer).*

Results.—This is an apparatus similar to the "pulmotor" now before the board and is used for the same purpose. It is submitted for adoption to be employed at life-saving stations in resuscitating the apparently drowned. The device was subjected to tests by the Surgeon General of the Public Health and Marine-Hospital Service at the same time and in conjunction with the "pulmotor." The evidence advanced so far is considered as unfavorable, though not absolutely conclusive.

The claims made for the superiority of the "salvator" over similar apparatus are:

1. That it has fewer connections and "fewer joints to keep tight than any other apparatus in existence."
2. That "its efficiency is of the highest standard, as proven by the sample of air taken after respiration."
3. That "it requires less training; anyone can become familiar with the apparatus in five minutes."
4. That it can be used for other purposes than resuscitating unconscious persons.

As the board proposes to await further promised information in regard to this subject, it is thought desirable to postpone action on this invention for the present, and the subject will therefore be continued on the docket.

14. *First-aid oxygen outfit (H. N. Elmer).*

Results.—This is a portable apparatus called the "Oxone generator," used in connection with a substance designated as "oxone." It is designed "to furnish an always and instantly ready source of absolutely pure oxygen, so simple in operation that it can be used not alone by physicians and chemists, but by any intelligent layman." It consists of 2 cylinders, the outside one to contain water, the inside cylinder open at the bottom to admit the oxone cartridges which are held in place by a small metal spring. The stem of the inner cylinder has a needle valve—called oxygen valve—and a nipple for attaching a wash bottle. The height of the device is 9½ inches, weight 2½ pounds. The oxone is said to be a "compact compound of fused sodium peroxide, which upon contact with water generates oxygen gas exactly as calcium carbide generates acetylene gas," and is packed in hermetically sealed tins or cartridges where it is said to "keep for years."

Action.—Fill container with water up to the water mark or slightly below. Punch three holes in top and bottom of cartridge and insert it in the inside cylinder; close needle valve, place the cylinder in outer one, locking it with the thumbscrew. Open air vent in cover by shifting spring sidewise. Then open needle valve with a half turn and regulate rapidity of generation of gas by it. To stop evolution of gas, close needle valve. Avoid getting caustic solution on hands or clothing and putting too much water in cylinder. One cartridge produces about 7 gallons of oxygen, or about enough for two or three inhalations. A complete charge, two cartridges, furnishes about 14 or 15 gallons of gas. The wash bottle is intended to purify the gas, which is claimed to be 99.3 per cent pure as it enters the bottle. This bottle is used to absorb the aqueous vapor. The gas is tasteless and odorless.

The outfit is packed in a wooden case weighing 4½ pounds with contents: Apparatus, wash bottle, rubber tubing, mouthpiece, 4 cartridges, and an awl for punching holes in the latter.

Prices: Outfit complete (with 4 cartridges), \$20; one box 20 oxone cartridges, \$8; single cartridge, \$0.50.

This outfit is intended to be used as first aid in revivifying apparently drowned persons so far as it can be applied in the Life-Saving Service.

Referring to the medical authority cited in a previous case on the docket, it appears that said testimony is inconclusive as to the superiority of oxygen over common air in cases of the apparently drowned, thus leaving the subject in doubt. As other devices having in view the resuscitation of the apparently drowned are now before the board and have been continued to await further evidence before final action, it is deemed wise to postpone action on this device until a decision can be made upon the whole subject. The matter will therefore be continued on the docket.

15. *International automatic lifeboat (International Automatic Lifeboat Co.).*

Results.—Blue prints and specifications of this device were submitted to the board, through the general superintendent, by R. A. Brown, president of the International Automatic Lifeboat Co. This letter also stated that an agent of the company would appear before the board, if desired, with a model of the device for the purpose of demonstrating its merits. The company also submitted a copy of a report of the committee on life-saving appliances connected with the Steamboat-Inspection Service, which states that the "committee are of the opinion that a boat built in accordance with the plans and specifications presented, and the rules and regulations of the Board of Supervising Inspectors, would be safe and efficient, and should be allowed for use on steam vessels."

The board examined the plans and specifications of this boat and discussed its qualifications for use in the Life-Saving Service. The board believes that great diffi-

culty would be experienced in holding the boat alongside a wreck and transferring passengers to it in a seaway. It is thought that the rolling of the boat and the lack of facilities and deck space for handling and making fast lines, etc., would present serious if not entirely insurmountable difficulties in most cases of attempted rescue in a rough sea.

The ideas of the inventor for transferring passengers to the boat by means of the breeches buoy, the handling of lines or cables by means of a winch down in the bow of the boat, and the propulsion of the boat by hand power, are considered entirely impracticable under conditions which usually obtain when such work would have to be done. Another obvious defect in this boat is the lack of auxiliary sail or oar power, and the boat would be helpless should the propeller or steering gear be disabled. It would seem to be extremely difficult for men on the deck of this boat to rescue people from the water excepting under most favorable conditions or when persons to be rescued are able-bodied men.

Opinion.—The board is of the opinion that the international automatic lifeboat would not be as efficient or as well adapted to service use as the types of lifeboats with which the stations are now equipped, and therefore does not recommend its adoption.

16. *Oxy-etheric searchlight and pedestal for lifeboats (J. B. Colt Co.).*

Results.—When the company's letter dated June 26, 1911, was received by the board it had so far progressed with its work that it would be impracticable to delay adjournment long enough to properly consider the subject, and the company was so informed. As this consideration will involve tests and additional time, the subject will be continued on the docket.

VII.—UNFINISHED BUSINESS.

CLASS I.—WRECK ORDNANCE.

1. Illuminated shot (United States Life-Saving Equipment Co.'s double-line-carrying shot).
2. Coston life-saving gun bridle.
3. Taper shot lines (Samson Cordage Works).
4. United States Life-Saving Equipment Co.'s shock absorber or recoil shank.

CLASS II.—BOATS AND MISCELLANEOUS APPLIANCES.

1. Howell's "amphibian surfboat."
2. Fourchy's lifeboat carriage.
3. McLellan's lifeboat launching cradle.
4. Kapok life belt (Alexander Milburn Co.).
5. McLellan's improved beach-apparatus cart.
6. Beyer patrol watchman's portable clock (Hardinge Bros.).
7. Chicago patrol watchman's clock (Chicago Watchman's Clock Works).
8. Draeger pulmotor (Draeger Oxygen Apparatus Co.).
9. "Salvator" reviving apparatus (H. N. Elmer).
10. First-aid oxygen outfit (H. N. Elmer).
11. Oxy-etheric searchlight and pedestal for lifeboats (J. B. Colt Co.).

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