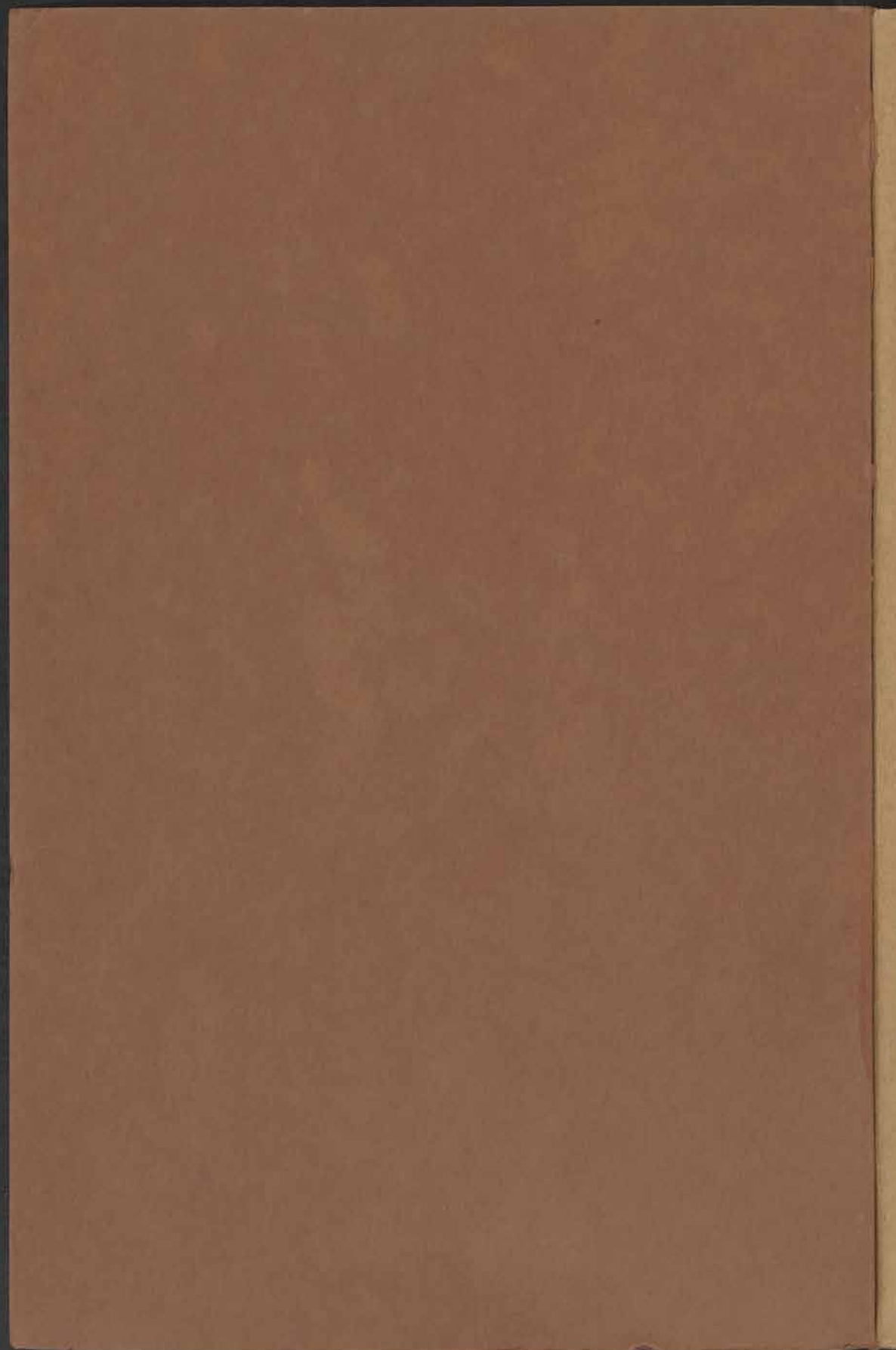
