

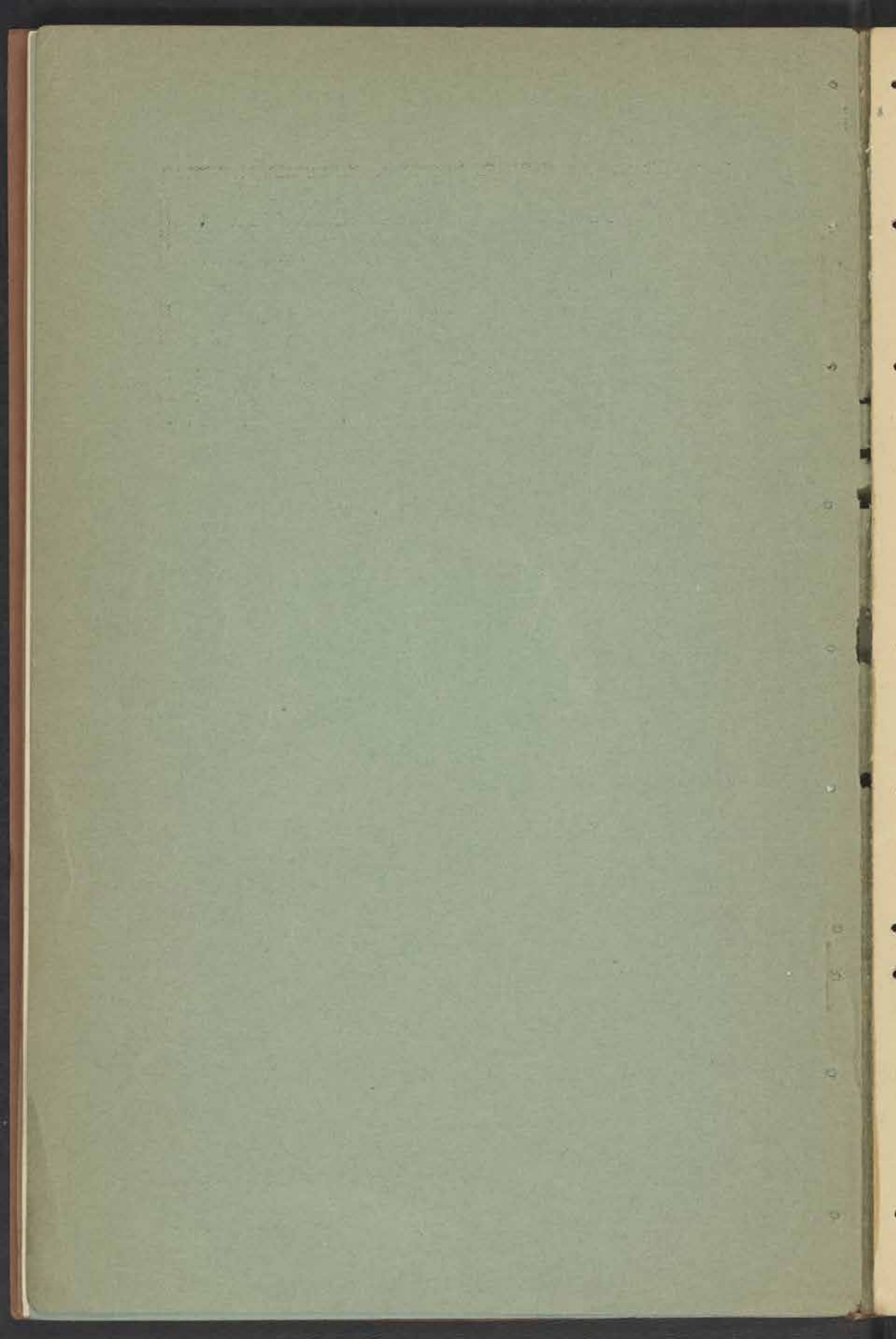
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TREASURY DEPARTMENT ANNUAL REPORTS

ANNUAL REPORT OF
THE UNITED STATES
COAST GUARD - 1924



ANNUAL REPORT OF
THE UNITED STATES
COAST GUARD

FOR THE FISCAL YEAR ENDED JUNE 30

1924



WASHINGTON
GOVERNMENT PRINTING OFFICE
1924

ANNUAL REPORT OF
THE UNITED STATES
COAST GUARD

FOR THE FISCAL YEAR ENDED JUNE 30

TREASURY DEPARTMENT

Document No. 2946

Coast Guard



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LETTER OF TRANSMITTAL

TREASURY DEPARTMENT,
UNITED STATES COAST GUARD,
Washington, October 11, 1924.

SIR: As required by section 5 of the act of January 28, 1915, I have the honor to submit the following report of the operations of the Coast Guard for the fiscal year ended June 30, 1924, and of the expenditures of moneys appropriated for the maintenance of the Coast Guard for that period.

Respectfully,

F. C. BILLARD,
Rear Admiral, United States Coast Guard,
Commandant.

Hon. A. W. MELLON,
Secretary of the Treasury.

ADMINISTRATION

Secretary of the Treasury, Hon. A. W. MELLON.

Assistant Secretary of the Treasury (having supervision), Hon. McKENZIE MOSS.

Commandant, Rear Admiral FREDERICK C. BILLARD.

Aide to Commandant, Lieut. Commander STEPHEN S. YEANDLE.

Capt. BYRON L. REED, superintendent of construction and repair.

Capt. D. F. A. DE OTTE, inspector.

Capt. QUINCY B. NEWMAN, engineer in chief.

Mr. OLIVER M. MAXAM, chief of division of operations.

Mr. CLIFTON P. CLARK, assistant chief of division of operations.

Mr. KENDALL J. MINOT, chief of division of matériel.

Mr. E. L. HUTCHISON, assistant chief of division of matériel.

ADMINISTRATION

The Board of Directors of the American Telephone and Telegraph Company, Inc., has the honor to acknowledge the receipt of your letter of the 10th inst. in relation to the proposed acquisition of the American Telephone and Telegraph Company, Inc., by the American Telephone and Telegraph Company, Inc., and to inform you that the same has been referred to the Board of Directors for their consideration.

The Board of Directors of the American Telephone and Telegraph Company, Inc., has the honor to acknowledge the receipt of your letter of the 10th inst. in relation to the proposed acquisition of the American Telephone and Telegraph Company, Inc., by the American Telephone and Telegraph Company, Inc., and to inform you that the same has been referred to the Board of Directors for their consideration.

ANNUAL REPORT

OF THE

UNITED STATES COAST GUARD

SUMMARY OF OPERATIONS

The principal operations of the Coast Guard during the fiscal year ended June 30, 1924, are exhibited in the following tabular summary:

Lives saved or persons rescued from peril	2, 462
Persons on board vessels assisted	15, 902
Persons in distress cared for	406
Vessels boarded and papers examined	46, 152
Vessels seized or reported for violations of law	2, 205
Fines and penalties incurred by vessels reported	\$630, 123
Regattas and marine parades patrolled in accordance with law	30
Instances of lives saved and vessels assisted	1, 948
Instances of miscellaneous assistance	2, 278
Derelicts and other obstructions to navigation removed or destroyed	75
Value of vessels assisted (including cargoes)	\$25, 316, 180
Value of derelicts recovered and delivered to owners	\$536, 895
Persons examined for certificates as lifeboat men	5, 643
Appropriation for 1924, office of the commandant	\$127, 530. 00
Expended and obligated	\$119, 847. 57
Unencumbered balance	\$7, 682. 43
Appropriation for 1924, maintenance of Coast Guard	\$11, 958, 722. 00
Expended and obligated	\$10, 463, 953. 33
Unencumbered balance	\$1, 494, 768. 67
Appropriation for 1924, repairs to cutters	\$375, 000. 00
Expended and obligated	\$368, 140. 36
Unencumbered balance	\$6, 859. 64
Appropriation, construction of new cutters:	
Unencumbered balance July 1, 1923	\$3, 397. 16
Expended and obligated	\$199. 83
Unencumbered balance June 30, 1924	\$3, 197. 33
Appropriation, additional vessels, Coast Guard, 1924 and 1925	\$12, 194, 900. 00
Expended and obligated	\$8, 288, 125. 41
Unencumbered balance June 30, 1924	\$3, 906, 774. 59
Appropriation, radio equipment, Coast Guard, 1924, Dec. 31, 1924	\$34, 000. 00
Unencumbered balance June 30, 1924	\$34, 000. 00

The results of the operations of the Coast Guard during the year in its broad and varied field of action have been most satisfactory, and uphold the honorable history and traditions of the corps. Through the agency of the cutters and stations of the service 2,462 persons were saved or rescued from positions of peril. This record has been exceeded but twice since the establishment of the Coast Guard, namely, in the years 1922 and 1923. In 1922 this form of endeavor numbered 2,954 persons, a record never before attained in any one year. In 1923 there were 2,792 persons. The number this year falls but 492 below the leading year in this character of service.

There were 15,902 persons on board vessels assisted, and the value of vessels assisted, including their cargoes, was \$25,316,180. The instances of assistance rendered by the units of the service numbered 4,226. Of these there were 1,948 instances of service involving the saving of life and property, or of both, and 2,278 instances of miscellaneous assistance. This latter form of service embraces a multitude of extremely useful and beneficent offices, such as warning vessels standing into danger; various services to shipping and boating; furnishing food, fuel, and water to vessels in distress; succoring the shipwrecked; medical and surgical aid to the sick and injured; assistance at neighborhood fires and fires occurring at buildings, wharves, and other structures on the shore line; fighting forest fires; dragging the waters for bodies; burial of bodies cast up by the sea; sheltering wayfarers overtaken by storm or other misfortune; restoring lost children to their parents; cooperating with the local authorities in the maintenance of public order; apprehending violators of the law; preventing theft and invasion by those maliciously inclined; recovering lost and stolen property and saving property from danger and destruction; protecting wrecked property; acting as pilots in cases of emergency; providing transportation and other assistance to various branches of the public service and cooperating with them in the enforcement of the Federal laws; assisting other Government agencies in scientific researches, etc. It would be difficult, indeed, to appraise the value of this character of service rendered every year by the Coast Guard. Succor was afforded to 406 persons in distress. In 35 instances vessels standing into danger were warned away from the shore by the signals of the patrolmen and watchmen of the stations. It is, of course, impossible to form any estimate of the value of these warnings to shipping, but it is a reasonable assumption that they are the means of averting loss of life and property. During the year 46,152 vessels were boarded and examined by the various agencies of the service in the interest of the enforcement of United States laws. This exceeds last year's number by 14,499. The number of vessels seized or reported for violations of law was 2,205. There was not a single day during the year that some form of service was not rendered by the Coast Guard to vessels or persons in distress. The maximum number of cases of assistance afforded in any one day during the year was 44. Last year the number was 38.

Other operations of the Coast Guard during the year are discussed under the following appropriate headings:

INTERNATIONAL SERVICE OF ICE OBSERVATION AND ICE PATROL TO PROMOTE SAFETY AT SEA

Icebergs for many years have been the dread of trans-Atlantic navigators, particularly along the lanes that run near the Grand Banks of Newfoundland. In the days of slow steamers most of the vessels took a course directly across the Banks, which carried them through the ice zone during a large portion of the year. Since the advent of large and fast steamers agreements have been entered into whereby definite routes have been established to the southward of the normal ice zone. If the ice zone were fixed, nothing would be required to assure reasonable safety along these routes, but unfortunately the limits of the ice fields and bergs vary considerably in loca-

tion as well as in season, and consequently a vessel might sail on a course that was clear at the time of her departure, but encounter ice which had drifted into her path before she reached the Grand Banks.

Previous to 1912 nothing had been done toward the establishment of any system for guarding against the danger from floating ice along the trans-Atlantic steamship lanes in the vicinity of the Grand Banks, off Newfoundland, but on April 14 of that year, when the steamer *Titanic* was sunk by striking an iceberg, there arose an almost universal demand for a patrol of the ice zone to warn passing vessels of the limits of danger from day to day during the season. The patrol of the ice regions was performed throughout the dangerous period of that year by two Navy scout cruisers. During the season of 1913 the patrol was undertaken by the Treasury Department and performed by the Coast Guard cutters *Seneca* and *Miami*.

Besides the regular work of locating the ice and warning passing vessels of the danger limits, the officers of the cutters were directed to make a study of the ice situation, particularly as to the currents in the vicinity of the Grand Banks, the physical properties of the ice, its drift, erosion, and melting; temperatures of sea water and atmosphere in the vicinity of the ice; habits of birds and seals with regard to ice; and, in short, to gather all sorts of information that might help the navigator in those regions.

The British Government also took up the question of ice observation and ice patrol for the season of 1913, with the result that the steam trawler *Scotia* was chartered and fitted out for this service, the expense being shared by the British Board of Trade and the various British steamship companies operating trans-Atlantic lines. The work of the *Scotia* was confined almost entirely to ice and weather observations off the coast of Newfoundland, and this work was greatly hampered by fog and storm. Nevertheless, much useful information was gathered, and the *Scotia* cooperated with the cutters, so far as conditions permitted, in disseminating ice information to passing vessels.

At the International Conference on the Safety of Life at Sea, which was convened in London on November 12, 1913, the subject of patrolling the ice regions was thoroughly discussed, and the convention signed on January 20, 1914, by the representatives of the various maritime powers of the world provided for the inauguration of an international derelict-destruction, ice-observation, and ice-patrol service, consisting of two vessels, which should patrol the ice regions during the season of danger from icebergs and attempt to keep the trans-Atlantic lanes clear of derelicts during the remainder of the year. The Government of the United States was invited to undertake the management of this triple service, the expense to be defrayed by the 13 powers interested in trans-Atlantic navigation in a fixed proportion, which was definitely agreed upon, subject to ratification by the lawmaking bodies of the Governments concerned.

As the convention when ratified would not go into effect until July 1, 1915, the Government of Great Britain, on behalf of the several powers interested, made inquiry on January 31, 1914, as to whether the United States would be disposed to undertake the work at once under the same mutual obligations as provided in the convention. The proposition was favorably considered by the President, and on February 7, 1914, he directed that the (then) Revenue-

Cutter Service begin as early as possible in that month the international ice-observation and ice-patrol service. Each year since then, with the exception of the years 1917 and 1918, a patrol has been maintained by the Coast Guard.

During the season of 1923 the ice patrol was carried on by the Coast Guard cutters *Seneca*, *Tampa*, and *Modoc*, based on Halifax, Nova Scotia. The patrol, which was in progress at the close of the fiscal year 1923, was discontinued on July 12, 1923. The last few days of the patrol were spent, in a large part, in checking the movements of two large bergs in a southerly position. When these bergs had disintegrated to such an extent as to render them no longer a menace to navigation, further patrol operations ceased for the season.

During the season of 1924 the patrol was prosecuted by the Coast Guard cutters *Tampa* and *Modoc*, based on Halifax, Nova Scotia, with the Coast Guard cutter *Ossipee* as a stand-by vessel. A commissioned officer of the Coast Guard was detailed to accompany the cutters as scientific and oceanographic observer. He remained with the patrol throughout the season, transferring from one cutter to the other as each took up its work, conducting observations and experiments for the furtherance of oceanographic knowledge. The *Tampa* inaugurated the patrol, leaving Boston, Mass., on March 18, 1924. She proceeded to the tail of the Grand Banks, arriving at the ice area on the morning of March 22. She advised the wireless operator of the port of Halifax that the patrol had begun and that all ice and obstruction reports for the Atlantic area would be broadcast by the patrol. A communication was received from the French radio station at St. Pierre expressing the intention of that station fully to cooperate with the patrol. On the evening of March 22 the first broadcast was sent out by the patrol, consisting of special ice information for the steamship *Cairntorr*. The first report of the presence of a berg was received from the steamship *Lituania*, on March 25. The cutter thereupon stood for the position of the reported berg, which was found to be of medium size, composed of two parallel walls. The larger wall was approximately 250 feet in length, 100 feet in height, and 60 feet thick at the base, tapering to a jagged edge on the top. The smaller wall was similar to the larger wall, being about two-thirds the size of the latter in each dimension. This berg was partially broken up by means of TNT mines. Another berg, which was reported to the patrol, was sighted by the *Tampa*. It being foggy and rainy on March 28, the *Tampa* lay at anchor. On the day following, the last-mentioned berg was again sighted, it having drifted at the rate of 0.3 miles an hour. This slow drift was caused by the berg's dragging on the bottom in 38 fathoms of water. On this date the *Tampa* took on board mail received from two small French barks, this being a service frequently rendered by the patrol and one which is greatly appreciated by the French fisherman. On March 31 the patrol was forced to lie at anchor because of prevailing fog. On April 1 the *Tampa* got under way for the purpose of picking up the position of the berg sighted on March 29. The oceanographer made tests of sea water and found Arctic water at depths of 50 and 125 meters. Several French fishing vessels which were spoken reported "All well." From April 1 to 5 the *Tampa* was engaged in searching for new bergs and at times

drifting with southernmost berg. During her cruise she experienced good weather, and in the period covered by her cruise fewer bergs were reported than in preceding years for the same period. This is attributed to the mild winter which caused exceptionally high surface temperatures of sea water.

The *Tampa* was relieved by the *Modoc* on April 5, and the patrol was continued, alternately, through the season by these two cutters, one relieving the other about every fortnight. When the *Modoc* took up the cruise she started a rectangular search, picked up the berg reported by the *Tampa* on April 5, and drifted with it until April 11. On April 7 the *Modoc* furnished medical advice to the steamship *Schodack*. On the morning of April 11 the *Modoc* steamed back over the course of wind drift of the previous night. As the berg could not be located, it was assumed that it had either melted or broken up. On April 12 the *Modoc* stood to the westward to take oceanographic observations along the southern radial, and thereafter stood to the scene of the sinking of the *Titanic* where she hove to, her colors were placed at half-mast, and prayers were read over the grave of the ill-fated vessel. The action of the command, a representative of the great protective agency established by the powers of the world as a consequence of this, the most appalling maritime tragedy of the age, was a most fitting tribute to the *Titanic's* dead. From April 13 to 17 the *Modoc* was engaged in making observations in various oceanographic stations along the tail of the Banks. On the latter date the cutter arrived alongside a berg that was reported the day before by the *Regina*. This was found to be a small twin berg, which was rapidly breaking up and too far removed from the steamship tracks to be considered a menace to navigation. On April 18 the Swedish steamer *Stockholm* was reported for violation of the North Atlantic track agreement. On April 19 the *Modoc* was relieved by the *Tampa*.

At the request of Prof. A. G. Huntsman, of the University of Toronto, acting on behalf of the Biological Board of Canada, the *Tampa* placed a number of lines of drift bottles. For the last week, no ice having been seen or reported, the *Tampa* resumed its oceanographic work. On April 21 the cutter destroyed some floating wreckage by use of TNT mines. The *Tampa* continued with her oceanographic work until April 26. Up to this time no ice had been seen or reported in or near the steamship lanes. The cutter made a search for a small berg previously reported, but as this berg could not be located it was assumed that it had melted. During this search a number of French fishermen were seen. A patrol was made to the eastward of the Grand Banks. In this locality many French fishermen were seen. On May 3 the *Tampa* stood to the southward to make contact with the *Modoc* and was relieved by the latter vessel at 2 p. m. May 4. This cruise of the *Tampa* was marked by absence of fogs. Less than 12 per cent of fog was experienced, while from 30 to 45 per cent was shown on pilot chart.

The *Modoc* continued with oceanographic work and searching for bergs until May 9, when a search along the eastern slope of the Grand Banks was begun. The cutter followed along the general trend of the Labrador current, taking observations in various oceanographic stations en route. No ice was sighted, and the only ice reported was so far north as to preclude any possibility of its becoming a menace

to vessels following the regular steamship lanes. On May 11 systematic search was begun to cover the northeastern and northern slope of the Grand Banks. This search was continued until May 15 without any ice being seen or reported. During this search various oceanographic stations were occupied and observations made. On May 15 a report was received that there was a small berg close to the Virgin Rocks. The patrol stood for the reported position of the berg, but failed to find it. The *Modoc* spoke several French fishermen and in one instance furnished medical aid and supplied the vessel with fresh meat in exchange for codfish. One of these fishermen remarked that he had not seen any ice so far during the season; this condition was considered most unusual. On the afternoon of May 17, fog having set in, it was deemed inexpedient to make further search for the berg reported on May 15. The *Modoc* then set a course for rendezvous with the *Tampa*. During the period covered by this cruise no ice was sighted by the cutter and only two reports of ice were received.

The *Tampa* stood to the position of a derelict reported on May 11 and searched until May 24 without finding it. The vessel then stood for St. Johns Harbor for the purpose of obtaining northern ice information from local sources. A small berg was sighted ashore near St. Johns entrance. The *Tampa* learned from local mariners that the drift ice and bergs had been held inshore by easterly winds throughout the spring months. Information was also received to the effect that sealing during the season had been very good. As a result of the extraordinarily mild winter the first sealing steamer broke out of the harbor on March 6, a much earlier date than is usual. Many bergs were reported around Belle Isle, but few to the southward. While the cutter lay in harbor an official call was made on the Governor of Newfoundland. When this call was returned a salute was fired by the *Tampa* in the governor's honor. The *Tampa* stood out to sea to undertake a systematic search in the region of Belle Isle and Cape Bona Vista. Arrangements had been made with the Cape Race radio station to repeat the broadcasts of the patrol during the search in the regions remote from steamship lanes. During the search numerous bergs were sighted in the vicinity of Belle Isle and Cape Bauld. The lighthouse keeper on Belle Isle furnished some valuable information to the oceanographer relating to ice conditions in and around that vicinity. Similar information was furnished by the radio operator at Battle Harbor, Labrador. The patrol remained in this vicinity, interviewing various fishermen and making ice observations, until May 29, when the cutter stood to the southward to search in the vicinity of the Cape Race steamship track. The mild winter and the small amount of Arctic ice this spring permitted the bergs to work onto the Labrador and Newfoundland coasts under the influence of easterly winds and there remain trapped in still water to melt during the months of June and July. This search was continued until June 4, on which date the *Tampa* was relieved by the *Modoc*. During the latter cruise the *Tampa* sighted a small berg on June 2.

The *Modoc* had on board Prof. H. T. Barnes, research ice expert, of Montreal, and Dr. Charles J. Fish, of the Bureau of Fisheries, Woods Hole, Mass. Several French fishing vessels were observed. Search was made for a berg reported on June 3, but the cutter failed

to locate it. No ice was seen during the day. Search was resumed, and on June 5 the berg was sighted. This berg was of fair size, but was disintegrating very rapidly owing to the relatively high temperature of the water. The cutter drifted for the night near this berg and made attempts to destroy it with bombs, but was not successful in entirely breaking it up. The patrol stood for the Newfoundland coast, and on the morning of June 6 sighted another berg, which was afterwards found to be the same one sighted by the *Tampa* on June 2. The berg was melting rapidly, and it was believed that neither this berg nor the ones above mentioned would constitute a menace to navigation. Search for ice was continued to the westward. A small berg, apparently aground, was sighted south of Stinking Island Light.

About 9 o'clock in the evening a small growler was passed. While the cutter drifted for the night, nets were towed and samples of marine life were obtained. A vertical haul was made with the plankton net to obtain specimens of sea life. On June 8, the day was cloudy, with intermittent fog and rain. A return was made to the position of the berg sighted on June 6, but owing to inclement weather this berg was not located until June 9. The cutter drifted with the berg and made observations. It was determined that the rate of drift was 0.035 knot an hour. The berg was rapidly disintegrating as a result of high temperature of the water. During the time from June 10 to 17 the cutter drifted with this berg. On June 11 the berg had reached the track of the steamers using the Cape Race route. Several vessels were warned of the proximity of the berg. On June 11, medical advice was furnished by radio to a merchant ship. Aside from the berg mentioned, no other berg or ice was seen by the patrol. The cutter furnished special ice information to all steamers on the Cape Race route. Owing to some freak atmospheric conditions, Cape Race light was visible at a distance of 58 miles. On June 17 a heavy fog set in and the berg was lost sight of, but on the following day it was located about 30 miles north of the position in which it was drifting on June 15. On June 18 it was ascertained that the berg had two peaks, one about 160 feet deep and the other about 200 feet deep. The patrol got under way to make contact with the *Tampa* and was relieved by that vessel on the morning of June 19.

After entering on the patrol, the *Tampa* received a radio message stating that the steamship *Metagama* had been in collision with the steamship *Clara Camus*, about 7 miles east-southeast of Cape Race and that a boat containing three men from the *Metagama* was missing in the fog. The *Tampa* immediately began a systematic rectangular search in a dense fog for the missing boat. This search was continued until June 22, without finding it. It being assumed that the boat had been picked up by some boat not equipped with wireless, the cutter stood for the position of a berg reported by the steamship *Kastalia*, on June 20. On June 22, the cutter located a berg, but owing to its small size, there existed some doubt whether this was the berg reported by the *Kastalia*. After a short rectangular search on June 23, without sighting any other berg, it was decided that this was the berg reported. As this berg was in proximity to the steamship lanes, efforts were made to destroy it. On firing the first mine a number of codfish, which had been killed by the detonation, came to the surface. About 90 of these fish, averaging in weight about 12 pounds each,

were procured. As the berg was fairly well broken up and no longer considered dangerous to navigation, the patrol stood for St. Johns Harbor to secure fresh water, arriving there on the evening of June 23. The cutter lay in harbor during the day of June 24. The master of the *Metagama* called and expressed his appreciation of the assistance rendered his vessel.

On the evening of June 24 the cutter stood out of harbor to take up oceanographic work, and the day of June 25 was also spent in obtaining such information. During the day medical advice was furnished one steamship by radio. Oceanographic work was continued throughout the days of June 26, 27, and 28. Message was received on the last-mentioned date announcing that the boat from the *Metagama* had been located in a waterlogged condition, but that the three men were missing. During the day of June 29, oceanographic work was continued and search made for a derelict schooner. On June 30 a radio message was received from headquarters to discontinue the patrol for the season and for the *Tampa* to return to her regular station.

The patrol this year disclosed an extraordinary condition in the way of absence of ice in the steamship lanes, also an unusual absence of fog, with better weather prevailing than has been experienced in the last two years. Much time was devoted to oceanographic work and much data of value to the Hydrographic Office was prepared. Ice information was broadcast every day at 0600 seventy-fifth meridian time, and 1800 seventy-fifth meridian time on 600-meter wave-length spark, and at 0700 and 1900 seventy-fifth meridian time on 1,621 meters C. W. These broadcasts were sent three times with an interval of two minutes between them. In addition to this, daily dispatches were sent to the Hydrographic Office, defining the danger zone, and giving such other information as would be of value in broadcasting from Annapolis, Arlington, and other shore stations. During the course of the patrol special ice information was furnished ships. Transmission of messages by radio this year was confined as closely as possible to C. W. (continuous wave), instead of spark, in order to overcome the overlaid traffic in spark. Reports of derelicts were no more numerous than is usual, and there were very few that were considered a menace to navigation. Two derelicts were destroyed by the patrol during the season. The patrol, as previously indicated, was discontinued on June 30, 1924.

WINTER CRUISING

The President annually designates certain Coast Guard vessels to perform special cruising upon the coast in the season of severe weather, usually from December 1 to March 31, to afford such aid to distressed navigators as their circumstances may require. Navigation is especially hazardous during these months and the object of this special, intensified cruising and watchfulness on the part of the cutters is to extend to shipping approaching our shores all possible protection and assistance in case it should suffer misfortune or disaster. The President, on October 26, 1923, upon the recommendation of the Secretary of the Treasury, designated the following-named cutters to perform this duty for the winter season of 1923-24: *Ossipee*, *Tampa*, *Acushnet*, *Seneca*, *Seminole*, *Gresham*, *Kickapoo*, *Manning*, *Modoc*, and *Yamacraw*.

Instructions were accordingly issued to the commanders of the eastern division of the Coast Guard, at Boston, Mass., the New York division, at New York, N. Y., and the Norfolk division, at Norfolk, Va., to have the above-named cutters in their respective divisions perform this duty for the period from December 1, 1923, to March 31, 1924, inclusive. Appropriate instructions, as is usual, were also given the commanding officers of the cutters mentioned and to the district superintendents of Coast Guard districts within the cruising area, to the end that the closest kind of cooperation in the work might be had among the various units of the service concerned, and that all sources of information of marine casualties might be availed of.

The cutters detailed to this duty cruised approximately 40,000 miles and assisted 35 vessels found to be in distress, the estimated value of which, including their cargoes, was almost \$3,900,000. There were 435 persons on board the vessels assisted. The vessels boarded and examined numbered 1,766.

The value of marine property assisted is not so large as it was last year, which is explained by the fact that the winter cruising season of 1923-24 was markedly milder than the preceding season. Twice the number of vessels were boarded this season.

The results accomplished each year by this special cruising give unmistakable evidence of its value in assisting and safeguarding shipping and marine interests and protecting lives.

CRUISES IN NORTHERN WATERS

The regular annual visitation and patrol of the waters of the north Pacific Ocean, Bering Sea, and southeastern Alaska for the enforcement of the convention of July 7, 1911, between the United States, Great Britain, Russia, and Japan, and the laws and regulations for the protection of the fur seal and sea otter, and of game, the fisheries and fur-bearing animals of Alaska, were made for the season of 1923 by the following-named Coast Guard cutters: *Algonquin*, *Bear*, *Cahokia*, *Haida*, *Mojave*, *Snohomish*, and *Unalga*.

The veteran *Bear*, now a half century old, also made her customary annual cruise to the Arctic. These vessels cruised many thousands of miles in the execution of the duties of the patrol, and in addition to the prime duties of this annual enterprise, rendered valuable service to shipping and to other interests, public and private, in the regions visited. Vessels participating in this work were also under instructions to render assistance to vessels in distress, including aid to shipwrecked mariners; to board and examine fishing vessels found on the banks; to supply medical aid to crews of these vessels; to afford transportation and medical assistance to destitute persons wherever found in Alaska; to carry United States mail between places visited; to furnish transportation to officials and passengers, including representatives of the Bureau of Fisheries and the Bureau of Education, etc. It is estimated that these vessels cruised nearly 60,000 miles. They boarded and examined 214 vessels and rendered medical assistance in 161 cases. Ten vessels in distress were assisted and 324 passengers were transported. It would be difficult even to estimate the importance of the work performed by these annual expeditions to the northern waters, in matters involving the interests

of the Government, of local industries, of shipping, of law and order, and the welfare of the population.

An epitome of the operations of the cutters engaged in this work is given below:

The *Algonquin* sailed from Seattle, Wash., on April 15, 1923, with orders to patrol from the entrance of the Straits of Juan de Fuca, following the seal herd and keeping a sharp lookout for poachers and to cruise as far as Unga, paying particular attention in the early part of the cruise to the regions between Dixons Entrance and Yakutat; to base on La Touche for fuel and to continue the patrol in the Gulf of Alaska, and to the westward as far as Unga, until the latter part of May, when she would work farther to the westward and arrive at Unalaska on June 1, 1923. After stopping at Port Townsend to land some material, and at Port Angeles to effect an exchange of officers with the *Snohomish*, the cutter cleared from the straits on the morning of April 17, and began the seal patrol in the North Pacific Ocean, Gulf of Alaska, on the fishing banks, and to Unalaska, arriving at Unalaska on June 1. Few seals were sighted on this cruise, no poachers, and only a few halibut fishing vessels were seen on the banks. It is believed that the American seal herd had passed to the westward ahead of the *Algonquin*. The number of seals sighted during the cruise from Swift Shore Light Vessel to Unalaska, covering a period of one and one half-months, was 128, and the number of fishing vessels seen in actual operation on the banks was two. During this cruise the *Algonquin's* medical officer rendered surgical aid to a native woman at Unga who was in a critical physical condition. From June 1 to 21, the *Algonquin* was employed the first 10 days in cleaning boilers and in repairing furnace brick walls, after which the cutter transferred to the Seal Islands from the steamship *Buford*, in Akutan Harbor, 15 men and their baggage on account of the Bureau of Fisheries, and the wife of the United States Navy radio operator. The *Algonquin* then relieved the *Mojave* on the Pribilof Islands patrol and returned to Dutch Harbor on June 21. From June 21 to July 11 the cutter patrolled the Aleutian Islands as far west as Attu, stopping at all inhabited villages for the purpose of rendering medical aid to the natives. During this cruise the Russian priest stationed at Unalaska was furnished transportation to Attu and return, natives given transportation between islands of the chain, and supplies transported and landed at Nikolski and Atka for the Bureau of Education and natives' cooperative stores at those places. No evidence of poachers was found anywhere among the western Aleutian Islands. The *Algonquin* visited many unfrequented harbors and places in the Aleutian chain of islands while on this patrol and succeeded in obtaining much valuable navigational information and data. From July 12 to September 30 the cutter was employed as follows: Cleaning boilers and making repairs to furnace brick walls; salvaged the native cooperative store schooner *G. Theckla* from the rocks at Nikolski by floating the vessel from a high and dry position, where it had rested for over four months, towed the vessel to Unalaska and turned it over to the owners; transported a large quantity of general supplies, including foodstuffs, oils, and coal, from Unalaska and Akutan to Umnak and Atka Island villages, on account of the Bureau of Education and for the native cooperative stores located at Nikolski and Nazan Bay. From August 17 to 31 the

cutter was preparing for and undergoing general inspection by a board convened for that purpose. From September 1 to 29 the vessel was employed on a cruise in Bristol Bay and on Pribilof Islands patrol duty; transported 40 live blue foxes and attendants from St. George Islands to Unalaska on account of the Bureau of Fisheries; also carried native laborers and United States mail.

The *Algonquin* was detailed to remain in the Bering Sea until the last commercial vessel had cleared the vicinity of Nome, then to proceed to Seattle. The cutter remained at Unalaska until October 10, on which date she proceeded northward for St. Lawrence Island, for the purpose of landing freight at Gambell village on account of the Bureau of Education, this freight having been transferred from the *Bear* at Unalaska. Owing to the prevalence of a gale the *Bear* had been unable to effect a landing at Gambell on her southern run from the Arctic Ocean. Upon reaching Nome it was learned that the schooner *Silver Wave*, carrying freight and passengers, including women and children, was overdue, and much anxiety was felt for the safety of those on board. The *Algonquin* proceeded in search of the missing vessel and finally located her at Teller, Alaska. The passengers had been landed at Shismaref Inlet and were without means of transportation or adequate food supplies for the winter; also illness prevailed among the women. The *Algonquin* proceeded through Bering Straits into the Arctic Ocean for Kotzebue Sound and made a landing at Kiwalik, the nearest accessible place to where the stranded passengers could be reached. With great difficulty the party, consisting of 15 persons, was rescued and transported to Nome, where they were cared for and later placed on board the steamship *Victoria*, bound for Seattle. The *Silver Wave* made Nome on October 22, and her arrival cleared up the situation of overdue and missing trading vessels in that locality. The *Victoria* sailed from Nome on October 23 and passed out of Bering Sea on October 25. After receiving on board two destitute seamen, the *Algonquin* left Nome on October 24 for Unalaska for fuel and fresh water. The steamship *Buford* left Nome on October 28 and cleared Bering Sea without mishap. The *Algonquin* arrived at Unalaska on October 27, filled fuel-oil and fresh-water tanks; received from the superintendent Pribilof Islands, on account of the Bureau of Fisheries, five live female seals, consigned to the California Academy of Science at San Francisco, and eight Bureau of Fisheries employees for transportation to Seattle. On October 30 the *Algonquin* proceeded to Unga, and the cutter's surgeon administered medical aid to an injured man. On November 1 the *Algonquin* cleared Unga for Seattle. On the same evening an S. O. S. call was intercepted from the Japanese steamer *Shinkoku Maru*, in disabled condition. The cutter proceeded at increased speed, picked up the disabled steamer and towed her to a safe position. On November 13, the *Algonquin* proceeded on a course for Seattle, arriving there on the night of November 19. During this cruise the *Algonquin* traveled 18,959 miles, boarded and examined 31 vessels, assisted 2 vessels in distress, transported 65 persons, and afforded medical treatment to 54 persons.

The *Haida* sailed from Seattle at 1 p. m., April 15, 1923, having on board general supplies and Government freight, 2 employees for the Alaska Commercial Company, destined for Unalaska, 15 employees

of the Bureau of Fisheries, bound for the Pribilof Islands, and 2,375 pounds of fruits, vegetables, etc., intended for various persons and Government employees stationed at Unalaska and on the Seal Islands, and the United States mail. Upon stopping at Port Townsend, information was received of the death of Capt. Francis Tuttle, United States Coast Guard (retired). The *Haida* therefore remained at Port Townsend in order that her complement might assist at the funeral of Captain Tuttle. On April 17 the *Haida* left for Unalaska direct, passing out of the Strait of Juan de Fuca at midnight, and arriving at Unalaska on the morning of April 25. During the run from Swift Shore Light Vessel to Unimak Pass a succession of gales was encountered, which required the vessel to slow up on several occasions for the safety of the freight stowed on the main deck. The ship's medical officer conferred with the local representatives of the Public Health Service and found health conditions to be satisfactory, with no epidemics prevailing. The work of landing stores was completed on April 27. The cutter received mail from the postmaster at Unalaska, also took on board miscellaneous freight for delivery at St. Paul and St. George Islands, and 35 native men and 5 native women, together with their personal effects and baggage, for transportation to the Seal Islands as employees for the Bureau of Fisheries during the current sealing season. The cutter sailed on the same date (April 27). After landing mail, freight, and passengers, and receiving on board mail and 7 passengers, with their baggage, destined for Unalaska, the *Haida* returned to Dutch Harbor. The Bureau of Fisheries' agent on St. George Island, Mr. Camplon, his wife and baby, were furnished transportation from the Seal Islands to King Cove, Alaska. From April 29 to May 31 the *Haida* was stationed on duty in the vicinity of Unimak Pass to observe vessels of the cannery and codfish fleets arriving in Bering Sea and to render assistance to any ships found in trouble. By the end of the month, from reliable information received, it was well established that all cannery ships had successfully sailed through the Passes, and that most of the vessels had arrived at their destinations. The cutter visited Belkofski, King Cove, and Marzhovoi villages and found the health conditions to be normal at all places, except at Marzhovoi, where an epidemic of influenza prevailed. The natives of the other villages had recovered from a partial epidemic of the plague and required no special attention at that time, so medical efforts were concentrated on Marzhovoi. For a period of two weeks special care and treatment of the natives of that village were rendered by the *Haida's* surgeon and his assistants. By May 20 the disease had practically been stamped out. On May 11 the *Haida* floated the stranded steamer *San Juan* and towed her to a position northeast of Cape Sarichef, a distance of more than 100 miles. The *Haida* then proceeded to Lost Harbor, Akutan, to investigate a report that the Alaska Sulphur Co. was bankrupt and had insufficient food supplies. Through the instrumentality of the *Haida's* commanding officer, employment for those wishing to leave the sulphur mine was procured with the canneries at Ikatan, False Pass, and King Cove, and seven of the sulphur mine employees were transported to Ikatan to accept employment in the canneries or to make their way to Seattle on the next steamer.