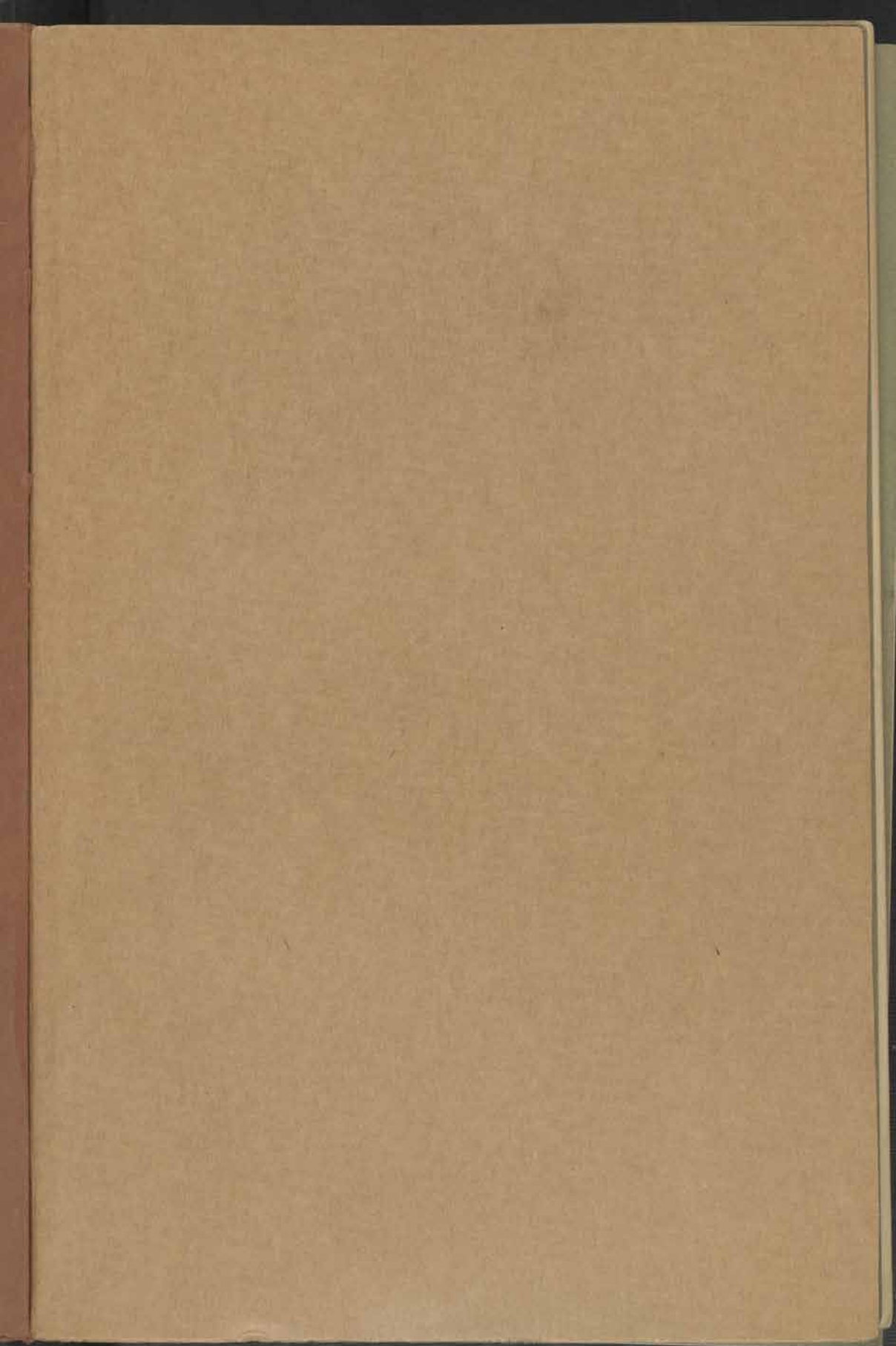


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ANNUAL REPORT OF
THE UNITED STATES
COAST GUARD

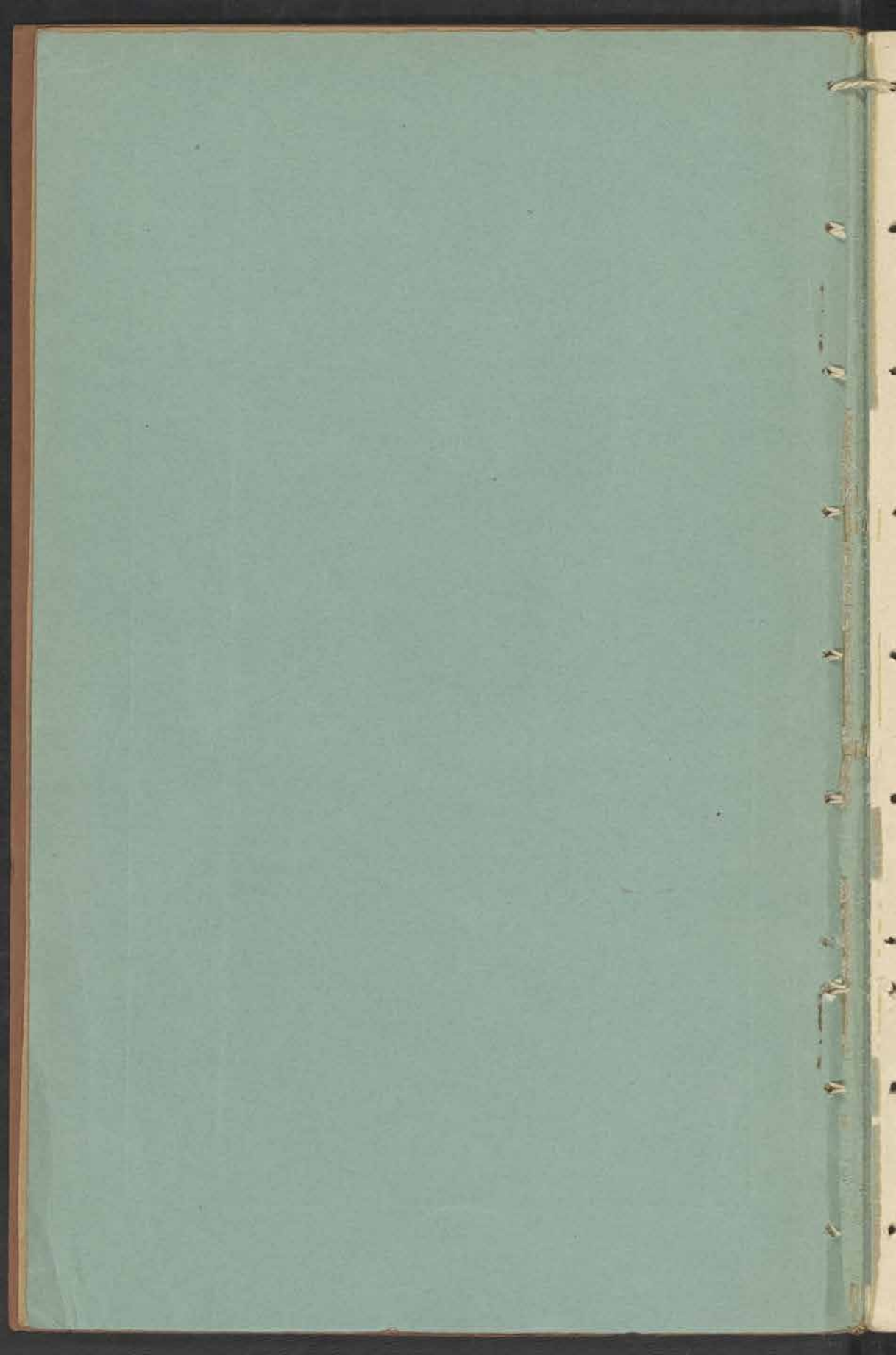
FOR THE FISCAL YEAR ENDED JUNE 30

1923



WASHINGTON
GOVERNMENT PRINTING OFFICE
1923

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ANNUAL REPORT OF
**THE UNITED STATES
COAST GUARD**

FOR THE FISCAL YEAR ENDED JUNE 30

1923



WASHINGTON
GOVERNMENT PRINTING OFFICE
1923

ANNUAL REPORT OF
THE UNITED STATES
COAST GUARD

TREASURY DEPARTMENT,

Document No. 2931.

Coast Guard.

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LETTER OF TRANSMITTAL.

TREASURY DEPARTMENT,
UNITED STATES COAST GUARD,
Washington, October 11, 1923.

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, 1923, and of the expenditures of moneys appropriated for the maintenance of the Coast Guard for that period.

Respectfully,

W. E. REYNOLDS,

Rear Admiral, U. S. Coast Guard, Commandant.

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

ANNUAL REPORT
OF THE
UNITED STATES COAST GUARD

ADMINISTRATION.

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

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

Commandant, Rear Admiral WILLIAM E. REYNOLDS.

Aide to Commandant, Commander FREDERICK C. BILLARD.

Capt. W. V. E. JACOBS, superintendent of construction and repair.

Capt. ANDREW J. HENDERSON, 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.

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ANNUAL REPORT OF THE UNITED STATES COAST GUARD.

SUMMARY OF OPERATIONS.

The Coast Guard, through the instrumentality of its vessels and stations, has accomplished during the year a work and a service which give unmistakable evidence of the continued efficiency and usefulness of the establishment. In every line of endeavor with which it is charged, and in numerous directions making for the public weal, it has acquitted itself with distinction and has written into the record for the year a highly gratifying catalogue of services.