On May 19 a radio message was received to the effect that three stranded men from the fishing schooner *Mawveena*, of San Francisco,

had landed at Lost Harbor without money or food. The *Haida* investigated the report, with the result that one of the men was given employment by the manager of the sulphur mine and the other two were taken on board the cutter for transportation to Unalaska. Examination of the two stranded fishermen brought out the fact that they had left the *Maweena* at Lost Harbor Bay on their own volition and without the consent or knowledge of the master. The force commander, after investigating their cases, ordered both men returned to the *Haida* and later delivered them on board the *Maweena*. On May 27 the *Haida* proceeded to the cannery ship *Star of Finland* and the medical officers of the *Haida* and the *Bear* which latter vessel was close by, performed an operation on a man who had been shot by a member of the *Star of Finland's* crew. The patient, Russa Giovanni, was transferred to the Jesse Lee Home at Unalaska to convalesce. From May 29 to 31 the *Haida* made a trip to the Pribilof Islands, transporting the mail, and eight natives, employees of the Bureau of Fisheries, and their personal effects. This special trip to the Seal Islands was necessary to furnish the superintendent, Pribilof Islands, with sufficient laborers to carry on the annual official seal killing operations. From June 1 to 6 the cutter remained at Unalaska fueling, cleaning boilers, and overhauling machinery. Upon receipt of a radio message from the *Mojave* that the U. S. S. *Cardinal* had stranded on Chirikof Island, the *Haida* proceeded to the assistance of the stranded vessel. Inspection of the wreck clearly showed that salvage could not be accomplished by the forces then present. The *Haida* returned to Unalaska on June 10. On June 18 she proceeded to the Bristol Bay region to investigate labor troubles. It was learned, however, that those responsible for the disorder had been taken in hand by the United States marshal and commissioner from Dillingham, with the result that quiet was restored and work progressing under normal conditions. The cannery fleet of vessels in the river was boarded and examined, after which the *Haida* proceeded down the coast to Port Heiden, Alaska, where a stop was made, the village inspected and medical aid furnished the natives. During this cruise transportation was furnished from Unalaska to Naknek to Russa Giovanni, wounded fisherman from the *Star of Finland*, who had convalesced in the Jesse Lee Home, and to Andrew Faliancich and Frank Franish, stranded fishermen of the Naknek Packing Co. Mail was delivered to the cod-fishing schooners found on the Baird and Slime Banks. On the cutter's return trip to Unalaska a stop was made off the Sarichef Lighthouse to pick up a stranded seaman of the cod-fishing schooner *Maweena*. The *Haida* arrived at Dutch Harbor on June 22 for fuel and fresh water. From June 22 to July 3 the *Haida* was engaged on the Pribilof Islands patrol. After receiving mail and freight from Unalaska and from the steamship *Buford* at Dutch Harbor the cutter sailed on June 24 for the Seal Islands. The freight and mail were delivered at St. George and St. Paul Islands as opportunity afforded, and other freight and passengers were transported between the islands while the vessel was on patrol duty. On June 30 received mail and passengers from the Seal Islands for Unalaska. On July 1 the cutter cruised in southwest quadrant patrol zone and worked to the southward through the pass to westward of Unimak Island, returning to Unalaska, via Pacific side, Aleutian Islands, and through Akutan Pass, on July 3. Delivered mail and passengers destined for that place. From July 3 to August 7 the *Haida*

was employed as follows: July 4 was observed as a legal holiday; July 5 to 12, remained at Unalaska, cleaning boilers, overhauling machinery, cleaning and painting vessel's hull, boats, etc., fueling and filling fresh water tanks. On July 13, the cutter *Unalga* arrived at Unalaska with a party of official passengers on board. Owing to the delay necessary to coal the *Unalga*, it was decided that the *Haida* would transport the passengers to the Pribilof Islands and Bristol Bay cannery region. On July 14 the *Haida* sailed, with the party on board, for St. Paul Island and visited certain places in Bering Sea and the Bristol Bay district.

On July 23 the *Haida* returned to Unalaska. The *Haida* was employed on the Pribilof Islands patrol from July 26 to August 7, on the latter date returning to Unalaska. During this cruise mail, freight, and passengers were transferred between Unalaska and the Seal Islands. Also a very careful survey and examination of the Bogoslof Islands were made under favorable weather conditions, with excellent results as to soundings, sketches, and photographs made of the islands. The *Haida* remained at Unalaska from August 7 to 17, preparing for and undergoing general inspection by a board convened for that purpose. After taking on board stores, mail, freight, and passengers for St. George and St. Paul Islands the cutter proceeded to the Pribilof Islands for the purpose of patrolling, and remained on that duty until September 3, when a final season's patrol cruise in the Bristol Bay area was begun. This cruise ended on arrival of the *Haida* at Unalaska on September 8. It was found that all cod-fishing vessels and the canneries fleet had cleared the bay and that the small boats had been hauled out and housed for the winter. No activities were in progress at any of the canneries. En route along the north shore of Unimak Island, the cutter stopped off at Cape Sarichef, effected a landing, and the commanding officer administered oath of office to C. L. Shephardson, assistant keeper of the light station. From September 8 to 13 the *Haida* remained at Unalaska, fueling, taking on fresh water, commissary stores, freight, and passengers. On September 13 the cutter sailed from Unalaska and resumed duty on the Pribilof Islands patrol. On September 19 the *Haida* returned to Dutch Harbor, delivered mail and landed passengers and made preparations for her departure to Seattle. The *Haida* was withdrawn from the Bering Sea patrol on September 20 and directed to proceed to Perryville, Alaska, for the purpose of examining the natives of that village to determine, if possible, the existence of trachoma, reported to be prevalent at that place. On investigation it was not conclusively established that the disease was prevalent at Perryville. From Perryville the *Haida* took departure for Seattle and arrived at that place on September 27, 1923. While on her northern cruise the *Haida* traveled 14,412 miles, boarded and examined 36 vessels, assisted 3 vessels in distress, afforded medical assistance to 61 persons, and furnished transportation to 190 persons.

The *Mojave*, at Honolulu, Hawaii, reported by radio on May 15, 1923, for duty in the Bering Sea patrol force, and sailed at 6 p. m. May 22 for Unalaska, Alaska, direct, arriving there at 6.30 p. m. May 30. The *Mojave*, after filling fuel-oil and fresh-water tanks to capacity, was assigned to duty on the Pribilof Islands patrol. The cutter sailed on June 1, and was engaged in this duty until June 14, when

she returned to Unalaska. On June 15 the *Mojave* made a cruise in the vicinity of Delgoi Island, Alaska Peninsula, to enable Rear Admiral J. V. Chase and staff to obtain certain information. During this special cruise, which ended upon the cutter's return to Unalaska, June 23, the *Mojave* visited all the cannery stations, several harbors, and bays on the south side of the peninsula. On June 20 the *Mojave* transported a reconnaissance party and their working effects from the U. S. S. *Cuyama* to King Cove, boarded and examined vessels at that place, furnished medical assistance to certain of the inhabitants, then cruised over the Sannak and Davidson Banks, for the purpose of examining the fishing vessels operating in that locality and to furnish the crews medical aid. From June 23 to July 5 the cutter lay at Unalaska, cleaning boilers, overhauling and making minor repairs to machinery and the radio aerial, cleaning ship, etc. July 4 was observed as a legal holiday. After taking on board stores, mail, and a small quantity of freight for the Seal Islands, the *Mojave* sailed on July 5 to take up the duties of the Pribilof Islands patrol, and continued in this employment until her return to Dutch Harbor on July 21 for fuel and fresh water. From July 21 to September 18 the *Mojave* was employed as follows: From July 23 to August 5 at Unalaska, cleaning boilers, overhauling and adjusting machinery, cleaning ship, preparing for and undergoing general inspection by a board convened for the purpose. On August 5 the *Mojave* sailed to take up patrol duties in the Pribilof zone and continued on this duty until August 21, when the vessel returned to Dutch Harbor and landed mail, 33 passengers, their personal effects and baggage, transported from the Seal Islands to Unalaska on account of the Bureau of Fisheries.

The official seal-killing operations on the Pribilof Islands being completed for the season, native employees belonging to the Aleutian Islands were returned to their villages and the Fouke Fur Co.'s operatives sent to Unalaska on the *Mojave* for further transportation to the States by commercial steamer. From August 21 to 28 the *Mojave* remained at Dutch Harbor and Unalaska wharves, taking on fuel, fresh water, stores, and freight, preparatory to a patrol of the Aleutian Islands, as far west as Attu. The cutter sailed on August 28, and was engaged on this duty until the night of September 8, when she returned to Dutch Harbor, having successfully accomplished the work assigned her among the Aleutian chain of islands. On September 10 the *Mojave* sailed for Akutan to inspect the boiler furnace of the steam whaler *Unimak* and make the necessary repairs. After this had been accomplished the *Mojave* proceeded on a cruise to the eastward, for the purpose of investigating reports of illicit liquor traffic near Ikatan. On September 18 the cutter returned to Unalaska after having visited the villages of Makushin, Kashega, Chernofski, Nikolski, Attu, Atka, and Akutan in the Aleutian chain, Ikatan on Unimak Island, Acherk and Pavlof harbors on Sannak Island. Medical and dental aid were furnished the natives at each place visited, mail delivered and received, freight and passengers transported. From September 19 to September 30 the *Mojave* was employed as follows: September 19 to 28 at Unalaska, cleaning boilers and working on furnace of whaling steamer *Unimak*. On September 28 the *Mojave* was placed under sailing orders for San Francisco, and to be detached from the Bering Sea patrol force on October 1, 1923.

Arrangements had been made with the superintendent, Pribilof Islands, for the *Mojave* to transport seven live fur seals to San Francisco for the Academy of Science. The seals, accompanied by a keeper from the Seal Islands, were to be landed at Unalaska by the fisheries steamer *Eider*, but prevailing stormy weather in Bering Sea prevented the *Eider* reaching the islands after three attempts; therefore, the *Mojave* was compelled to make a special cruise to St. Paul Island in order to procure the shipment. The *Mojave* left Dutch Harbor in the evening of September 30 and proceeded to sea, bound for St. Paul, Pribilof group. At midnight under the force commander's written movement orders, the *Mojave* was detached from the Bering Sea patrol force and became an independent command for the rest of the time while en route to San Francisco. While on her northern cruise the *Mojave* traveled 12,741 miles, boarded and examined 18 vessels, assisted 2 others, and afforded medical assistance to 25 persons, and furnished transportation to 69 passengers.

The commander of the Bering Sea patrol force reports that during the season the general conditions in western Alaska and the Aleutian Islands remained unchanged to any appreciable extent. The natives' habits, customs, and methods of living are practically the same as in years past. The population of the villages visited remained about the same since the epidemic of influenza in 1919-20, when suffering was great and the death rate exceedingly high. The people generally dress and live under better conditions than formerly. Fishing, hunting, and fox farming are the principal means of livelihood, but fishing is not engaged in to the fullest extent; consequently the natives suffer in the winter season because of their failure during the summer to provide themselves with this necessary food. Reports from the commanding officers of the cutters on patrol duty indicate that but few seals (travelers) were sighted in the North Pacific Ocean. This fact may be due to the herds migrating northward ahead of the patrol, although, with the exception of a few bulls, the seals did not begin to land on the rookeries, Pribilof Islands, in large numbers until the latter part of May and early in June. The Government agents on the Pribilof Islands and persons at other Alaskan points reported a very mild winter, with little or no ice in the lower section of Bering Sea. During the entire season not a marauding vessel was sighted, nor was there evidence or reports from any source indicating the presence of poachers, pelagic sealers, killing of sea otter, unlawful hunting of walrus, raiding of fox farms, or the illegal killing of other fur-bearing animals in Alaska. In view of these conditions it was not deemed necessary to establish shore parties at either Attu or Atka. During the season many distinguished persons, representing public interests, visited Unalaska, all of whom the Bering Sea patrol force assisted to the fullest extent.

The *Bear*, bound on her northern cruise, steamed from Seattle on May 16, stopped at Unga, to land mail, and arrived at Unalaska on May 28, where mail for this point was put ashore. Having taken on board coal and supplies, mail, and seven natives for transportation to Nome, the *Bear* left Unalaska on June 2 and arrived at Nome on June 7. After delivering mail, landing stores and passengers, she then proceeded to St. Michael and delivered the mail for that place. Only a few seals were seen off the Columbia River entrance and not many in the Bering Sea. Owing to the shortage

of food at Nome and at St. Michael the commissary officer of the cutter loaned a quantity of vegetables, fruits, and eggs to the various dealers; this aided materially in relieving the food-shortage situation. The *Bear* visited Sevunga and Gambell and returned to Nome on June 13. During this cruise passage to Nome was afforded five natives, who were in need of hospital treatment. On June 14 the *Bear* proceeded from Nome, on another cruise, and visited Golofnin Bay and St. Michael, later proceeding to East Cape, coast of Siberia, where conferences were held with the Russian officials, looking to the restoration to their owners of fur skins seized by such officials from the traders. The Russian authorities claimed that they could take no action in the matter until so instructed from Petrograd. The cutter also visited Indian Point and other places. On June 21 the *Bear* left Nome for a trip to Sevunga and Gambell. Five whale boats, loaded with Indian Point natives, were towed from Gambell to the vicinity of their homes. The cutter also visited King Island and Port Clarence. A trip was made to Cape Prince of Wales, where school-teachers and natives visited the vessel and received medical treatment. The *Bear* anchored off Cape Blossom and received mail for northern villages, then proceeded to Point Hope and put ashore a missionary and his family, also landed the mail. The ship's surgeon visited the villages and afforded medical treatment to the natives. Before returning to Nome the cutter visited Wainwright, Kotzebue Sound, and other places. No ice was seen during this cruise. A number of persons were afforded transportation during the trip. The *Bear* sailed from Nome on September 2 on a cruise to the Siberian coast, anchored off village of Loren to make inquiry as to whereabouts of the schooner *Blue Sea*; then proceeded to an anchorage off the entrance of Koliuchin Bay and later visited the post of the Phoenix Co. at Seniavine Strait. The commanding officer of the *Bear* reports that no information to the effect that any men had landed from the ice in the past winter or spring was obtained. Of the representatives of the American companies engaged in trade in Siberia, only one was found to be a native-born citizen. After completing investigations, the *Bear* proceeded to the Seal Islands, and on September 17 arrived at St. Paul Island, loaded 55 barrels of seal-skins, 103 barrels of seal oil, 1 barrel of seal specimens, and 1 box of miscellaneous freight, after which she proceeded to St. George Island, where 32 casks of sealskins were taken on board; then proceeded to Unalaska. While at Unalaska 14 casks of sealskins from St. George Island were delivered to the *Bear* by the Bureau of Fisheries ship *Eider*. On October 1 the cutter left Unalaska and arrived at Port Townsend on October 10, 1923. The commanding officer of the *Bear* reports that during the summer the weather conditions were particularly good, and with the exception of a small quantity of ice in the Bering Straits and in the Gulf of Anadir, in June and July, no ice was seen. The winds during the early spring and summer were from the south; this accounts for the absence of ice on both the Siberian and Alaskan shores during 1922, when the winds had been from the north and the ice was heavy on both shores of the Arctic.

The cutters assigned by the Northern Division of the Coast Guard to the seal patrol were the *Snohomish*, *Unalga*, and the *Cahokia*.

The *Unalga* was engaged on this duty from April 15 to May 17, 1923. The patrol was begun at Dixons Entrance, and continued to

Yakutat, Alaska. From May 1 until the seal herd in its migration northward had passed beyond this area, the patrol was carried on between Yakutat, Alaska, and Prince William Sound, as far west as Kodiak, Alaska. Numerous places were visited by the cutter, among them being Metlakatla, Ketchikan, Liscome Bay, Bucareli Bay, Coronation Island, Cape Ommaney, Port Armstrong, Sitka Sound, Schulze Cove, Icy Straits, and Point Elrington. It was learned from the deputy collector of customs at Sitka that native Indians had taken 23 fur seals. It is understood that the natives do not use the seals for food, and the skin for clothing, as has been their custom, but take the seals for the purpose of selling the skins. This traffic in seal-skins, it is reported, has become a commercial enterprise among the natives. It has transpired that the Alaskan Indian has developed into a state of indolence, notwithstanding the fact that there is ample employment available for these natives at the canneries and at other places. As the natives are no longer dependent upon sealing as a livelihood, it is believed that the privilege with respect to sealing extended them by law could be withdrawn without injury to them. On April 28 the *Unalga* towed the disabled motor boat *Caesar* to Tenakee. The commanding officer of the *Unalga* conferred with the authorities at Cordova with regard to pelagic sealing, killing of sea otter, and concerning depredations on fox farms. The officials so interviewed had no complaints to make in this respect. The commanding officer of the *Unalga* reports that no seals were sighted after May 4 off Yakutat Bay and to the westward as far as Kodiak Island and back to Cross Sound. Fishermen of the boats boarded since April 25 reported sighting no seals. The *Algonquin* sighted no seals west of Yakutat. As it was believed that the seal herd had passed to the northward beyond the *Unalga's* cruising area, the patrol was discontinued on May 17, and the cutter returned to Juneau. While engaged on this patrol the *Unalga* traveled 2,971 miles, boarded 9 vessels at sea and 52 in port, assisted 1 vessel, afforded medical assistance to 21 persons, and sighted 118 seals. All seals thus sighted were along the 100-fathom curve, which would indicate that the seal herd, in its migration northward, does not venture outside, or to a great extent inside, this curve. It is believed, however, that the seals obtain fish as their food along the edges of the banks. No seals were sighted west of Yakutat Bay as far as Kodiak, either by the *Unalga* or by the *Algonquin*; this would indicate that the seal herds travel across the Gulf of Alaska from about 20 miles off Yakutat Bay to the southward of the banks of Kodiak and to the westward thereof. No seals were seen by the *Unalga* after May 4. The commanding officer reports that there were no sailing vessels of the old two-masted schooner type, such as in earlier years were used by the Japanese and others prior to the convention between the United States and Japan.

The *Snohomish* operated between the Columbia River and Dixons Entrance from April 4 to May 26, 1923, for the protection of the seal herd migrating northward. On two occasions the cutter was diverted from her regular duties to assist vessels in distress. On April 23 the *Snohomish* proceeded to the assistance of the barkentine *Mary Winkleman*, which had been seriously damaged in collision with the steamship *La Purisima*, and towed that vessel to Port Angeles, Wash. On May 9 the cutter, having received word that

the steamship *Lake Gebhart* was ashore on a reef in Giants Graveyard, proceeded to the vessel's assistance. During the period covered by the patrol numerous officials were interviewed on matters pertaining to sealing along the coasts of Washington and British Columbia. From information obtained it appears that the Quillayute Indians of La Push, Wash., and the Makah Indians of Neah Bay, Wash., are the only tribes that engage in sealing along the Washington coast. The Makah Indians seal from Ozette, as that place is located more advantageously to the sealing grounds than Neah Bay. During the current season 18 canoes were sealing out of La Push and 12 out of Ozette. It is still the practice of the natives, when the weather is favorable, to leave their villages about 3 o'clock in the morning, paddle out to sea for a distance of 20 to 30 miles, hunt for 4 or 5 hours, and return to their villages by dark. As indicated, from 10 to 12 hours each sealing day is spent in going to and from the sealing grounds. The commanding officer of the *Snohomish* again calls attention to the fact that there has been some agitation to obtain permission for the Indians to tow their canoes by power boats to and from the sealing grounds. The weather is treacherous in the vicinity of Cape Flattery, and not infrequently the canoes are caught offshore in a gale, and being unable to land in the surf the sealers are in danger of losing their lives. The commanding officer suggests the advisability of allowing the Indians to take seals from motor boats with firearms, and that their total catch be limited. The Indians, at a recent conference, agreed among themselves not to use illegal methods in catching seals. It was learned from good authority that the Indians of British Columbia are not taking seals illegally, also that no white men are engaged in sealing along the Vancouver coast. During the time occupied on this patrol the *Snohomish* traveled 3,730 miles, boarded 66 vessels, and assisted 2 vessels in distress.

The *Cahokia* sailed from Eureka, Calif., on April 1, 1923, cruised to the entrance of the Columbia River, and spent the night of April 6 at Astoria, Oreg.; sailed the following day, and returned to Eureka on April 13. On the cruise northward the 100-fathom curve was approximately followed, in order to make a general estimate of the situation, and also, taking advantage of southerly weather and swells, to work northward. On the return trip the vessel zigzagged on legs of approximately 20 miles in length between the limits of 10 to 30 miles offshore. During this cruise seals were seen as follows: Twenty-two off the Columbia River, on April 6; 17 in the vicinity of Cascade Head, on April 8; 50 on Heceta Bank, on April 9, 36 in other localities, making the total number of seals sighted 125. Two fishing boats were boarded during the cruise. On April 15 the *Cahokia* sailed from Eureka on the second trip to the Columbia River, returning on April 29. Cruising to the northward, zigzag courses were steered to cover areas where it was thought seals would be found. The vessel sailed to the southward on the 23d to cover more thoroughly the area between Heceta Bank and the Columbia River, and was working to the northward again, when on the morning of the 26th she received word of the stranding of the steamship *Brush* on Cape Arago; thereupon changed course for that position, steaming over an area not previously covered. The cutter arrived off Coos Bay at 7 p. m., but, being unable to render any assistance, proceeded to

southward on the following morning. During this trip 20 seals were sighted on Heceta Bank and 25 off the Columbia River entrance. No fishing vessels were seen. On May 3 the *Cahokia* sailed for the third trip from Eureka, arriving at Astoria on May 7. The first day no seals were seen, and the average for the other four days was four seals a day. No fishing vessels were sighted.

The commanding officer draws the following conclusion as a result of this patrol: That the seals proceed to the northward along the northern California and Oregon coasts with little delay until they reach a position off the Heceta Bank, and between there and the Columbia River a small number stop to feed. Most of the seals sighted were lying in small groups on top of the water, the others were alone and traveling; this situation would substantiate the statement that there is no need to carry on a patrol for the protection of seals in the waters covered by this vessel. While engaged on this cruise the *Cahokia* steamed 2,905 miles and boarded two vessels.

The cruises in these waters for the present season of 1924 are being conducted by the *Algonquin*, *Bear*, *Cahokia*, *Haida*, *Mojave*, *Snohomish* and *Unalga*. The operations of these cutters will be noticed in the next annual report.

Round-the-World Flight

Added to the many useful and beneficent offices which the Coast Guard annually is called upon to perform in the northern country, happily there fell to its lot during the spring of the year the opportunity to be of material assistance to the round-the-world flight of the Army Air Service along the Alaskan shores and in crossing the Pacific. The Coast Guard cutters *Haida* and *Algonquin* were employed in various ways in rendering assistance to the flight. The Chief of the Air Service of the Army in a letter to the commandant graciously expresses his appreciation of the splendid cooperation and assistance rendered by the Coast Guard in this memorable undertaking, and states that the crossing could not have been effected at the time without the assistance of this service. This letter is printed below, with the commandant's acknowledgment.

WAR DEPARTMENT,
OFFICE OF THE CHIEF OF AIR SERVICE,
Washington, May 28, 1924.

Rear Admiral FREDERICK C. BILLARD,

Commandant, Coast Guard, Treasury Department, Washington, D. C.

MY DEAR ADMIRAL: While the crossing of the Pacific Ocean by the three United States Army airplanes is still fresh in our minds, I wish to express to you personally and to the various officers of your command who have been connected with this flight my sincere appreciation and thanks for the splendid cooperation and assistance rendered by the Coast Guard to the Army flight.

During the past year, while the plans for this flight have been developing, the data furnished by your office concerning the North Pacific section of the route has been invaluable. In fact, the plans of the flight concerning this part of the route were based almost entirely upon your recommendations and the information which you furnished. It was essential that the Pacific be crossed during the months of April and May in order to fly over the balance of the route during the summer months. The crossing could not have been effected at this time without your assistance. In turning over to us entirely the Coast Guard cutters the *Haida* and *Algonquin* to convoy our airplanes across the Pacific and distribute supplies, I realize that your Bering Sea patrol program had to be materially modified. All your personnel assigned to this joint mission have shown a personal interest in the matter and taken great pride in the success of the flight. Whenever an emergency has arisen they immediately arose to the occasion and cooperated to the full extent of their ability. At several times during the carry-

ing out of our plans over this section of the route we have been faced with barriers apparently insurmountable. In each case the Coast Guard vessels and personnel have entered the breach and enabled us to carry on.

I appreciate the fact that the two vessels detailed for this work were required to enter Alaskan waters earlier than usual. When it was found that the commercial boats available to carry our supplies from Seward to Dutch Harbor were too small to accommodate the large wing boxes, it was a Coast Guard vessel that enabled us to get these spares to Unalaska on time. When additional spare parts and additional fuel were needed out along the Aleutian Islands and for emergency use in crossing the Pacific, it was the Coast Guard cutter *Haida* that carried them. When Major Martin, the commander of the flight, needed assurance at Kanatak, 500 miles from Dutch Harbor, the Coast Guard cutter *Algonquin* immediately rushed to his assistance with a new engine. Later, when this officer was lost in the Alaskan wilderness, both the Coast Guard cutters the *Haida* and the *Algonquin* continued an untiring search both day and night along the shore line of the Alaskan Peninsula and the small adjacent islands for the lost aviator.

The familiarity of the Coast Guard personnel with conditions in Alaska and their acquaintance with local authorities in out-of-the-way areas did much to facilitate the smooth operation of our plans. Most valuable assistance has been rendered by both these Coast Guard cutters in furnishing radio reports concerning the progress of the flight across the Pacific. No other means of communication was available for a great part of the time. Accurate and regular reports were received each day from one or the other of these two vessels.

In recording one of the most interesting and thrilling aeronautical exploits of contemporary history, your well-organized and efficient force, both in your headquarters and in the Bering Sea patrol, have played a major part, and upon behalf of the world flight and the Army Air Service I wish to convey to you not only my deepest thanks but my congratulations upon the successful accomplishment of this flight which you have made possible. Will you kindly do me the favor of personally expressing my gratitude and congratulations to your headquarters force, to the officers and men connected with the Bering Sea patrol, and such other members of your organization as have cooperated in this enterprise.

Very sincerely,

MASON M. PATRICK,
Chief of Air Service.

TREASURY DEPARTMENT,
UNITED STATES COAST GUARD,
Washington, June 3, 1924.

Maj. Gen. MASON M. PATRICK,
Chief of the Air Service, War Department, Washington, D. C.

MY DEAR GENERAL PATRICK: I have pleasure in receiving your letter of May 28, in which you are good enough to speak in very complimentary terms of the cooperation and assistance afforded by officers of the Coast Guard to the Army flight over the Pacific, and to express your appreciation of the services thus rendered.

You may be sure that any assistance which the Coast Guard afforded in this important enterprise was given most cheerfully, and if the efforts of the service contributed in any way to the success of the flight it is most gratifying to me, as it is also to the whole Coast Guard.

I desire to take this occasion to offer my congratulations to you and to the entire Army Air service on the eminently successful issue of the historic event. It is naturally a matter of extreme gratification that the undertaking was accomplished by American aviators.

I shall find pleasure in transmitting a copy of your letter to the commander of the Bering Sea patrol force, to the commander of the northern division of the Coast Guard at Seattle, Wash., and to the commanding officers of the Coast Guard cutters *Haida* and *Algonquin*, and shall instruct the latter two to publish the letter at muster on their vessels. I shall also deliver a copy to my aide, Lieut. Commander S. S. Yeandle, who evinced great interest in the matter from the beginning, and who is personally responsible for the data which were prepared at this office and turned over to the Army fliers, and for all liaison between the Coast Guard and the Army Air Service. Copies of your letter will also be placed with the records of the officers mentioned.

Very sincerely yours,

F. C. BILLARD,
Rear Admiral, United States Coast Guard, Commandant.

Subsequently, the Secretary of War expressed his recognition and appreciation of the aid given by the Coast Guard in a letter, as follows, to which appropriate reply was made:

MY DEAR ADMIRAL BILLARD: The flight around the world made by officers of the Army Air Service for the first time is now practically ended.

The successful completion of this undertaking has been made possible only by the splendid spirit of cooperation that has actuated all those who have been called upon to assist.

The great aid given by members of your service is thoroughly recognized. Will you please accept for yourself and convey to all under your command my deep appreciation of everything which they did to help, for all of the efforts they made to make it possible for these world flyers to accomplish their task.

Very truly yours,

JOHN W. WEEKS, *Secretary of War.*

Rear Admiral FREDERICK C. BILLARD,
*Commandant, Coast Guard, Department of the Treasury,
Washington, D. C.*

It is a matter of extreme satisfaction to the Coast Guard that it had the opportunity to contribute in part to the successful accomplishment of this memorable exploit, invested as it is with world-wide interest and importance and with distinction and honor to American aeronautics and to the nation as well. In this behalf the Coast Guard desires to offer its congratulations to the Army Air Service and to the intrepid American flyers.

It is interesting to recall, in this connection, that the Coast Guard, through certain of its stations on the North Carolina coast, was associated many years ago in the way of rendering assistance in the early trials of flying machines.

ANCHORAGE AND MOVEMENTS OF VESSELS

The facilities of the Coast Guard were utilized during the year, as formerly, in the enforcement of the rules and regulations governing the anchorage and movements of vessels at ports and other places where Federal regulations concerning such matters are in effect. At the larger ports this duty is one of magnitude and great importance, and the services of Coast Guard officers with large experience in maritime affairs are availed of to insure the satisfactory and efficient administration of this service activity. Coast Guard officers are serving as captains of the port to enforce these regulations at the following-named places: New York Harbor and vicinity; Hampton Roads and the harbors of Norfolk and Newport News, Va.; Charleston Harbor, S. C.; Galveston Harbor, Port Bolivar and Texas City, Tex.; San Diego Harbor, and San Francisco Harbor, Calif.; Chicago Harbor, Ill.; St. Marys River, from Point Iroquois, on Lake Superior, to Point Detour, on Lake Huron, except those waters including St. Marys Falls Canals. In view of the location of the division and district headquarters of the Coast Guard at New York, Norfolk, Galveston, San Francisco, and Sault Ste. Marie, it has been found in the interest of economy, efficiency, and proper coordination to have Coast Guard officers in charge of these headquarters, respectively, serve as captains of the port. At these and other places where captains of the port are stationed the duties of that office are performed in addition to the regular Coast Guard work.

In the larger ports the anchorage grounds are patrolled regularly by harbor tugs or launches of the Coast Guard to facilitate and

effect the proper anchorage of vessels, to see that the anchorage regulations and navigation laws are observed, and to impart and secure information concerning maritime conditions and activities. Regulations are also in effect governing the anchorage and movements of vessels in localities where constant supervision is not deemed essential. To insure the observance of the regulations, periodical inspections are made by Coast Guard vessels and conferences are held with the local governmental and maritime interests for the purpose of ascertaining information relative to shipping conditions, whether the regulations are serving such interests in a beneficial manner, and whether they are being observed. The following localities have Federal anchorage regulations where periodical inspections are made:

Kennebec River, at or near Bath, Me.
 Vineyard and Nantucket Sounds, Mass.
 New Bedford Outer Harbor, Mass.
 Narragansett Bay (including Newport Harbor), R. I.
 Bristol Harbor, R. I.
 Buzzards Bay, near the entrance to the approach channel, Cape Cod Canal, Mass.
 Randall Bay, Freeport, Long Island, N. Y.
 Apalachicola Harbor, Fla.

It is gratifying to be able to state that shipmasters have manifested a lively interest in acquainting themselves with existing rules and regulations governing anchorages and ship movements, and that in comparatively few instances only has it been necessary to invoke the penalty provided by law for violations.

The regulations in effect governing the use of the harbor of refuge, Harbor Beach (Sand Beach), Lake Huron, Mich., have been enforced by the officer in charge, Harbor Beach Coast Guard Station.

REMOVAL OF DERELICTS

During the year the Coast Guard, through the instrumentality of its vessels and stations, removed from the paths of marine commerce 75 derelicts and other floating dangers to navigation. The estimated value of property involved in these transactions, where values are given, aggregated \$536,895. A summary of the operations is given below:

Summary of derelict operations

Date	Cutter or station	Name or description of derelict or obstruction	Where found	Value of property involved	Remarks
1923					
July 1	Oswego	—, scow	1½ miles W. of Oswego Station.		Adrift, partly submerged; menace to navigation; towed to breakwater and made secure.
July 3	Modoc	F.W. Lamend, sch. (Br.).	S. of Grand Banks, Newfoundland.		Capsized schooner derelict; only part of keel showing above water; broke up by use of mines; on July 7, after all day search, found part of derelict schooner consisting of side and bottom, about 75 feet long; as this was dangerous to navigation, it was destroyed by mines.
Do	Tallapoosa	—, sch.	Lat. 29° 56' N., long. 88° 24' W.		Sunken derelict; thought to be schooner Stranger; 3 masts projecting above water; destroyed by mines, leaving 17 fathoms over wreck.

Summary of derelict operations—Continued

Date	Cutter or station	Name or description of derelict or obstruction	Where found	Value of property involved	Remarks
1923					
July 6	Gresham	Canton, barge	Off Point Judith, R. I.		Sunk; broke up by mines; towed in 1 mast, heavy timbers, and part of superstructure; soundings over wreck show least depth to be $4\frac{1}{2}$ fathoms.
Do	Sauksee	Wreckage	Florida Straits		Section of schooner's side planking and deck knees; in direct pathway of navigation; found after extended search; towed to Dry Tortugas and beached.
July 11	Ludington	2 deadheads	400 feet E. of Ludington Station.		Sunk in middle of channel; menace to navigation; raised by steamer Pere Marquette No. 15; pulled up on shore by station crew.
July 17-27	Manning	Wreckage	Winter Quarter Shoal.		Located wreckage, consisting of portion of stern of a vessel; destroyed by mines.
July 23	Guthrie	Scow	Off Pier 35, Philadelphia, Pa.		Aground in main ship channel, being a menace to navigation; towed in near pier, where scow grounded; notified U. S. Engineer's Department, which placed proper warning signal.
Aug. 7	Kenosha	5 timbers	220 yards S. SW. of Kenosha Station.		In path of navigation; towed to dock and made fast.
Aug. 17	Snohomish	Flat barge	Off Smith Island, Wash.		Rotten, water-logged and worthless; menace to navigation; after towing barge 12 miles, it began to break up; destroyed barge by ramming it.
Sept. 10	Racine	Floating crib	12 miles E. by S. of Racine Station.		Serious menace to navigation; towed ashore and hauled out of water.
Sept. 11	Tampa	—, sch.	Lat. $41^{\circ} 26' 03''$ N., long. $71^{\circ} 14' 02''$ W.		Sunk with 2 mastheads projecting above water; exploded mines and removed all projecting parts, leaving 8 fathoms over wreck.
Sept. 18-20	Kickapoo	Spar	Off Little Egg Inlet, N. J.		Spar, projecting about 3 feet above water; exploded mine, bringing spar up, then towed it to Cape May, N. J.
Sept. 19	Frankfort	Floating crib	6 miles WSW. of Frankfort Station.		Adrift, being a menace to navigation; towed ashore.
Sept. 24	Long Beach, N. Y.	Log	$1\frac{1}{2}$ miles NW. of Long Beach station.		Sunk in channel and dangerous to navigation; assisted in pulling log up on shore.
Do	Ludington	Section of pier	$7\frac{1}{2}$ miles W. $\frac{3}{4}$ S.		Adrift; dangerous to navigation; towed into Ludington Harbor.
Oct. 2-9	Modoc	Melbourn P. Smith, sch.	Lat. $31^{\circ} 49'$ N., long. $71^{\circ} 48'$ W.	\$24,000	Dismasted in hurricane; located after extended search and found schooner in water-logged condition; towed through rough sea 460 miles to a position off Charleston Lightship.
Oct. 6-7	Sheboygan	2 timbers	About 20 miles NE. of Sheboygan Station.		Timbers adrift; found after long search and towed to station.
Oct. 6	Two Rivers	Crib	15 miles SE. $\frac{1}{2}$ E. of Two Rivers Station.		Crib reported adrift; found side of crib, consisting of 7 timbers from 10 to 20 feet in length; towed to station.
Oct. 7	Sturgeon Bay Canal	Automobile	4 miles NW. of Sturgeon Bay Canal station.	225	Automobile plunged through open draw and lay sunk in the pathway of navigation; raised automobile and hauled it up on shore.
Oct. 8-13	Kickapoo	7 scows	Off Delaware Bay entrance.	2,500	Found in water-logged condition; was successful in towing 5 to Lewes Pier; the other 2 were lost en route.

Summary of derelict operations—Continued

Date	Cutter or station	Name or description of derelict or obstruction	Where found	Value of property involved	Remarks
1923					
Oct. 27	Seminole	William MacDonald, sch.	Lat. 40° 27' N., long. 73° 27' W.		Schooner burned to water's edge, leaving aloft 3 attached spars, which constituted a menace to navigation; cut spars adrift and conveyed them to Stapleton.
Oct. 28-30	Mascoutin	Wreckage	8 to 12 miles from Winter Quarter Light Vessel.		Wreckage from unknown vessel, consisting of side of deckhouse and 2 large pieces of deck; destroyed by mines; also wheelhouse with flagstaff; destroyed by ramming.
Nov. 6	Gresham	Part of wharf.	Off Ambrose Channel sea buoy.		Discovered floating off Ambrose Channel sea buoy; completely broke up wreckage by ramming.
Nov. 10	Racine	Broken piling.	¾ mile E. of Racine Station.		Towed to shore and hauled out.
Nov. 12	Duluth	Tree	1 mile from Bay side boathouse.		Trunk of tree adrift in fairway; towed to beach.
Nov. 28	Manomet Point.	Dory	2½ miles E. of Manomet Point Station.		Adrift in course of navigation; as boat was of no value, destroyed it.
Dec. 13	Snohomish	Logs	Off Ediz Hook Spit.	315,000	Picked up adrift and towed to a mooring.
Do.	Yamacraw	Kay Five, scow.	Off Bull Bay, S. C.		Capsized and awash; not worth salvaging; towed to a position outside 3-fathom curve and destroyed by mines.
Dec. 19- Jan. 20	Manning	Fort Pierce, sch. bge.	Assateague, Va.		Found with forecabin and poop deck awash, but masts standing; destroyed by mines, leaving least depth of 6 fathoms over wreckage; the duration of service in connection with this work was 10 days.
Dec. 21	Gresham	Derelict hydroplane.	Lat. 40° 28' 30" N., long. 73° 34' W.		Capsized and abandoned; took plane in tow, but owing to its being badly wrecked was unable to get it ashore; cut away wings, etc., and wreck sank in 10½ fathoms of water; recovered 7 cases of liquor from wreckage.
Do.	Modoc	Rowboat	Lat. 33° 14' N., long. 78° 38' W.		Adrift, constituting a menace to navigation; boat being of no value, destroyed it.
Dec. 23	Old Chicago	Timber	½ mile NE. of Old Chicago Station.	45	Floating in channel, constituting menace to navigation; towed to station wharf and turned over to owner.
Dec. 27	Kenosha	Buoy, chain, and anchor.	100 yards W. of Kenosha Station.		Removed buoy, chain and anchor from path of navigation.
1924					
Jan. 9	Haida	Obstruction	Ediz Hook, Wash.		Obstruction, apparently part of a wharf, adrift; picked up and towed to Ediz Hook and beached.
Jan. 11	Sauksee	Margaret C. Bridgetown, sch. (Br.).	Straits of Florida.	90,000	Abandoned and water-logged; towed to a position in Key West Harbor, a distance of 70 miles.
Jan. 12	Haida: Baad-dah Point Station.	Tree	10 miles off Tatoosh Island.		Adrift; towed to Neah Bay by cutter; beached near Cutler Point by station crew.
Jan. 19-20	Cahokia	Portion of deck of wooden vessel.	Lat. 41° 38' N., long. 124° 46' W.		Picked up and towed 65 miles to Humboldt Bay; beached on mud flats.
Jan. 19	Cahokia	Wreckage	Lat. 41° 59' N., long. 124° 45' W.		Portion of side of wooden vessel; hauled on board, taken to Humboldt Bay and beached.
Do.	Haida	Stern of schooner.	Off Destruction Island.		Found awash; destroyed by mines.