The principal operations of the Coast Guard during the year are exhibited in the following tabular summary:

Lives saved or persons rescued from peril	2,792
Persons on board vessels assisted	16,253
Persons in distress cared for	648
Vessels boarded and papers examined	31,653
Vessels seized or reported for violations of law	2,106
Fines and penalties incurred by vessels reported	\$267,701
Regattas and marine parades patrolled in accordance with law	26
Instances of lives saved and vessels assisted	2,236
Instances of miscellaneous assistance	1,912
Derelicts and other obstructions to navigation removed or destroyed	46
Value of vessels assisted (including cargoes)	\$51,436,095
Value of derelicts recovered and delivered to owners	\$110,590
Persons examined for certificates as lifeboat men	6,513
Appropriation for 1923, maintenance of Coast Guard	\$9,921,688.50
Expended and obligated	\$9,647,019.10
Unencumbered balance	\$274,669.40
Appropriation for 1923, repairs to cutters	\$475,000.00
Expended and obligated	\$470,039.75
Unencumbered balance	\$4,960.25
Appropriation, construction of new cutters:	
Unencumbered balance July 1, 1922	\$3,342.97
Credit adjustments	\$54.19
Unencumbered balance June 30, 1923	\$3,397.16

The number of persons saved or rescued from positions of peril during the year was 2,792, only 162 less than during the fiscal year 1922, when a record of 2,954 persons, never before attained in any one year, was credited to the service. This achievement of the year in infinitely the highest form of service that the Coast Guard renders at once commands attention. The value of vessels (including their cargoes) assisted amounted to \$51,436,095, exceeding in this line of endeavor the figures of the preceding fiscal year by \$16,089,330. The number of persons on board vessels assisted was 16,253, being 1,722