Summary of derelict operations—Continued

Date	Cutter or station	Name or description of derelict or obstruction	Where found	Value of property involved	Remarks
1924					
Jan. 19	Tamara: Coos Bay station.	C. A. Smith, st. s.	Coos Bay bar, Oregon.		Wreckage from steamship C. A. Smith; towed into Coos Bay by cutter and station crew secured it on mud flats.
Jan. 22	Cahokia	Portion of hull.	Lat. 41° 14' N., long. 124° 38' W.		Towed to Eureka and beached.
Jan. 26	Manning	City of Orleans, bge.	Off Ocean City, Md.		Destroyed after exploding 28 mines, leaving 7 fathoms over wreck.
Feb. 9	Snohomish	Log	Strait of Juan de Fuca.		Adrift, constituting menace to navigation; taken in tow and beached on northwest side of Ediz Hook spit.
Feb. 11	Racine	Timbers	600 feet W. of Racine Station.		Adrift in river; towed to shore.
Feb. 13	Seminole	—, sch.	Lat. 40° 20' N., long. 73° 46' W.		Found bottom up with keel above water and bilges awash; towed 21 miles to an anchorage in Sandy Hook Bay.
Feb. 29	Manning	Albert W. Robinson, sch.	Lat. 36° 31' N., long. 74° 19' W.	50,000	Found, after long search, in water-logged condition with sails and gear damaged; towed 100 miles to an anchorage in Hampton Roads.
Mar. 2	Racine	Canoe	½ mile E. of Racine Station.		Picked up adrift, towed to station, and destroyed.
Mar. 3	Snohomish	Float	Abeam Ediz Hook Light-house.	100	Adrift in Port Angeles Harbor; towed ashore and beached.
Mar. 14-19	Manning	Spindrift, sch.	Lat. 34° 11' N., long. 73° 38' W.	55,000	Water-logged and damaged; towed 326 miles to a position in Lynnhaven Roads.
Mar. 24	do.	Francis O'Boyle, bge.	Chesapeake Bay entrance.		Sunk; after 5 days' labor succeeded in demolishing barge; owing to condition of sea this work was both difficult and dangerous.
Mar. 25	Kenosha	Timber	200 yards SSW. of Kenosha Station.		Removed from path of navigation and pulled up on shore.
Do.	Kickapoo	Wreckage	Lat. 38° 03' N., long. 74° 11' W.		Wreckage, consisting of several timbers with blocks of wood attached; destroyed by mines.
Apr. 4	Mascontin	do.	11 miles off Currituck Light.		Wreckage projecting above water, being menace to navigation; towed ashore and beached.
Apr. 6	South Chicago	Timber	400 yards E. of South Chicago Station.		Adrift in river; towed up river and hauled out on bank.
Apr. 15	Coos Bay	Anchor buoy	500 yards NNE. from boathouse, in channel.		In mid-channel and constituting serious menace to navigation; towed to station and turned over to owner.
Apr. 21	Tampa	Hull of schooner.	Lat. 43° 51' N., long. 51° 46' W.		Destroyed by mines.
Apr. 23	Old Chicago	Timber	100 feet from Old Chicago Station.	25	Adrift in channel; towed to station and notified owner.
Apr. 26	Racine	Motorboat	1,000 yards W. of Racine Station.		Picked up adrift and towed to station; boat being of no value, destroyed it.
May 7	Acushnet	James C. Hamlen, sch.	At anchor, W. side of Great Rip.		Water-logged and aground; assisted in efforts to float vessel; then assisted tugs Commissioner and Alert in towing schooner to a position off Vineyard Haven, Mass.
May 13	Duluth	Pile head	¾ mile W. of Bayside boathouse.		Drifting in fairway; towed to boathouse.

Summary of derelict operations—Continued

Date	Cutter or station	Name or description of derelict or obstruction	Where found	Value of property involved	Remarks
1924					
May 13	Kenosha	Timbers	1 mile NE. of Kenosha Station.		Adrift in lake; towed ashore and broke up.
Do.	do.	do.	350 yards SE. of Kenosha Station.		Timbers in channel and constituting a serious menace to navigation; towed to dock.
May 14	Duluth	Log	800 feet from Bayside boathouse.		Adrift in path of rowing course; towed ashore.
May 31	do.	do.	¼ mile W. of Bayside boathouse.		Adrift in Duluth Harbor, being menace to navigation; towed to shore.
June 8	Gresham	Wreckage	Off Barnegat buoy.		Masses of wreckage found in three localities; broke up by gun fire and ramming.
June 14	Seneca	Spar	9 miles S. of Montauk gas and whistling buoy.		Floating upright; menace to navigation; hoisted on board and transported to Staten Island.
June 20	Duluth	Part of scow	1 mile S. of Duluth Station.		Adrift in fairway, being menace to navigation; towed ashore.
June 21	do.	Timber	½ mile SW. of Duluth Station.		Adrift in race course; towed to boat dock.
Do.	do.	Scow	¾ mile W. of Duluth Station.		Submerged; took wreck in tow and turned it over to U. S. Army tug Nemadji.
Do.	do.	Timber	2 miles S. of Duluth Station.		Adrift in fairway; towed to boathouse dock.
June 22	Mascoutin	Float	Off naval base, Hampton Roads.		Drifting in channel and was dangerous menace to navigation; towed to Old Point Comfort, pumped out, and delivered to assistant district engineer.
June 25	Kenosha	Timber	200 yards SSE. of Kenosha Station.		Adrift in harbor; towed to station and hauled out of water.
June 25-26	Sauklee	Robin Hood, sch.	Straits of Florida.		Destroyed by fire; made search for any possible dangers to navigation, but found none.
June 29	Kenosha	Spile	300 yards ESE. of Kenosha Station.		Adrift in channel and dangerous to small boats; towed to station.

ENFORCEMENT OF CUSTOMS LAWS

The duties of the Coast Guard in enforcing the customs laws of the country were assiduously and energetically prosecuted during the year by the units and agencies of the service to the fullest extent of its resources. In addition to the general enforcement of these laws by the service, harbor tugs and launches of the Coast Guard were stationed at the principal ports of the country to assist the customs authorities in boarding incoming vessels and in performing boat duty and other customs work. Invaluable assistance to the customs has been rendered in the enforcement of the laws of the United States in the matter of the attempted smuggling of illicit merchandise into the country along the coasts.

The Secretary of the Treasury in his report for the fiscal year ended June 30, 1923, recommended a substantial increase in the

appropriations for the Coast Guard for the purpose of combating the smuggling of liquor into the United States.

The President on February 1, 1924, transmitted to the Congress supplemental estimates of appropriations for the Treasury Department for the fiscal year 1924, for increasing the equipment and personnel of the Coast Guard, amounting to \$13,853,989 for strengthening the Coast Guard to prevent smuggling. Of this amount \$12,194,900 was for conditioning and equipping 20 torpedo boat destroyers and 2 mine sweepers or other suitable type of vessel, to be obtained from the Navy Department, and the construction and equipment of 223 "cabin cruiser" type motor boats and 100 smaller motor boats. The remaining \$1,659,089 was for additional operating expenses during the remainder of the fiscal year, brought about by this enlargement program. The President also recommended that the personnel of the Coast Guard be increased by the appointment of temporary commissioned and warrant officers and by temporary enlistments. By act approved April 2, 1924, the Congress appropriated \$13,850,622 for the purposes indicated, and by act approved April 21, 1924, authorized the additional personnel.

The Coast Guard proceeded at once to carry out the provisions of law in these respects, and is using all possible means at its command to hasten to completion the law enforcement program contemplated by the legislation mentioned. It is gratifying to be able to report that, notwithstanding the magnitude of the undertaking, very satisfactory results are being obtained at the date of the closing of this report for the fiscal year. It is needless to say that time is required to bring the program to completion, but it may be said with certainty that no time will be lost that the Coast Guard has the power to avoid.

It is pertinent to remark in connection with this subject that the present physical material of the Coast Guard is made up essentially and necessarily of life and property saving equipment designed and intended for wreck, rescue, and assistance work at sea and along the coasts, and that the vessels and boats of the service are not of that design, construction, or speed which fit them for overtaking the fast craft employed in smuggling operations. It may be stated, however, that during the past year the Coast Guard, even with its limited, inadequate, and ill-adapted floating equipment for combating smuggling, has rendered very effective service in that direction through the apprehension and seizure of violators of the law and their contraband cargoes.

The Congress of the United States has placed upon the Coast Guard the duty of preventing the smuggling of liquor into the country along the coasts. The Coast Guard enters upon the task with no delusions, and, to speak in plain terms, recognizes the size of the job. The Coast Guard is not disturbed by misgivings. Its traditions, its history, its work, its achievements are sufficient guaranty that it goes into the contest unafraid and with a confidence that carries an inspiration to do. The law has spoken, and the Coast Guard proposes to bend its every energy to the limit of its resources and authority in the execution of the duties laid upon it by the Congress, to the end that the supremacy of the law of the land shall prevail.

ENFORCEMENT OF NAVIGATION AND OTHER LAWS

Regattas.—Among the other activities of the service, 30 regattas, marine parades, and boat races, as follows, were patrolled and supervised during the year in various sections of the country. This duty is always of first importance both to the craft participating and spectators. The courses must be kept clear, order maintained, and the movements of vessels supervised, in the interests of safety to thousands of persons at times. The successful manner in which this duty is performed by the units of the service reflects great credit on the Coast Guard.

Milwaukee Yacht Club regatta, Milwaukee, Wis., July 4, 1923; course patrolled by *Tuscarora*.

The Dorchester Yacht Club regatta, Peddocks Island, Boston, Mass., July 14, 1923; patrolled by *Tampa*.

Inter-Lake Yachting Association regatta, Put-in-Bay, Ohio, July 15, 1923; course patrolled by *Morrill*.

The Chicago Yacht Club regatta, Chicago to Mackinac, July 21, 1923; patrolled by *Tuscarora*.

The South Boston Yachting Association, Boston, Mass., July 22, 1923; patrolled by *Pioneer (AB-9)*.

Annual East Tawas regatta, East Tawas, Mich., week of July 30, 1923; course patrolled by *Morrill*.

The Ariel Rowing Club regatta, Patapsco River, Baltimore, Md., August 2-4, 1923; course patrolled by *Apache*.

Fourth annual water carnival, Belle Isle Park, Detroit, Mich., August 4, 1923; course patrolled by *Morrill*.

Boston, Eastern, and Corinthian Yacht Club regatta, Marblehead, Mass., August, 6-7, 1923; course patrolled by *Pioneer (AB-9)* and *Ossipee*.

Thirty-second annual regatta, Chesapeake Bay Yacht Club, St. Michaels, Md., August 11, 1923; course patrolled by *Apache*.

Chesapeake Bay workboat race, Claiborne, Md., August 18, 1923; course patrolled by *Apache*, *Choptank*, *Arundel*, *Winnisimmet*.

Canoe carnival, Detroit, Mich., August 18, 1923; course patrolled by *Morrill*.

Mandeville regatta, Mandeville, La., August 26, 1923; course patrolled by *Davey*.

Gloucester tercentenary celebration; fisherman's race, Cape Ann, Mass., August 27, 1923; course patrolled by *Modoc*, *Alexander Hamilton*, *Gresham*, *Tampa*, and Gloucester station.

International motorboat sweepstakes and gold cup regatta, Detroit, Mich., August 30-September 3, 1923; course patrolled by *Morrill*, and *Tuscarora*.

Southern Yacht Club inter-club contest, New Orleans, La., September 1-3, 1923; course patrolled by *Davey*.

Pacific coast championship rowing races, Oakland, Calif., September 3, 1923; course patrolled by *Shawnee* and *Swift*.

The Buffalo Launch Club regatta, Grand Island, Buffalo, N. Y., September 13-15, 1923; course patrolled by Buffalo Station.

Detroit Yacht Club annual sweepstakes (sail yachts), Belle Isle Park, Detroit, Mich., September 15, 1923; course patrolled by *Morrill*.

Water carnival, Tarpon Springs, Fla., February 13-14, 1924; course patrolled by *AB-2*.

West Palm Beach regatta, West Palm Beach, Fla., February 22, 1924; course patrolled in private boat by Coast Guard men.

Intercollegiate boat races, Lake Washington, Seattle, Wash., April 12, 1924; course patrolled by *Arcata*, *Guard*, and *AB-11*.

National speed boat regatta, New Orleans, La., April 25-27, 1924; course patrolled by *Davey*.

Southern Yacht Club regatta, New Orleans, La., May 3, 1924; course patrolled by *Davey*.

Regatta of the Pacific Inter-Club Yacht Association, San Francisco, Calif., May 4, 1924; course patrolled by *Golden Gate*.

Columbia University Rowing Committee regatta, Harlem River, New York City, May 17, 1924; course patrolled by *Patrol* and *Guide*.

Inter-Collegiate Rowing Association regatta, Poughkeepsie, N. Y., June 17, 1924; course patrolled by *Gresham*, *Seneca*, *Raritan*, and *Patrol*. (Five private

launches also participated in the patrol of this regatta, each of which was in charge of a Coast Guard officer.)

Harvard-Yale regatta, Thames River, New London, Conn., June 20, 1924; course patrolled by *Acushnet*, *Gresham*, *Seneca* and *Patrol*.

Cruising race of Columbia Yacht Club, Chicago-Michigan City, Ind., June 21, 1924; course patrolled by *Tuscarora*.

Detroit Boat Club regatta, Detroit, Mich., June 21, 1924; course patrolled by *Morrill*.

Navigation laws, etc.—In enforcing the navigation, motor boat, and customs laws there were boarded and examined during the year, by the units of the Coast Guard, 46,152 vessels. Derelictions were found in 2,205 cases, in which fines and penalties amounting to \$630,123 were incurred.

Certification of lifeboat men.—The Coast Guard continued its assistance to the Steamboat Inspection Service, Department of Commerce, by examining persons as to their qualifications for "certificated lifeboat men", under the so-called seamen's act. There were 5,643 men examined for this purpose during the year by Coast Guard officers.

Medical aid to deep-sea fishermen.—No special cruising was made during the year for the purpose of affording medical and surgical aid to American vessels engaged in deep-sea fishing. The regular cruising vessels of the Coast Guard and those engaged in special duty, like the Bering Sea, Alaskan and seal patrol, the ice patrol, and winter cruising, continued to render this service wherever the need was found for it.

RESUSCITATION OF THE APPARENTLY DROWNED

The Coast Guard has earned an enviable reputation in the highly important work of restoring apparently drowned persons by the method of resuscitation employed in the service. The patients usually are bathers, persons who have fallen off wharves or landings, and those whose small boats or canoes have capsized. Although the probability of restoring persons who have been under water for so long as 10 or 15 minutes is slight, yet the Coast Guard personnel are under instructions to continue resuscitative measures for hours, if there be the slightest hope of restoring the person. On numerous occasions the crews have persisted in their efforts at resuscitation even after the patient has been pronounced dead by physicians. Instances in which the victims have been under water for 30 minutes or longer are not included in this statement. The cases covering 30 minutes or less numbered 39 for the year. Of this number 17 were restored.

CASUALTIES INVOLVING LOSS OF LIFE

Twelve casualties involving loss of life occurred during the year. As required by law, these casualties were investigated and the testimony of witnesses was taken under oath, with the view of ascertaining the cause of the casualty and whether any officer or other person of the service has been guilty of neglect or misconduct in the premises. The record shows 39 fatalities for the year. The 11 vessels involved included 6 motor boats, 1 dredge, 1 tug, 1 launch, 1 barge, and 1 steamer. The tabulation below contains a summary of the casualties.

Date	Cutter or station	Vessel or person involved	Lives lost	In scope of operations	Full duty performed
1923					
Sept. 9	Humboldt Bay.....	{Motor boat Erie.....}	2	Yes..	Yes.
20	Milwaukee, Racine, Kenosha, South Chicago.	{No. 2915.....}	4	No....	Yes.
		{Tug Forelle.....}			
Oct. 21	Klipsan Beach.....	Launch.....	2	Yes..	Yes.
Nov. 5	Tillamook Bay.....	Motor boat Phoenix.....	4	Yes..	Yes.
12	Fenwick Island.....	Barge Marion O'Boyle.....	3	(1) Yes.	Yes.
16	Cleveland.....	Dredge Empire.....	2	Yes..	Yes.
Dec. 16	Coos Bay.....	Steamship C. A. Smith.....	9	Yes..	Yes.
1924					
Jan. 3	Oak Island Beach, Fire Island.....	Motor boat Sid.....	9	Yes..	Yes.
Mar. 18	Arena Cove.....	Motor boat Juliett.....	1	No....	Yes.
May 13	Point Lookout, Long Beach.....	Motor boat Griffin.....	1	Yes..	Yes.
June 2	Little Egg.....	Motor boat Susie S.....	1	Yes..	Yes.
17	Golden Gate.....	Man.....	1	Yes..	Yes.
			39		

¹ The sinking of the barge Marion O'Boyle did not occur within the scope of operations of the station, but the place where the barge's lifeboat capsized is within the scope.

DISCIPLINE

During the year final action was taken on:

General Coast Guard court cases.....	206
Minor Coast Guard court cases.....	84
Deck court cases.....	307

Total.....597

Native.....	502
Naturalized.....	18
Alien intentions.....	55
Alien.....	22

Total.....597

First enlistment.....	461
Reenlistment.....	136

General Coast Guard courts

Dismissal.....	1
Imprisonment.....	8
Dishonorable discharge and forfeiture pay.....	58
Dishonorable discharge only.....	7
Bad-conduct discharge and forfeiture pay.....	26
Bad-conduct discharge only.....	12
Forfeiture pay only.....	12
Forfeiture pay and other punishment.....	9
Probation.....	45
Deserted before trial.....	18
Acquitted.....	4
Disapproved.....	3
Remitted.....	3

Total.....206

Of the sentences involving imprisonment, the unexpired portions of said sentences were remitted by the department in 5 of the above cases and in 7 other cases of men who had been imprisoned by sentences of general Coast Guard courts prior to June 30, 1923, making a total of 12. Unexecuted portions of the sentences relative to dishonorable discharge were remitted in 4 cases.

Minor Coast Guard courts

Dishonorable discharge and forfeiture pay	7
Dishonorable discharge only	4
Bad-conduct discharge and forfeiture pay	17
Bad-conduct discharge only	4
Forfeiture pay only	22
Forfeiture pay and other punishment	12
Punishment other than forfeiture pay	4
Probation	4
Acquitted	3
Disapproved	7
Total	84

The unexecuted portion of a sentence relative to dishonorable discharge was remitted in one case.

The forfeiture of pay in three of the above cases was remitted subject to the conditions specified in article 2258, now article 12, Coast Guard Courts and Boards.

Deck courts

Forfeiture pay only	275
Forfeiture pay and other punishment	16
Punishment other than forfeiture pay	7
Acquitted	2
Disapproved	1
Remitted	6
Total	307

The forfeiture of pay in 166 of the above cases was remitted subject to the conditions specified in article 2258, now article 12, Coast Guard Courts and Boards.

The department has continued the system of probation, inaugurated about 12 years ago, with satisfactory results. In addition to this, provision has been made by article 2258, now article 12, Coast Guard Courts and Boards, for the remission of forfeitures of pay by sentences of Coast Guard courts subject to certain conditions therein specified. If a man receives an honorable discharge, he is entitled to refund of all amounts deducted during enlistment pursuant to sentences of general, minor, or deck courts, which have been conditionally remitted in accordance with said article. If he receives an ordinary discharge, he is entitled to refund of one-half of the total amount of pay deducted during his enlistment pursuant to sentences of general, minor or deck courts which have been conditionally remitted in accordance with said article. If he receives a dishonorable discharge or bad-conduct discharge or ordinary discharge for undesirability or for inaptitude or for physical disability due to his own misconduct or is discharged with an ordinary discharge before the expiration of his reenlistment for causes other than those above enumerated with a mark below good in either proficiency in rating, sobriety, or obedience, he will not be entitled to a refund of any of the pay deducted during his enlistment pursuant to sentences of general, minor or deck courts, which have been conditionally remitted in accordance with said article. Forty-nine cases were placed on probation during the fiscal year. Of this number the sentences of 10 were remitted, the probation was terminated in 11 cases, and 7 deserted before the period of probation expired. Satisfactory reports of conduct have been received thus far in the cases of 21 whose periods of probation have not expired.

COASTAL COMMUNICATION

This activity embraces all communication systems of the Coast Guard, and the designing, building, fitting out, and repairing of the telephone lines of the service. It also embraces the radio equipment of the Coast Guard on board its vessels and on shore.

In the course of the year additions were made to the coastal communication system by the construction of a telephone line to Egmont Key Lighthouse (Tampa Bay, Fla.), and to Coquille River Lighthouse, Oreg. Telephone connection with these points affords excellent opportunity for reporting maritime disasters and other marine information to the Coast Guard. Aside from the foregoing and the complete rebuilding of a portion of the telephone pole line on Long Island, N. Y., the work during the year was confined principally to the repair, upkeep, improvement, and maintenance of the entire system. Telephone service is now furnished to all Coast Guard stations except one, to approximately 150 lighthouses, and to other Government agencies in the vicinity of service lines, such as radio-compass stations, Navy radio stations, Weather Bureau stations, etc. The system comprises 2,200 miles of land line, including approximately 440 miles of submarine telephone cable.

Material progress has been made toward bringing the radio equipment on the vessels of the service to a higher standard of efficiency, and plans are under way looking to the replacement of old equipment by new and improved apparatus in a number of cases. The law-enforcement program of the Coast Guard has considerably increased this line of endeavor, necessitating certain research work having in view the design of suitable radio equipment for the new patrol boats.

Two commissioned officers of the Coast Guard—Lieut. Commander F. A. Zeusler and Lieut. E. M. Webster—have been engaged on the work of the Interdepartmental Radio Advisory Committee which is coordinating the radio business of the Government departments. Lieutenant Webster has represented the Coast Guard on the main committee and Lieut. Commander Zeusler on the mobile radio committee. These committees have considered radio matters from various angles, both technical and practical.

In addition the Coast Guard has been called upon to act on several other committees dealing with communication matters, particularly the committee which prepared the material for the Inter-American Committee on Electrical Communications which met in Mexico City on May 27, 1924, and which was still in session at the close of the year. The commandant was selected as chairman of the subcommittee which considered generally all phases of communications and which involved cooperation with the various Government departments in the compilation of proposed laws and regulations to be presented at the meeting in Mexico City. Lieut. Commander F. A. Zeusler was designated to act for the commandant in this regard. This officer also represented the Coast Guard as a member of the subcommittee which considered mobile radio only, and attended the conference in Mexico City as a technical adviser to the American delegation.

ORDNANCE

The ordnance equipment of many of the units of the Coast Guard has been changed during the year so as to conform to modern practices along related lines. Practically all 6-pounder guns have been replaced by modern 3-inch and 4-inch guns. The larger vessels of the service have been outfitted with modern fire-control instruments. All the small craft are now armed with rifles, pistols, and machine guns. Many of the stations have been supplied with rifles and pistols, and in some cases with machine guns.

Experiments have been carried on by various vessels in the use of star shells at night for target practice and in other activities of the service. Experiments also have been conducted with 150-pound TNT mines in the destruction of icebergs by vessels on the international ice patrol.

The regulations of the Coast Guard pertaining to ordnance and gunnery have been revised so that they now conform in every respect to Navy practice. All officers of the service have been furnished the latest data concerning gunnery.

In the course of the year all cutters that have had the opportunity have held great gun target practice and small-arms target practice, and many of the cutters have held the preliminary great gun target practice. Many of the stations also have held small-arms target practice.

RECRUITING

The Coast Guard does not maintain a regular recruiting agency and it was deemed desirable and in the interest of economy and expedition to solicit the cooperation of the Bureau of Navigation, Navy Department, in the recruiting of the additional enlisted personnel authorized by Congress. Twenty-eight Navy recruiting stations were therefore designated by the Navy Department to make enlistments for the Coast Guard. Certain Coast Guard units also were directed to perform special recruiting. The campaign for recruits began on May 15, 1924. At that time the enlisted strength of the Coast Guard was 3,745 men. On June 30, 1924, the enlisted personnel had increased to 5,000 men, showing a net gain of 1,255 men from May 15 to June 30. The Navy cooperated further with the Coast Guard by training and outfitting recruits at the naval training stations at Hampton Roads, Va., and Newport, R. I.

The cooperation and assistance of the Navy Department in these regards have been very beneficial, and the Coast Guard expresses its grateful acknowledgment of the facilities and courtesies thus extended.

WELFARE

The recreational advantages and facilities lately extended to the enlisted men of the Coast Guard are well worthy of comment. They result in building up, strengthening, and safeguarding the health and morale of the men, make for comfort, contentment, and harmony in the ranks, and go a long way toward mitigating the monotony and rigors of service. They afford opportunities for amusement, useful diversion, friendly and wholesome rivalry in the sports, and relaxation from irksome routine which tends to make the mind and body stale.

In this direction during the year, the Coast Guard has furnished moving-picture projectors to vessels on the Bering Sea patrol and on the international ice patrol; radio-receiving sets to many isolated stations along the coasts; phonographs, radio outfits, baseball, tennis, and boxing equipment, and books and magazines to various units of the service. Entertainments, dances, smokers, etc., have been held for the men.

Headquarters inaugurated during the year an educational program which promises to be of importance to the service. Arrangements have been made whereby the Coast Guard is receiving from the Navy Department correspondence courses covering a wide range of suitable subjects, both technical and nontechnical. These were appropriately distributed throughout the service. Something like twelve hundred courses were sent out during the year, and the eagerness with which they are being received in the field is attested by the numerous requests for them reaching headquarters.

The welfare program during the year, limited as it necessarily has been on account of insufficient funds, has met with hearty response and appreciation from all quarters of the service. It is hoped that favorable consideration will be given to such proposals as the Coast Guard may make toward the advancement of this important and worthy object.

COAST GUARD ACADEMY

The Coast Guard Academy at New London, Conn., is maintained for the education and training of cadets, appointed after competitive examination, and who, upon graduation, become commissioned officers of the line and engineer corps of the Coast Guard. Under normal conditions the course for line cadets covers three years. Until recently the course for cadet engineers was one year. The plan was to endeavor to obtain young men for appointment as cadet engineers who had received sufficient education in marine engineering so that the course of one year at the Coast Guard Academy would fit them to become commissioned engineer officers. This plan proved quite unsatisfactory and the course for cadet engineers, under normal conditions, is now three years, the same period of instruction as is given cadets of the line.

The Coast Guard Academy is the third school maintained by the Government to educate and train young men to become commissioned officers in the military service of the United States, the other two institutions being the Military Academy at West Point and the Naval Academy at Annapolis. While the Coast Guard Academy can not be compared in size or equipment with the other two national schools, in standards of discipline and conduct and in thoroughness of individual instruction, it is believed to be second to none other. The young men receive instruction in seamanship, navigation, ordnance, marine engineering, and in other matters peculiar to the profession of a seagoing officer, and also instruction in academic subjects, including mathematics, English, international law, military law, scientific subjects, and French. The standards of conduct and of training that are rigidly maintained at the academy are of the highest order and the splendid accomplishments of the school in fitting officers for the service are the cause of profound gratification and pride throughout the Coast Guard.

At the close of the year there were under instruction at the academy 57 line cadets and 36 cadet engineers. During the year covered by this report 21 line cadets and 34 cadet engineers were appointed as the result of competitive examination held throughout the country on April 7, 1924. Two line cadets and five cadet engineers were graduated. The resignations of 26 line cadets and 16 cadet engineers were accepted. One line cadet was dismissed and one line cadet was dropped from the rolls of the academy.

The practice cruise for 1923, of the Coast Guard Cutter *Alexander Hamilton*, which, as stated in last year's report, was in progress at the close of the fiscal year, terminated at New London on September 15, 1923. During the cruise the vessel touched at various ports along the east coast of the United States, at Halifax, Nova Scotia, and at Hamilton, Bermuda. She began her practice cruise for 1924, sailing for Europe on June 1, and arriving at Gravesend, England, on June 24, 1924. The cruise was being continued at the close of the year.

The practice cruise is made with the object of giving the cadets and cadet engineers practical training in the theoretical studies pursued at the academy and of instructing them in the duties of both line and engineer officers.

It is urgently recommended that funds be made available to better physical conditions at the academy. The living, messing, and recitation rooms now occupied by the cadets are contained in two frame buildings hastily erected during the war for the accommodation of enlisted men of the Navy. On the academy grounds are a number of ill-assorted and ill-adapted buildings that constitute a serious fire menace and that are utterly out of keeping with the reasonable requirements of the school. The absolutely necessary repairs and upkeep of these buildings are a constant source of expense. The roadways through the grounds are in very poor condition, because there is no money available with which to treat them properly.

The importance of the academy in maintaining the efficiency and high standards of the Coast Guard can not be overestimated. While the course of instruction given and the standards of discipline maintained leave little to be desired, the lack of proper buildings, good roads and walkways, and a suitable space for drills and athletics is apparent to the most casual observer and is a profound discouragement to the school. Young men entering the academy as cadets and looking forward to a life career as officers of the Coast Guard form their first impressions of the service by what they see at the academy, and, with respect to adequate buildings and other physical evidences, their first impressions must be most discouraging. The equipment in the way of buildings at the academy is not worthy of the Government nor of the Coast Guard, which has served that Government faithfully since 1790. It is believed that there is not throughout the length and breadth of the United States a town of 5,000 inhabitants that has not one or more school buildings of a more dignified and substantial character than any building at the Coast Guard Academy, which trains young men to be worthy to receive the President's commission as officers of one of the oldest services under the Federal Government.

It is earnestly hoped that estimates for the necessary funds to put the academy in proper condition may receive favorable consideration.

COAST GUARD REPAIR DEPOT

During the year the following-named Coast Guard vessels were overhauled at the Coast Guard repair depot at Curtis Bay, Md.: *Acushnet*, *Seneca*, *Yamacraw*, *Gresham*, *Apache*, *Chulahoma*, and *Chincoteague*. The boat-building plant at the depot constructed 31 standard service boats, as follows, for distribution to the units of the service as needed: Ten 36-foot motor life boats, fifteen 26-foot motor self-bailing surf boats, two 26-foot motor launches, and four self-bailing surf boats, without motors. The depot continued to manufacture small equipment for service needs.

REPAIRS AND IMPROVEMENTS TO VESSELS AND STATIONS

Vessels.—In addition to the vessels of the service that underwent an overhauling at the Coast Guard depot, as shown under the preceding heading, the *Comanche* was reconditioned throughout, under contract.

Stations.—Repairs, improvements, alterations, and additions, more or less extensive in character, were completed in the course of the year at seven Coast Guard stations. Minor repairs were made as needed to the buildings, etc., at 207 stations. Contracts were awarded or work was begun during the year for repairs, improvements, alterations, and additions at 11 stations.

Important changes have been made in connection with the Cold Spring Station (Cape May), N. J. The Coast Guard has acquired from the Navy a site, and three buildings, including a well boathouse, on the Cape May Naval Air Station Reservation, on Cold Spring Harbor, and has remodeled the buildings for use of the Cold Spring Station. Facilities are available at this point for housing and handling a motor lifeboat, which has been placed there, as well as other service boats. The value of this station to the service and to shipping has been greatly enhanced by these changes.

Certain buildings at the Coast Guard Academy which were taken over from the Navy were remodeled for the use of cadets as dormitory, mess hall, class rooms, etc.

Repairs were also made to the long wharf at the Coast Guard depot, and a mold loft was constructed.

VESSELS

There is urgent need of augmenting the equipment of the Coast Guard by vessels that are adapted to the highly important duty of saving life and property at sea with which the Coast Guard is charged. Demands upon the service in this regard are constantly increasing. Many of the cutters are old and some of them are in pressing need of repairs. Every year, in the late spring, it becomes necessary to withdraw certain vessels from duty on the Pacific coast and send them on cruises in the northern waters. They do not return to the west coast until fall and early winter. In the meantime, shipping on the west coast is left without adequate protection.

The additional equipment in vessels that the Coast Guard is preparing under the appropriation made by Congress to enlarge the service for law-enforcement work is, it is believed, well adapted to that particular duty, but distinctly not adapted to wreck, rescue, and assistance work and other important duties which the Coast Guard is called upon to perform. The Coast Guard needs six new cruising cutters. It is recommended that approval may be had of any proposals that may be made to this end.

It is of the utmost importance that the old *Bear* be replaced. This vessel is 50 years old. She performs most important duty in the Arctic regions. The bill H. R. 6817 (68th Cong., 1st sess.) to replace the *Bear* by a new vessel passed the House of Representatives on March 19, 1924. It has been reported favorably by the Committee on Commerce in the Senate, with the recommendation that it pass, and is now pending in the Senate. It is earnestly hoped that the Senate will give its approval to this meritorious measure at the earliest practicable date.

The cutter *Manning* is urgently in need of extensive repairs. Reports based on careful examination indicate that this vessel is in such bad shape as to constitute a menace to her personnel at sea. She is not safe. The *Manning* was built in 1897, and has seen hard service on the east and west coasts of the United States; on the Bering Sea patrol and other duties in Alaskan waters; in the blockade off Cuba in the Spanish-American War and on convoy and escort duty in European waters during the World War. If sufficient funds are available, this ship can be reconditioned and made to last for many years. If funds are not made available, the vessel will rapidly deteriorate and soon be of negligible value to the Government.

The commandant, in former reports, has invited attention to the cutter *Onondaga*, which was rapidly deteriorating for lack of funds to recondition her. For several years the necessary funds were asked for, but were not made available. The commandant, in his report for the fiscal year 1923, emphasized the fact that if this deterioration continued the vessel would soon have value only as scrap material. This prediction was justified, as it was found necessary finally to sell the *Onondaga* for the sum of \$7,840. If this ship had been reconditioned, she would be worth to the service approximately \$600,000. The present situation with respect to the *Manning* is identical with the *Onondaga* case. In the interest of economy and good administration this vessel should be properly repaired. It is estimated that it will cost, at this time, \$150,000 to put the *Manning* in good condition.

This office can not urge too strongly that the needs of the service with respect to its floating equipment here discussed be given early and favorable consideration.

APPROPRIATIONS AND EXPENDITURES FOR MAINTENANCE OF COAST GUARD

Statement showing appropriations and expenditures for maintenance of the Coast Guard for the fiscal year ended June 30, 1924

APPROPRIATIONS

Salaries, Office of Coast Guard, 1924: For Office of the Commandant (act Jan. 3, 1923).....	\$117,430.00
Supplemental for Office of the Commandant (act, Apr. 2, 1924).....	10,100.00
	<hr/>
	127,530.00

Coast Guard, 1924: For every expenditure requisite for and incident to the authorized work of the Coast Guard, as follows, including not to exceed \$1,000 for purchase, exchange, maintenance, repair, and operation of motor-propelled passenger-carrying vehicles, to be used only for official purposes:

For pay and allowances prescribed by law for commissioned officers, cadets and cadet engineers, warrant officers, petty officers, and other enlisted men, active and retired, temporary cooks and surfmen, substitute surfmen, and one civilian instructor, \$8,300,000; of which \$640,000 shall be immediately available, and not to exceed \$397,000 of the amount appropriated for the fiscal year 1923 for "Rations, or commutation thereof," is hereby transferred and made immediately available for expenditures for "Pay and allowances".....

8,300,000.00

For rations or commutation thereof for petty officers and other enlisted men.....

423,000.00

For fuel and water for vessels, stations, and houses of refuge.....

800,000.00

For outfits, ship chandlery, and engineers' stores for the same.....

700,000.00

For rebuilding and repairing stations and houses of refuge, temporary leases, rent, and improvements of property for Coast Guard purposes, including use of additional land where necessary.....

250,000.00

For carrying out the provisions of the act of June 4, 1920.....

15,000.00

For mileage, and expenses allowed by law, for officers; and actual traveling expenses, per diem in lieu of subsistence not exceeding \$4, for other persons traveling on duty under orders from the Treasury Department.....

155,000.00

For draft animals and their maintenance.....

27,000.00

For coastal communication lines and facilities and their maintenance.....

50,000.00

For compensation of civilian employees in the field, including clerks to district superintendents.....

78,100.00

For contingent expenses, including communication service, subsistence of shipwrecked persons succored by the Coast Guard, for the recreation, amusement, comfort, contentment, and health of the enlisted men of the Coast Guard, to be expended in the discretion of the Secretary of the Treasury, not exceeding \$15,000; wharfage, towage, freight, storage, repairs to station apparatus, advertising, surveys, medals, stationery, labor, newspapers and periodicals for statistical purposes, and all other necessary expenses which are not included under any other heading.....

155,000.00

In all.....

10,953,100.00

Less amount available during fiscal year 1923.....

640,000.00

Net available (act Jan. 3, 1923).....

10,313,100.00

Supplemental for Coast Guard, 1924:

For pay and allowances.....	\$945, 179. 00
For rations or commutation thereof.....	80, 701. 00
For fuel and water.....	170, 783. 00
For outfits, ship chandlery and engineers' stores.....	265, 351. 00
For rebuilding and repairing stations.....	24, 775. 00
For act of June 4, 1920.....	2, 500. 00
For actual traveling expenses or mileage.....	100, 000. 00
For contingent expenses.....	56, 333. 00

In all (act Apr. 2, 1924).....	\$1, 645, 622. 00
	<u>11, 958, 722. 00</u>

Repairs to Coast Guard cutters, 1924: For repairs to Coast Guard cutters (act Jan. 3, 1923).....

375, 000. 00

For additional motor boats and their equipment for the use of the Coast Guard in enforcing the laws of the United States and in performing the duties with which the Coast Guard is charged, to be constructed or purchased in the discretion of the Secretary of the Treasury, and for repairs or alterations to or for equipping and placing in commission vessels or boats transferred from the Navy Department to the Treasury Department for the use of the Coast Guard, \$12,194,900, to remain available until June 30, 1925.....

12, 194, 900. 00

For additional amount required for the purchase and installation of improved radio equipment for international ice patrol service, \$24,000, and for experimental work in developing apparatus to locate icebergs, \$10,000; in all, \$34,000; to remain available until Dec. 31, 1924 (act Apr. 2, 1924).....

34, 000. 00

For construction of Coast Guard cutters: Unencumbered balance June 30, 1923.....

3, 397. 16

EXPENDITURES

Salaries, Office of Coast Guard, 1924:

Office of commandant.....	119, 847. 57
Unencumbered balance June 30, 1924.....	7, 682. 43

Coast Guard, 1924:

Pay and allowances.....	7, 662, 707. 22
Rations.....	459, 717. 25
Fuel and water.....	705, 621. 60
Outfits.....	915, 498. 63
Rebuilding and repairing.....	266, 050. 82
Act June 4, 1920.....	4, 893. 60
Travel.....	154, 323. 76
Draft animals.....	25, 629. 80
Coastal communications.....	47, 453. 30
Civilian employees.....	64, 416. 08
Contingent expenses.....	157, 641. 27

Total.....	10, 463, 953. 33
Unencumbered balance June 30, 1924.....	<u>1, 494, 768. 67</u>

Repairs to Coast Guard cutters, 1924:

Repairs to cutters.....	368, 140. 36
Unencumbered balance June 30, 1924.....	6, 859. 64

Additional vessels, Coast Guard, 1924 and 1925:

Additional vessels.....	8, 288, 125. 41
Unencumbered balance June 30, 1924.....	3, 906, 774. 59

Radio equipment, Coast Guard, 1924—Dec. 31, 1924:

Radio equipment (no expenditures).....	
Unencumbered balance June 30, 1924.....	34, 000. 00

Construction of Coast Guard cutters:

Construction of cutters.....	199. 83
Unencumbered balance June 30, 1924.....	<u>3, 197. 33</u>

AWARDS OF LIFE-SAVING MEDALS

During the fiscal year 1924, 33 awards of life-saving medals of honor were made by the Secretary of the Treasury, under authority of the acts of Congress, approved June 20, 1874, June 18, 1878, May 4, 1882, and June 21, 1897, in recognition of bravery exhibited on 26 occasions in the rescue or attempted rescue of persons in danger of drowning. Of the recipients, 8 were civilians, 5 were serving in the United States Army, 16 in the United States Navy, 1 in the United States Marine Corps, and 3 in the United States Coast Guard. Fifteen of the rescues were performed in waters of the United States, 1 in Alaska, 1 in the Canal Zone, 1 at sea (off Nova Scotia), 3 in the Philippines, 3 in Cuba, 1 in Santo Domingo, 1 in the Azores, 1 in Samoa, and 1 in China. The number of persons rescued was 29. A tabulated statement of the awards, with a brief description of the service performed in each case, follows:

GOLD MEDALS

Medalist	Title, residence, etc.	Date of award	Service performed
Mary A. Buhmer....	East 106 Third Avenue N., St. Petersburg, Fla.	July 3, 1923	June 17, 1922, Miss Buhmer and Miss Dorothy McClatchie dived off a pier and swam over a mile from shore, in Tampa Bay, when Miss McClatchie was attacked by a shark or barracuda and injured so badly that she died from hemorrhage of the femoral artery. Miss Buhmer, unaware of the fatality, seized her apparently unconscious companion and started for the shore, but after about 25 minutes' effort was picked up by a motor boat.
Walden E. Trimble..	68 West One hundred and seventy-sixth Street, New York, N. Y.	Sept. 14, 1923	Aug. 12, 1923, the capsizing of a sailboat during a storm precipitated 2 men into Lake Champlain. Trimble, who, with a companion, was in a canoe at the time, reached 1 man, assisted him into the canoe, and then dived overboard and extricated the other man, who was in an unconscious condition, from the rigging of the boat, and then placed him across the canoe, now nearly awash. A heavy wave capsized the canoe, and the unconscious man sank. Repeated efforts of Trimble failed to locate the lost man. The others were directed to straddle the canoe, and Trimble swam to shore, nearly 2 miles away, and brought assistance to the men on the canoe, who reached shore in safety.
William R. Roberson.	Pharmacist mate, first class, U. S. Navy.	Nov. 9, 1923	May 30, 1923, 2 marines, in a swimming party from the Second Brigade, U. S. Marine Corps, stationed at Santo Domingo, had been carried beyond the reef, off Jaina Beach, Jaina, Santo Domingo, and were drifting out to sea. Roberson, accompanied by Corp. Carl C. Long, with 2 life preservers, swam out to the assistance of the imperiled men, gave them the life preservers, by the aid of which they reached shore safely. Roberson, however, had gone so far out that he became exhausted in his struggles to reach shore, and was swept away.
Carl C. Long.....	Corporal, U. S. Marine Corps.	.....do.....	Do.