more than the past year. The number of vessels boarded and examined in the interests of the enforcement of the United States laws was 31,653, exceeding the past year's number by 10,067. The vessels seized or reported for violations of law numbered 2,106, as against 596 for the past year. The instances of assistance rendered by the cutters and stations of the service numbered 4,148, as against 3,759 for the fiscal year 1922. There were 2,236 instances involving the saving of life or property, or of both, and 1,912 instances of miscellaneous assistance. The latter form of assistance includes such items as warnings to vessels running into danger; various services to shipping and boating; furnishing food, fuel, and water to vessels in distress; medical and surgical aid to the sick and injured; assistance at neighborhood fires; 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, etc. Succor was afforded by the service agencies to 648 persons found to be in distress. In 60 instances vessels running into danger were warned from the shores by signals from the patrolmen and watchmen of the service. There was not a day during the entire year that the service, either by cutter or station, did not perform some manner of assistance to vessels in distress or persons in need. The greatest number of cases of assistance rendered in any one day during the year was 38.

The tabular statement formerly published in the annual reports showing the individual instances of assistance rendered by the cutters and stations of the service is omitted this year, as it was last year, owing to the pressing need of economy in the public printing.

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 location 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 lines 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, in 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 service of ice patrol is being carried on by the Coast Guard cutters *Seneca*, *Tampa*, and *Modoc*, based on

Halifax, Nova Scotia. The *Seneca* sailed from New York on March 8, 1923, for the purpose of inaugurating the patrol, and continued to perform the patrol until relieved by the *Tampa* on March 19, since which date the patrol is being maintained continuously by the *Tampa* and the *Modoc* in the vicinity of the Grand Banks, along the trans-Atlantic steamship lanes, where, during the spring and early summer, icebergs drift down from the north and constitute a serious menace to navigation. A commissioned officer of the Coast Guard was detailed as scientific and oceanographic observer and conducted scientific observations and experiments for the furtherance of oceanographic knowledge. This officer is being transferred from vessel to vessel during the period of the patrol in order that his observations may be continuous and complete, and that the same methods may be employed during the whole season in the observation of the waters adjacent to the Grand Banks. During the continuance of the patrol the ice-patrol ships are the sole disseminators of information relating to ice and to obstructions to navigation in the trans-Atlantic steamship lanes in the vicinity of the Grand Banks. The main object of the patrol is to locate the icebergs and ice fields nearest to the trans-Atlantic steamship lanes. Daily at 6 a. m. and 6 p. m. (seventy-fifth meridian time) ice information is sent broadcast for the benefit of vessels, using 600-meter wave length, and at 8.30 p. m. (seventy-fifth meridian time) similar information is sent broadcast for the benefit of vessels having but one radio operator. Daily at 7 p. m. a radiogram is sent to the Hydrographic Office, Washington, D. C., defining the ice danger zone, its southern limits, and giving other definite ice news. Ice information is also given at any time to any ship with which the patrol vessel can communicate. Large numbers of bergs have been observed during the season. The patrol is in progress at the close of the year.

WINTER CRUISING.

On November 2, 1922, the President, on the recommendation of the Secretary of the Treasury, in pursuance of the annual custom, designated the following-named Coast Guard cutters to perform special winter cruising upon the coast, for the season of 1922-23, to afford such aid to distressed navigators as their circumstances might require: *Ossipee*, *Tampa*, *Acushnet*, *Seneca*, *Gresham*, *Kickapoo*, *Manning*, *Modoc*, and *Yamacraw*.

Accordingly, instructions were given 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 divisions, respectively, perform this duty from December 1, 1922, to March 31, 1923, inclusive.

The cutters comprising this detail cruised approximately 34,216 miles in the execution of their duties, assisted marine property the value of which is estimated at \$16,568,785, and boarded 882 vessels in the enforcement of the laws of the United States.

This activity of the Coast Guard is of prime importance to the maritime interests, and places an additional safeguard around the shipping off our coast during the stormy season of the year, when navigation is especially hazardous.

CRUISES IN NORTHERN WATERS.