SILVER MEDALS

Medalist	Title, residence, etc.	Date of award	Service performed
E. G. Davis.....	Machinist, U. S. Coast Guard.	July 3, 1923	Mar. 11, 1923, 3 men were thrown into the water in the harbor of Vicksburg, Miss., by the capsizing of a motor boat from the Coast Guard cutter Yocona, while on assistance duty. A 50-mile gale was blowing and the water was full of floating debris and logs. One of the 3 men, L. Knowles, being unable to swim, Machinist Davis swam to his aid and assisted him to the boat.
Jacob H. Herring....	Fireman, third class, U. S. Navy.	.....do.....	Feb. 26, 1923, Charles F. Long, while endeavoring to swim from a capsized boat to the shore, in Guantanamo Bay, Cuba, became exhausted when about 100 yards from shore and about 50 yards from a coral reef parallel thereto. Herring, Barney Noskie, and Richard Tergeson swam out to Long and assisted him to the reef, where all 4 remained until picked up by a boat from the U. S. S. Galveston.
Barney E. Noskie...	Seaman, second class, U. S. Navy.	.....do.....	Do.
Richard Tergeson...	Fireman, third class, U. S. Navy.	.....do.....	Do.
T. N. Nan Carrow....	Portsmouth, Va.	.....do.....	Feb. 16, 1922, while endeavoring to cross an icy gangplank between 2 vessels moored at the Norfolk Navy Yard, H. G. Anderton slipped and fell into the water. Anderton was partially paralyzed and unable to swim. Nan Carrow jumped overboard, seized Anderton, and fastened a rope, which had been lowered to them, around Anderton, who was assisted on board one of the vessels, followed by Nan Carrow.
William I. Walker....	916 North Seventh Avenue, Lewistown, Mont.	.....do.....	Sept. 5, 1901, 3 men were in danger of drowning in the Barce River, near Nasugba, P. I. Walker, observing their predicament, climbed down the perpendicular bank, thereby subjecting himself to the likelihood of plunging into the dangerous water below, and with the aid of a bamboo pole succeeded in getting all 3 safely to shore.
Charles H. Bohannan.	Torpedoman, second class, U. S. Navy.	.....do.....	Jan. 21, 1923, F. Selber, who was standing in the bow of a launch alongside the U. S. S. Lamson, off Manzanillo, Cuba, fell overboard. It being apparent that Selber was unable to swim, Bohannan jumped overboard from the Lamson, seized Selber and brought him to the gangway of the Lamson, where both were assisted on board.
Paul B. Rawlings...	Seaman, second class, U. S. Navy.	July 3, 1923	Jan. 28, 1923, while the U. S. S. James K. Spaulding lay at anchor in the Gulf of Guacanayabo, Cuba, Clarence F. Polston slipped and fell into the shark-infested waters. Polston being unable to swim, Rawlings jumped overboard, seized the semiconscious Polston, and brought him to the gangway, where both were assisted on board.
Frank D. Clark.....	Fireman, second class, U. S. Navy.	Sept. 14, 1923	Mar. 15, 1923, Arthur R. Nelson, age 11 years, fell overboard from Pier No. 3, Astoria, Oreg., into the Columbia River. The current was running from 5 to 6 knots, and the boy was unable to hold to the piling. Clark jumped from the dock, swam to the boy, and supported him until a line was thrown from the U. S. S. Swallow, by means of which both persons were hauled on board.
David J. Freeland...	Private, Company F, Fifth Infantry, U. S. Army.	.....do.....	June 25, 1923, a boat broke away from shore off Fort Preble, Me., carrying with it George Sullivan, age 5½ years. When some distance from shore the boy either jumped or fell from the boat into the water. Freeland, who was standing on the shore, swam out, brought the boy ashore, and succeeded in resuscitating him.

SILVER MEDALS—Continued

Medalist	Title, residence, etc.	Date of award	Service performed
John W. Powell.....	Wachapreague, Va.....	Sept. 24, 1923	June 24, 1923, Agnes Parker, age 10 years, in attempting to board a gasoline boat from a wharf at Wachapreague, Va., missed her footing and fell into the water. Powell, age 15 years, without removing his clothing, plunged into the water, seized the imperiled girl, and brought her safely ashore.
Adolph Brosco.....	Seaman, first class, U. S. Coast Guard.	Oct. 8, 1923	Aug. 27, 1923, a Mrs. McMullen, attempting to board a boat at a dock near Look-out Station No. 3, St. Marys River patrol, capsized the boat and was precipitated into the water. Hearing calls for help, Brosco, who was across the river, swam over and supported Mrs. McMullen until the arrival of a rowboat into which they were assisted.
Robert B. Meyer....	Ensign, U. S. Navy...	Nov. 9, 1923	Dec. 17, 1917, a man was knocked overboard from a boat of the U. S. S. Hannibal, in the harbor of Ponta Delgado, Azores, during a seasonal storm. Ensign Meyer, officer of the deck on the U. S. S. Cythera, hearing calls for help, slipped off his coat, dived overboard, and brought the man alongside the Cythera, where he was assisted on board.
Timothy A. Coakley..	Coxswain, U. S. Navy..	Nov. 24, 1923	Aug. 8, 1923, John W. Gill, in attempting to step from a motor sailor to the gangway of the U. S. S. Peary, anchored off Chefoo, China, missed his footing and fell overboard. Losing all reason, Gill cast aside a life preserver thrown to him by John Ivonok. Coakley, on watch on the Peary, dived overboard and seized Gill, who broke away and went down. Ivonok thereupon dived overboard, located Gill, brought him to the surface, assisted by Coakley, and towed him to the Peary, where they were assisted on board.
John Ivonok.....	Seaman, first class, U. S. Navy.	.....do.....	Do.
Alonzo J. Weaver....	Private, first class, U. S. Army.	Dec. 11, 1923	Apr. 3, 1923, Mrs. Mary Lovell, while bathing at Bakers Beach, Presidio, San Francisco, Calif., was swept out to sea. Being a poor swimmer, Mrs. Lovell was unable to regain the shore. Weaver, attracted by the calls for help, immediately went into the water, took hold of Mrs. Lovell, and brought her ashore.
Thomas J. Schaefer..	Coxswain, U. S. Navy..	.....do.....	June 30, 1923, M. B. Caffey fell overboard from the U. S. S. Idaho, anchored off Seattle, Wash., and being a poor swimmer called for help. Schaefer jumped overboard and seized Caffey, whose struggles broke Schaefer's hold, whereupon Caffey sank. Pedro L. Thode then jumped overboard and assisted Schaefer to regain his hold on Caffey, and get him to the boat line, where all were picked up by a launch.
Pedro L. Thode.....	Quartermaster, third class, U. S. Navy.	.....do.....	Do.
Paul L. Cowgill.....	Chief Machinist's Mate, U. S. Navy.	Dec. 12, 1923	Aug. 18, 1923, C. A. Tompkins fell overboard from the U. S. S. Mallard, off Portsmouth, N. H. Cowgill jumped overboard from a ferry, about 50 feet distant, swam to Tompkins, and assisted him to the anchor chain of the Mallard, where he was held until a line was lowered from the deck and both men were assisted on board.
LeRoy F. Pape.....	Captain, Quartermaster Corps, U. S. Army.	.....do.....	Sept. 25, 1923, an automobile, containing 3 women and 1 child, went overboard from Pier No. 1, Norfolk Quartermaster Intermediate Depot. Captain Pape ran to the pier, jumped overboard, and caught Mrs. Phyllis Backus and her child as they came to the surface, and brought them to the pier, where they were assisted on board. Captain Pape then continued to search for the other 2 women until he became exhausted.

SILVER MEDALS—Continued

Medalist	Title, residence, etc.	Date of award	Service performed
J. P. Doherty	Navy yard, Boston, Mass.	Feb. 12, 1924	Oct. 26, 1923, F. G. Quinlan, a laborer, while cleaning the superstructure deck of the U. S. S. Whitney, at the Boston Navy Yard, tripped and fell overboard. Doherty, a heater boy, working near by, jumped overboard and seized Quinlan. Thereupon M. J. Corcoran and S. A. Potter went overboard and helped to sustain Quinlan until they were picked up by a passing shore boat.
M. J. Corcoran	do.	do.	Do.
S. A. Potter	do.	do.	Do.
Harry John Baudu	Chief photographer, U. S. Navy.	Mar. 8, 1924	Aug. 9, 1923, seaplane A6436, with Baudu and Lieutenant Wyman, dropped into the water at Pago Pago, Samoa, and was totally wrecked. Baudu supported Lieut. Wyman in the water until both men were picked up.
Thomas Landingham	Sergeant, Quartermaster Corps, U. S. Army.	Mar. 20, 1924	Dec. 13, 1923, John Perry, age 6 years, fell between a ferryboat and the wharf at Fort Andrews, Boston Harbor, as the boat was about to leave the wharf. Sergeant Landingham, heavily clothed, jumped into the water, seized the boy, and held him until they were assisted on the wharf.
Mark M. Potter	First Lieutenant, U. S. Army.	do.	Aug. 28, 1922, one of the contestants in a swimming competition off Plattsburg Barracks, became exhausted and called for help, but before he could be reached, sank for the third time. Lieutenant Potter, one of the judges, dived overboard from his boat, located the boy, brought him ashore and revived him.
William F. Cummings	Coxswain, U. S. Coast Guard.	do.	Sept. 30, 1923, Elizabeth Scott, who had been attending a carnival at Ketchikan, Alaska, fell from a dock into the bay. Cummings, who heard the girl's cry for help, jumped into the water to her rescue. Another cry for help enabled Cummings to locate her, despite the darkness, whereupon he seized her and supported her until help arrived. The girl was taken ashore and revived.
George Benjamin Gemas, jr.	Blacksmith, second class, U. S. Navy.	May 19, 1924	July 17, 1923, while the U. S. S. Lamson was under way in a fog at sea off Cape Sable, Nova Scotia, making about 9 knots, Joseph Nameny, seaman, second class, fell overboard. Gemas, who was standing near, jumped overboard, seized a lifebuoy that had been thrown into the water, and supported Nameny until the arrival of a boat.
Charles Erhardt	Molder, first class, U. S. Navy.	do.	Jan. 20, 1924, J. M. Thompson, seaman, first class, U. S. Navy, attached to the U. S. S. Chase, fell overboard at No. 2 Dock, Colon. Erhardt, realizing Thompson's inability to swim, jumped overboard, dived for and brought up Thompson, whom he supported until picked up by a rescue party.

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

This benevolent society, which was established in 1880, has without interruption since that time furnished the Coast Guard stations stores of clothing, etc., for the comfort and relief of shipwrecked mariners and others found in situations of distress or misfortune from marine accidents. The benefactions of the society through all these years have been of signal benefit in alleviating suffering and want among these unfortunates. The Coast Guard expresses its warmest acknowledgments to the society for its useful ministrations.

The statement following shows the uses made during the year of the society's donations.

Date	Station	Beneficiaries
1923		
July 11	Milwaukee	Little girl who fell off dock.
22	Fort Macon	7 members of crew of wrecked steamship Juno.
23	Racine	Man and woman from sloop Sylph.
Aug. 1	Charlevoix	3 men from stranded sloop Columbia.
7	Old Chicago	4 men whose rowboat capsized.
23	Erie	Man who fell off pier.
Sept. 1	Jackson Park	Man and woman whose small boat capsized.
26	Brant Rock	Man whose rowboat capsized in surf.
Oct. 12	North Scituate	5 persons from wrecked sloop Rover.
12	Brant Rock	Man who fell overboard from boat.
12	Manomet Point	3 men whose boat capsized.
23	Lewes	Owner of motor boat Jean S, which stranded in gale.
24	Assateague Beach	Man from wrecked schooner barge Fort Pierce.
28	Jackson Park	Boy who had fallen into lake and his rescuer.
30	Old Chicago	Man who fell off pier.
Nov. 6	Bogue Inlet	6 members of crew of British motor boat Pilot, which stranded.
12	Mantoloking	3 men from barge William B. Diggs, which men had abandoned owing to its being in sinking condition.
13	Fenwick Island	5 men who went ashore in lifeboat from disabled barge City of Orleans.
28	Brazos	3 Mexican fishermen overtaken by storm.
Dec. 15	Wachapreague	Man who fell overboard from scow.
28	Fire Island	3 men from stranded motor boat Joe.
1924		
Jan. 7	Gay Head	3 men from stranded motor boat Reliance.
8	Fire Island	Man from stranded schooner Perry Setzer.
11	do	2 men from wrecked motor boat Rosie.
13	Chester Shoal	4 automobilists whose car became stuck in sand.
16	Long Branch	3 men from wrecked barge Northern No. 8.
17	Cape Lookout	9 men from water-logged schooner Anna M. Records.
Feb. 4	Brazos	Man whose sloop capsized and sank.
26	do	2 women campers who were suffering from cold, boat having failed to call for them.
29	Watch Hill	1 member of crew of stranded motor boat.
Mar. 11	Squan Beach	Man who fell overboard.
11	Pea Island	2 men in motor boat who were overtaken by storm.
Apr. 1	Shinnecock	8 persons from stranded motor boat R. C. White.
7	Smiths Point	7 men from stranded steamer Anahuac.
14	Biscayne Bay	2 men who had been caught out in rain.
25	Sturgeon Bay Canal	Man who had fallen overboard.
26	Jackson Park	3 young men whose boat capsized.
May 24	Kenosha	Man who fell off sea wall.
June 18	Portsmouth Harbor	Soldier who was seized with cramps while in bathing.

THE ROYAL NATIONAL LIFEBOAT INSTITUTION

The Royal National Lifeboat Institution of Great Britain, which was founded on March 4, 1824, celebrated its centenary in 1924. The committee of management of the institution was gracious enough to invite the United States Coast Guard to prepare an article giving the history of its origin and its developments, and particulars of shipwrecks, for publication in the institution's journal. The Coast Guard was pleased to accede to this request, and the article appeared in *The Lifeboat*, the journal of the Royal National Lifeboat Institution, of December, 1923. The institution also extended an invitation for a representative of the Coast Guard to be present in July at the celebrations of the institution's centenary. The Coast Guard cutter *Alexander Hamilton*, the practice cutter for cadets, was in British waters at the time, and Commander H. D. Hinekley, superintendent of the Coast Guard Academy at New London, Conn., and in command of the *Alexander Hamilton*, was designated to represent the Coast Guard at these functions.

The Coast Guard of the United States finds great pleasure in felicitating the institution on the great and good work it has done in behalf of humanity during its century of existence, and in extending its best wishes to the institution. The Coast Guard always is deeply sensible of the friendship and concern which the institution shows for the work of the American service.

FUNCTIONS, DUTIES, ORGANIZATION, AND EQUIPMENT OF THE
UNITED STATES COAST GUARD

FUNCTIONS AND DUTIES

The Coast Guard was created by the act of Congress approved January 28, 1915, by combining therein the former Revenue Cutter Service and the former Life Saving Service.

The Revenue Cutter Service was originally established in 1790 at the second session of the First Congress, upon the recommendation of the first Secretary of the Treasury, as the result of the need for the services of a coast patrol for the enforcement of the customs laws and an organized armed force for the protection of the seacoast. By evolutionary processes coincident with the steady growth of the Nation additional duties were successively added to this service to meet the ever-increasing demands of the maritime interests in so far as they were connected with governmental functions, so that at the time of the passage of the act above noted the Revenue Cutter Service had become essentially an emergency service, specializing in the performance of nearly all governmental maritime duties.

The Life Saving Service was not the creation of a single legislative act, but the result of a series of enactments dating back to 1848—for many years desultory and fragmentary—which had in view the preservation of life and property from shipwreck on the coast. In 1871 a definite life-saving system was inaugurated and administered, in conjunction with the Revenue Cutter Service, until June 18, 1878, when, as a consequence of the development and growth of the work and of its importance to commerce and humanity, Congress established the Life Saving Service as a separate organization.

As the Life Saving Service was maintained for the purpose of saving life and property along the coast, and as one of the principal functions of the Revenue Cutter Service was to perform similar duties on the seas, the two services necessarily cooperated with and supplemented each other to a considerable extent in this work of conservation, and it became apparent to the Secretary of the Treasury that closer coordination and increased efficiency would result from the union of both services into one organization. This was accomplished by the act of January 28, 1915.

It is interesting to note that the formation of the Coast Guard presents the somewhat unusual feature of an offshoot of an older service of the Government being developed independently, and finally, with its parent organization, merged into a new branch of Federal activity, which, while preserving the primary object of conservation of life and property, is capable, by means of its broader foundation, of expanding its sphere of usefulness along both civil and military lines in all maritime functions connected with the Government.

In general, the duties of the Coast Guard may be classified as follows:

1. Rendering assistance to vessels in distress and saving life and property.
2. Destruction or removal of wrecks, derelicts, and other floating dangers to navigation.
3. Extending medical aid to American vessels engaged in deep-sea fisheries.
4. Protection of the customs revenue.
5. Operating as a part of the Navy in time of war or when the President shall so direct.
6. Enforcement of law and regulations governing anchorage of vessels in navigable waters.

7. Enforcement of law relating to quarantine and neutrality.
8. Suppression of mutinies on merchant vessels.
9. Enforcement of navigation and other laws governing merchant vessels and motor boats.
10. Enforcement of law to provide for safety of life on navigable waters during regattas and marine parades.
11. Protection of game and the seal and other fisheries in Alaska, etc.
12. Enforcement of sponge-fishing law.
13. International ice patrol in the vicinity of the Grand Banks, off Newfoundland.

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

During all periods of the year a rigid system of military discipline, drill, and training is maintained better to fit the personnel for the duty of operating as a part of the Navy. This function of the Coast Guard has always been of value, since in all wars to which the United States has been a party the Government has had at hand an auxiliary force, properly disciplined and trained, ready to become a part of the regular naval forces as occasion required.

ORGANIZATION AND EQUIPMENT

The headquarters of the Coast Guard is at Washington, D. C. The chief officer of the service is the commandant, who has the rank of rear admiral and is selected from the line officers of the service not below the rank of commander. He is appointed by the President and confirmed by the Senate. The service operates in time of peace under the Secretary of the Treasury, an Assistant Secretary of the Treasury having immediate supervision; it operates as a part of the Navy in time of war or when the President shall so direct.

PERSONNEL

The authorized permanent commissioned personnel of the Coast Guard is 270, apportioned among the following grades:

- 1 commandant.
- 7 captains.
- 12 commanders.
- 35 lieutenant commanders.
- 37 lieutenants.
- 77 lieutenants (junior grade).
- 77 ensigns.
- 1 engineer in chief.
- 3 captains (engineering).
- 6 commanders (engineering).
- 12 lieutenant commanders (engineering).
- 22 lieutenants (engineering).
- 42 lieutenants (junior grade) (engineering).
- 42 ensigns (engineering).
- 2 constructors with the rank of lieutenant.
- 1 district superintendent with the rank of lieutenant commander.
- 3 district superintendents with the rank of lieutenant.
- 4 district superintendents with the rank of lieutenant (junior grade).
- 5 district superintendents with the rank of ensign.

NOTE.—Lieutenants and lieutenants (junior grade), both line and engineering, may be promoted without regard to number or length of service in grade to such grades not above lieutenant commander or lieutenant commander (engineering).

as correspond to the permanent ranks and grades that may be attained in accordance with law by line officers of the Regular Navy of the same length of total commissioned service, and officers thus promoted shall be extra numbers in their respective grades, which extra numbers shall not at any one time exceed the following, respectively: Twenty lieutenant commanders, 15 lieutenants, 15 lieutenant commanders (engineering), and 8 lieutenants (engineering). An ensign, and ensign (engineering), or a district superintendent with the rank of ensign shall be required to complete 3 years' service in his grade, after which he shall be eligible for promotion to the next higher grade without regard to the number already in that higher grade. A constructor, after 10 years' commissioned service in the Revenue Cutter Service and Coast Guard, shall have the rank, pay, and allowances of a lieutenant commander, and after 20 years' commissioned service, the rank, pay, and allowances of a commander. (Act approved January 12, 1923.)

On June 30, 1924, there were under instruction at the Coast Guard Academy 57 line cadets and 36 cadet engineers. At that time there were 61 vacancies in the commissioned personnel.

By law the officers of the Coast Guard rank as follows:

Commandant with major general, United States Army; rear admiral (lower half), United States Navy.

Captain and engineer in chief with colonel, United States Army; captain, United States Navy.

Commander and commander (engineering) with lieutenant colonel, United States Army; commander, United States Navy.

Lieutenant commander and lieutenant commander (engineering) with major, United States Army; lieutenant commander, United States Navy.

Lieutenant and lieutenant (engineering) with captain, United States Army; lieutenant, United States Navy.

Lieutenant (junior grade) and lieutenant (junior grade) (engineering) with first lieutenant, United States Army; lieutenant (junior grade), United States Navy.

Ensign and ensign (engineering) with second lieutenant, United States Army; ensign, United States Navy.

On June 30, 1924, there were 420 warrant officers. Warrant officers are appointed by the Secretary of the Treasury.

The pay of commissioned and warrant officers is by law the same as that for officers of corresponding grade in the United States Navy. Officers are retired upon reaching the age of 64 years or upon becoming physically incapacitated for active service, and may, with the approval of the Secretary of the Treasury, be retired after 30 years' service.

On June 30, 1924, there were 5,000 petty officers and other enlisted men and 260 temporary surfmen and substitutes. The pay of enlisted men is by law the same as for corresponding grades in the United States Navy. Enlistments are made for periods of one, two, or three years. Efficiency in the enlisted ranks is rewarded by promotion to the several rates of petty officers, and the warrant officers are selected from the petty officers as vacancies occur. Subsistence or an allowance therefor is provided by the Government, and enlisted men receive an allowance for uniform clothing upon original enlistment. Warrant officers and petty officers and other enlisted men are retired under the same conditions as commissioned officers.

Offenses against discipline are dealt with by means of Coast Guard courts convened by or under the direction of the Secretary of the Treasury. These courts are by law organized and the procedure

conducted substantially in accordance with naval courts, and the jurisdiction of the courts and the punishment to be imposed by them are defined by law.

DIVISION COMMANDERS

One of the ranking officers of the service is detailed as commander in command of each of the following divisions. The officer directs the movements and is responsible for the efficiency of such vessels as may be attached to his division.

Northern division, Pacific coast, headquarters at Seattle, Wash.

Southern division, Pacific coast, headquarters at San Francisco, Calif.

Eastern division, headquarters at Boston, Mass.

New York division, headquarters at New York, N. Y.

Norfolk division, headquarters at Norfolk, Va.

Gulf division, headquarters at Key West, Fla.

Lakes division, headquarters at Sault Ste. Marie, Mich.

FLOATING EQUIPMENT

On June 30, 1924, there were in service in commission, 22 cruising cutters; 19 inshore patrol cutters; 20 harbor cutters and 16 harbor launches. Vessels in commission are attached to the appropriate divisions or act as independent units.

DISTRICTS AND STATIONS

The sea and lake coasts of the United States are divided into 13 districts as follows, each district being in charge of a district superintendent, who is responsible for the efficiency of the stations in his district. There were on June 30, 1924, 237 active stations and 39 inactive stations.

First district.—Coasts of Maine, New Hampshire, and Massachusetts to the south end of Plum Island. District superintendent stationed at Portsmouth, N. H. (17 active stations.)

Second district.—Coast of Massachusetts from the south end of Plum Island to Woods Hole, except the islands of Nantucket, Muskeget, and Marthas Vineyard. District superintendent stationed at Provincetown, Mass. (19 active stations.)

Third district.—Coast of Massachusetts from Woods Hole, west; coasts of Rhode Island and Connecticut to the Thames River, together with Nantucket, Marthas Vineyard, and Fishers Island. District superintendent stationed at Wakefield, R. I. (13 active stations.)

Fourth district.—Coast of Long Island, N. Y. District superintendent stationed at Bay Shore, N. Y. (23 active stations.)

Fifth district.—Coast of New Jersey. District superintendent stationed at Asbury Park, N. J. (31 active stations.)

Sixth district.—Coast between Delaware and Chesapeake Bays. District superintendent stationed at Lewes, Del. (16 active stations.)

Seventh district.—Coast from Cape Henry, Va., to Key West, Fla. District superintendent stationed at Elizabeth City, N. C. (36 active stations.)

Eighth district.—Gulf coast of the United States. District superintendent stationed at Galveston, Tex. (8 active stations.)

Ninth district.—Embracing the coasts bordering on Lakes Ontario, Erie, and Huron to Hammond Bay. District superintendent stationed at Buffalo, N. Y. (18 active stations.)

Tenth district.—Embracing the coast bordering on Lake Huron, west of Hammond Bay, Bois Blanc, Mackinac, and Beaver Islands; the coast bordering on the east side of Lake Michigan; and a station at Louisville, Ky. District superintendent stationed at Grand Haven, Mich. (17 active stations.)

Eleventh district.—Embracing the coast bordering on the west side of Lake Michigan and the coast bordering on Lake Superior. District superintendent stationed at Green Bay, Wis. (20 active stations.)

Twelfth district.—Embracing the coast of California and the coast of Oregon to the south side of Umpqua River. District superintendent stationed at San Francisco, Calif. (9 active stations.)

Thirteenth district.—Embracing the coast of Oregon from the south side of Umpqua River and the coasts of Washington and Alaska. District superintendent stationed at Portland, Oreg. (10 active stations.)

COAST GUARD ACADEMY AT FORT TRUMBULL, NEW LONDON, CONN.

The academy is maintained for the education and training of cadets who, upon graduation, are commissioned in the line and in the engineer corps of the Coast Guard. The normal prescribed course for line cadets and for cadet engineers covers three years. Instruction is given in professional, technical, and academic subjects. Appointments to cadetships are made after competitive examinations of applicants.

COAST GUARD REPAIR DEPOT AT CURTIS BAY, MD.

This plant is maintained for overhauling and repairing vessels stationed on the Atlantic coast, for constructing boats for the service, and for manufacturing hammocks, bags, and other minor articles of equipment.

COAST GUARD STORES

A general storehouse is maintained at Brooklyn, N. Y., and another at San Francisco, Calif., for the purchase and issue of supplies, etc., to vessels and stations.

BOARD ON LIFE-SAVING APPLIANCES

There is connected with the Coast Guard a Board on Life-Saving Appliances, for the examination of plans, devices, and inventions for use in the Coast Guard. The province of the board is to examine, test, and report upon such devices as may be referred to it by the commandant.

VESSELS AND BOATS

The development of the most efficient types of vessels and boats is an important problem in the Coast Guard. General characteristics of Coast Guard cutters are determined from a study of the service conditions under which they operate. As a further consideration, use of the vessels for national defense is involved and Navy requirements receive careful study in the endeavor to obtain the requisite features in a consistent design. Inasmuch as the size of an efficient cruising cutter is limited, a combination of desirable qualities in proper proportions is a real problem. Seaworthiness, length, draft, displacement, speed, steaming radius, and accommodations must all receive attention, and Coast Guard essentials of ample boat equipment, strong anchor gear, towing gear, and wrecking equipment, as well as Navy requirements for battery, ammunition, fire-control, and special devices, must all be provided for. The foregoing pertains particularly to the requirements for cruising cutters, but the design of the small craft for inshore patrol duty and for duties in harbors must also receive careful attention. Endeavor is being made by the Coast Guard in developing the designs to simplify and to standardize the vessels in order to reduce the first costs and to minimize upkeep and repair and operation costs.

The standardization of small boats for vessels and stations has been accomplished and the principal classes are designated as follows: Motor lifeboats; motor self-bailing surfboats; motor launches;

motor dinghies; self-bailing surfboats; surfboats; whaleboats and dinghies. The simplification of the boat equipment has tended to a saving in first costs and in repair cost without any loss of efficiency in the boats themselves.

EQUIPMENT OF STATIONS

The equipment of Coast Guard stations consists of the beach apparatus—line-throwing guns, hawsers, breeches buoys, etc.—flag and pyrotechnic signals, heaving sticks and lines, life preservers, life cars and lifeboats, surfboats, and other types of boats.

The outfits are practically the same at all the stations, but the boats are of various types, depending upon their suitability for rescue work on the different coasts. The lifeboats are too heavy to be launched from the beach into the surf, and launching ways are provided and located for them where comparatively smooth water prevails—on rivers, bays, and inlets. The surfboats are launched into the surf without the aid of launching ways.

THE COAST GUARD FLAG

The distinctive flag flown from the foremast on all Coast Guard cutters causes many inquiries as to its origin, and the following sketch of the history of this flag will therefore be of interest:

Nine years after the establishment of the Revenue Cutter Service Congress, in the act of March 2, 1799, provided that—

The cutters and boats employed in the service of the revenue shall be distinguished from other vessels by an ensign and pennant, with such marks thereon as shall be prescribed by the President. If any vessel or boat, not employed in the service of the revenue, shall, within the jurisdiction of the United States, carry or hoist any pennant or ensign prescribed for vessels in such service, the master of the vessel so offending shall be liable to a penalty of \$100.

Under date of August 1, 1799, the Secretary of the Treasury, Oliver Wolcott, issued an order announcing that in pursuance of authority from the President the distinguishing ensign and pennant should consist of "16 perpendicular stripes, alternate red and white, the union of the ensign to be the arms of the United States in dark blue on a white field."

This picturesque flag, with its vertical stripes, now so familiar in American waters, was arranged with historical detail, inasmuch as in the union of the flag there are 13 stars, 13 leaves to the olive branch, 13 arrows, and 13 bars to the shield, all corresponding to the number of States constituting the Union at the time of the founding of the Republic. The 16 vertical stripes in the body of the flag are symbolical of the number of States composing the Union when this flag was officially adopted.

Originally intended to be flown only on revenue cutters and boats connected with the Customs Service, in the passage of time there grew up a practice of flying this distinctive flag from certain customhouses, and finally, by direction of the Secretary of the Treasury, in 1874, it was flown from all customhouses. From then until 1910 it was displayed indiscriminately on customhouses, customs boats, and revenue cutters.

In order, therefore, that this distinctive ensign, the sign of authority of a cutter, should be used for no other purpose, as originally

contemplated, President Taft issued the following Executive order on June 7, 1910:

By virtue of the authority vested in me under the provisions of section 2764 of the Revised Statutes, I hereby prescribe that the distinguishing flag now used by vessels of the Revenue Cutter Service be marked by the distinctive emblem of that service, in blue and white, placed on a line with the lower edge of the union, and over the center of the seventh vertical red stripe from the mast of said flag, the emblem to cover a horizontal space of three stripes. This change to be made as soon as practicable.

Upon the establishment of the Coast Guard, which absorbed the duties of the Revenue Cutter Service, the ensign described above became the distinctive flag of the Coast Guard cutters, which if flown from any other vessel or boat within the jurisdiction of the United States will subject the offender to the penalty of the law.

THE BEACH PATROL AND WATCH

At Coast Guard stations a fixed beat or patrol is laid out in each direction along the shore, varying, according to the conformation of the coast with respect to inlets, headlands, etc., from one-half to 2, 3, or 4 miles in length.

The station crew is divided into regular watches of two men each, who during the hours from sunset to sunrise patrol these beats, keeping a sharp lookout seaward at all times. The usual schedule is: First watch, sunset to 8 p. m.; second watch, 8 p. m. to midnight; third watch, midnight to 4 a. m.; fourth watch, 4 a. m. to sunrise.

At sunset the first man starts out on patrol in the same direction from all stations in a district, so far as practicable. While the patrolman is out, his watch mate takes the station watch, which is kept in the tower or on the beach abreast of the station, as conditions may require. If the station is connected with the service telephone line, the station watch makes it his business to be within hearing distance of the bell at regular intervals. In addition to keeping watch seaward, he is on the lookout for signals and telephone calls from the patrolman. Upon the return of the first patrol, he takes the station watch and the other man patrols in the opposite direction. At the proper time the man on station watch calls out the next two men, who must be dressed and ready for duty before the first two turn in.

This routine is varied to meet local conditions. In harbors and seaports fixed lookouts are usually maintained instead of a beach patrol.

Positive evidence of the integrity of the patrol and watch is required. Where stations are sufficiently close to one another to permit the entire distance between them to be patrolled, a halfway point is established. At this point each patrolman must deposit a brass check bearing the name of the station and his number in the crew. This is taken up on the next visit by the patrolman from the adjacent station, who in turn leaves his check. The first patrolman at night returns all checks of the previous night. Where the patrols do not connect, the patrolman carries a watchman's clock or time detector in which there is a dial that can be marked only by means of a key which registers on the dial the exact time of marking. This key is secured in a safe embedded in a post at the limit of the patrol, and the patrolman must reach that point in order to obtain the key with which to register his arrival.

In some cases telephones are located in halfway houses or at the end of patrols; in such cases the patrolmen report to their stations by telephone. In other cases the patrolman is provided with a small hand telephone set with which he can communicate with the station.

Each patrolman carries a number of red Coston signals with which to warn a vessel standing too close inshore or to notify a vessel in distress that he has gone to summon assistance.

The same system of patrols is kept up in thick and foggy weather.

It should be stated that the beach patrol is an institution of distinctly American origin. It was devised by the former Life-Saving Service and inaugurated in that service in the early seventies.

SUMMARY OF MARINE CASUALTIES OCCURRING TO VESSELS OF THE UNITED STATES DURING THE FISCAL YEAR ENDED JUNE 30, 1924

On June 30, 1924, the total number of United States vessels registered, enrolled, and licensed was 26,575, having a combined gross tonnage of 17,740,557. Of this number 18,750 were steam and motor vessels, 2,748 sailing vessels, and 5,077 barges.

The number of American merchant vessels reported as having sustained casualties during the year, involving a loss of \$300 or over in the case of each, was 945.

The 945 vessels above mentioned were valued at \$195,654,450 and their cargoes at \$61,265,305, the total value of property endangered being \$256,919,755. The losses to vessels amounted to \$14,201,211, and to cargoes, \$3,802,792, making the aggregate property loss \$18,004,003. The number of vessels totally lost was 237.

Fifty of the vessels involved in disaster foundered, 192 stranded, 252 were in collision, and 451 sustained miscellaneous casualties, which are classified in the following tables under "Other causes." These foundering, strandings, collisions, and "Other causes" were distributed by coasts and localities as follows: On the Atlantic and Gulf coasts, 376; on the Pacific coast, 188; on the Great Lakes, 72; on United States rivers, 147; at sea and in foreign waters, 162. A total of 29,116 persons were on board the 945 vessels, 8,861 of the number being passengers and 20,255 crews. Of the 29,116 persons, 202 were lost, 198 being members of crews and 4 passengers.

A disaster involving damage or loss amounting to less than \$300 is not included in any of the following tables, 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.

These statistics are compiled from reports furnished by customs officers in compliance with the acts of June 20, 1874, and June 18, 1878.

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

1. 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 the 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 collisions, stranding, or striking sunken wrecks, piers, snags, or ice.

2. *Strandings*.—Embracing disasters caused by running aground, striking rocks, reefs, bars, or other natural objects, although the vessels may have sunk as a result of such casualties.

3. *Collisions*.—Embracing all collisions between vessels only.

4. *Other causes*.—Embracing disasters caused by various agencies, such as: Fire, irrespective of results; scuttling or any other intentional damage to vessel; collision 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; explosions; breaking of wheels; also water-logged vessels.

Summary of marine casualties occurring to vessels of the United States during the fiscal year ended June 30, 1924

[Collected and compiled in accordance with acts of June 20, 1874, and June 18, 1878]

	Number of vessels totally involved	Tonnage	Vessels lost	Value of property involved		Value of property lost		Persons on board		Lives lost
				Tonnage	Vessels	Cargoes	Vessels	Cargoes	Passengers		Crews
ATLANTIC AND GULF COASTS										
Foundering	26	19,287	26	19,287	\$679,375	\$625,261	\$679,375	\$617,761	32	136
Strandings	73	158,878	20	11,914	17,845,262	3,123,151	1,227,736	169,750	522	1,411
Collisions	112	235,172	9	2,704	20,841,761	3,097,200	568,083	52,307	768	2,095
Other causes	165	235,110	41	11,759	25,619,589	12,886,558	1,619,488	280,472	555	2,637
Total	376	648,447	96	45,664	64,885,987	20,632,179	4,095,282	1,120,290	1,877	5,279
Aggregate					85,518,166		5,215,572		8,156	65
PACIFIC COAST										
Foundering	8	865	8	865	111,400	16,000	111,400	16,400	12	43
Strandings	50	61,416	16	8,738	6,011,900	1,566,596	1,377,049	103,900	87	436
Collisions	60	172,734	0	348	19,535,880	9,472,060	608,184	65,296	1,221	2,019
Other causes	70	155,119	17	518	18,068,673	3,082,151	818,250	356,275	1,062	1,743
Total	188	390,134	47	10,469	43,727,553	14,136,717	2,914,874	541,811	2,382	4,741
Aggregate					57,864,270		3,456,686		7,123	29
GREAT LAKES										
Foundering	5	3,147	5	3,147	132,500	50,629	132,500	50,629	0	39
Strandings	13	47,584	2	837	3,771,500	367,442	185,000	86,300	0	305
Collisions	24	83,705	7	32	5,780,100	900,116	247,500	86,300	73	556
Other causes	36	97,070	7	1,409	6,515,488	719,885	337,300	95,315	1,368	669
Total	72	191,306	15	5,425	16,205,588	2,038,072	902,300	232,444	1,441	1,569
Aggregate					18,243,660		1,134,744		3,010	16
RIVERS OF THE UNITED STATES										
Foundering	2	80	2	80	30,300	0	30,300	0	0	9
Strandings	14	50,019	2	414	4,076,000	681,296	86,400	13,122	119	411
Collisions	34	52,089	2	19	5,268,240	822,000	81,510	3,750	74	542
Other causes	47	70,220	45	8,088	6,220,252	2,158,703	1,385,000	45,989	1,058	1,031
Total	147	172,508	51	8,601	15,004,842	3,661,999	1,584,210	62,861	1,251	1,993
Aggregate					19,296,841		1,647,071		244	13

Summary of marine casualties occurring to vessels of the United States during the fiscal year ended June 30, 1924—Continued

	Number of vessels involved	Tonnage	Vessels totally lost	Tonnage lost	Value of property involved		Value of property lost		Persons on board		Lives lost	
					Vessels	Cargoes	Vessels	Cargoes	Pas-sengers	Crews	Pas-sengers	Crews
AT SEA AND IN FOREIGN WATERS												
Foundering	9	15,190	9	15,190	1,350,400	681,210	1,350,400	672,210	0	115	0	69
Strandings	42	92,152	13	9,142	10,147,757	2,455,032	2,345,051	552,326	136	1,046	0	4
Collisions	22	115,435	0	0	11,079,300	2,895,749	304,423	2,500	511	898	0	0
Other causes	89	388,360	6	1,983	32,653,023	14,796,347	704,671	618,350	1,263	3,614	0	6
Total	162	611,137	28	26,315	55,230,480	20,796,338	4,704,545	1,845,386	1,910	5,673	0	79
Aggregate					76,028,818		6,540,931		7,583			
Grand total	945	2,013,532	237	96,474	195,654,450	61,265,305	14,201,211	3,802,792	8,861	20,255	4	198
Grand aggregate					256,919,755		18,004,003		29,116			
SUMMARY BY NATURE OF CASUALTY												
Foundering	50	38,569	50	38,569	2,303,975	1,373,100	2,303,975	1,357,000	44	342	3	135
Strandings	192	409,849	53	31,045	41,852,419	8,103,427	5,221,227	925,398	864	4,109	0	19
Collisions	252	650,135	18	3,103	62,511,031	18,085,134	1,810,700	125,963	2,647	6,110	0	6
Other causes	451	995,979	116	23,757	88,987,025	33,613,644	4,895,309	1,396,401	5,306	9,694	1	38
Total	945	2,013,532	237	96,474	195,654,450	61,265,305	14,201,211	3,802,792	8,861	20,255	4	198
Aggregate					256,919,755		18,004,003		29,116			

Note.—Eleven vessels met with casualty in the Panama Canal Zone, their combined tonnage being 73,917; value of property involved, \$10,118,029; loss, \$78,800; persons on board 541. In addition to the number of lives lost, as shown in the above tabulation, 43 members of crews lost their lives and 2 of crews injured on documented vessels suffering no casualty.