The customary annual 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, proclaimed December 14, 1911, and the act of Congress approved August 24, 1912, for the protection of the fur seal and sea otter, and the laws and regulations for the protection of game, the fisheries, and fur-bearing animals of Alaska, was performed for the season of 1922 by the Coast Guard cutters *Haida*, *Mojave*, *Algonquin*, *Snohomish*, *Unalga*, and *Bear*. The last named vessel made her regular annual cruise to the Arctic.

The following is a narrative account of the operations of the vessels participating in this work:

Preparatory to proceeding on her annual cruise the Coast Guard cutter *Bear* left Oakland, Calif., at 10.12 a. m. May 2, 1922, and arrived at Port Angeles, Wash., at 1 a. m. May 7. Having transferred two enlisted men from the *Snohomish*, the *Bear* left Port Angeles at 9 a. m. May 7 and arrived at Ladysmith, British Columbia, at 6.25 p. m. the same day. After filling the bunkers to their capacity, the *Bear* got under way at 3.35 p. m. May 10 and arrived at Seattle at 9.20 a. m. May 11. Having received on board mail and certain supplies, the *Bear* steamed from Seattle at 7 p. m. May 16, stopping at Port Townsend and in the Straits of Juan de Fuca, and arrived at Unalaska at 7.40 p. m. May 27. Throughout the voyage from Seattle a close observation was kept for fur seals, but none was sighted.

On June 3, at 9 a. m., the *Bear* left Unalaska and arrived off Nome at 3.25 a. m. June 7; landed a native passenger taken on board at Unalaska. Owing to the prevalence of ice and a southerly swell, much difficulty was experienced in landing mail at Nome. Having taken aboard three court officials, the *Bear* got under way for St. Michael, arriving there at 11.27 a. m. June 9. On June 12 returned to Nome with the court officials and four prisoners. Having received word that a white man had crushed his foot and that a native boy was suffering as a result of a gunshot wound, proceeded to Port Safety; took on board the incapacitated persons and returned to Nome, where they were sent to the hospital. On June 22, at 10.05 a. m., the *Bear* steamed from Nome and arrived off Sevunga (the reindeer camp), St. Lawrence Island, at 10.35 a. m. June 23. Found the natives well and not in need of food. The cutter visited Gambell, arriving there at 7 p. m. the same day. Found the natives at this point in good health and supplied with sufficient food. At this place six whaleboat loads of Indian Point natives, who were visiting Gambell, were interviewed by the commanding officer. Although these natives appeared to be well fed, it was ascertained by inquiring into their condition that they had suffered for the want of food; this condition was brought about because of the fact that they had devoted too much time to gambling and not enough time to hunting. At 4.35 p. m. June 24 anchored off South Head, St. Lawrence Bay; found the natives at this point to be in good condition. From this place proceeded to Emmatown, East Cape, arriving there at 1.15 a. m. June 25. Ascertained from the trader at Emmatown that furs had been very scarce and that the scarcity was ascribed to the fact

that most of the small deer herders had suffered great loss among their stock. While on this cruise the *Bear* visited the village at Little Diomede, Cape Prince of Wales, and King Island. Although the number of walrus and seal caught at these points during the season was fewer than that of last season, there was sufficient food on hand to supply the needs of the natives. One native from King Island was transported to Nome for hospital treatment. Aside from this case, no serious illness was found in the communities visited by the cutter. Having completed the work in this area, the *Bear* got under way for Nome, arriving there at 9.20 a. m. June 27.

On request of the mayor and a committee from the chamber of commerce, the commanding officer of the *Bear* and such other officers as could be spared from the vessel participated in the local celebration held on the *Maud* preparatory to Captain Amundsen's departure for unknown polar regions.

On June 28 the *Bear* got under way for St. Michael, where she arrived at 10.45 a. m. June 29. Having completed work at this point, got under way at 9 p. m. June 30 for Nome, via Golofnin Bay, where water tanks were filled, arriving at Nome at 1.30 a. m. July 2. On July 4, at noon, fired national salute.

At 8 a. m. July 5 the *Bear* steamed from Nome for the Siberian coast, stopping en route at Sevunga to land a representative of the Bureau of Education. The cutter visited Emma Harbor on July 7 and St. Lawrence Bay on July 9, finding each locality to be frozen over. Got under way for Port Clarence, stopping en route at Cape Prince of Wales, and arrived at 4 a. m. July 11. A southwest gale blew the entire day. Employed the day of July 12 in boating water to fill tanks and to freshen the water in the boiler. On July 13, at 10.07 a. m., got under way and arrived at Sevunga on July 14, took on board the representative of the Bureau of Education left by the cutter at this point; then got under way for Nome, arriving there at 1.20 p. m. July 15. Finding the weather conditions adverse at Nome and the coal supply being limited, proceeded to St. Michael, arriving there on July 16; received on board 80 tons of coal from the quartermaster at Fort St. Michael. On July 18, at 4 p. m., got under way for Nome, arriving there at 3.45 p. m. July 19.

On July 21 and 22 calls were exchanged between the *Bear* and the *Mojave*, which was in port at the time. Assistant Secretary Huston, of the Department of Commerce, and party visited and informally inspected the *Bear*.

On July 22 the *Bear* sailed for St. Michael, arriving there at 12.40 p. m. July 23. During the various cruises made by the *Bear* a number of persons, including officers of the United States Army, officials of the Bureau of Education, and others, were afforded transportation on the cutter. After coaling ship proceeded, on July 26, to Lutke Harbor, St. Lawrence Bay, via Nome, to clean boiler. Arrived at Lutke Harbor on July 30. Boiler was cleaned, machinery overhauled, and ship watered. While at this point boarding calls were exchanged between the *Bear* and the H. I. J. M. S. *Koshu* and the H. I. J. M. S. *Musashi*. These vessels had been on a cruise as far north as Inchowan, on the Siberian coast. They reported the prevalence of heavy ice on the north shore of Siberia. During the stay at Lutke Harbor bad weather prevailed. This work being com-

pleted, got under way at 1 p. m. August 4 and arrived at Nome on August 5 at noon.

Having received on board nine passengers for transportation to various points, the *Bear* got under way on the afternoon of August 5 and arrived at Teller on August 6; took aboard freight for the Point Hope Mission, then got under way for the north. On reaching Point Spencer a strong southwest gale was encountered, and in order to economize in coal returned to anchorage in Port Clarence. On August 7, at 6.35 p. m., the weather conditions permitting, the *Bear* again got under way for the Arctic. On August 9 arrived at Kotzebue, where Army supplies for the Noorvik Radio Station were landed and several passengers left the vessel. The village was visited by the surgeon and an officer of the cutter. Mail for northern points was taken on board. All work being completed at this point, got under way at 4.15 p. m. August 9 and steamed to the northward. On August 10 stopped at Kivalena, where the natives were afforded treatment by the medical officer. One native suffering from an infected eye was taken aboard for treatment and for transportation to Kotzebue. After finishing work at this place, got under way at 7.40 p. m. August 10 and proceeded to Tigara, Point Hope; landed mail for this place. The medical officer and an officer of the cutter visited the village and found conditions in general to be good. Got under way at 10.10 p. m. August 10. Heavy ice was seen inshore in the vicinity of Point Lay. The first ice encountered by the cutter, however, was off Blossom Shoals. Worked through leads until 2 p. m. August 12, and at 4.40 p. m. anchored off Blossom Shoals. On August 13, at 3.30 a. m., got under way, but owing to a fresh southwest gale, accompanied by a rough sea, was forced to hove to all day Sunday. On August 14, 15, and 16 attempts were made to reach Wainwright, but this was prevented by reason of heavy ice and fog. On August 17, however, the cutter was successful in making Wainwright, where she anchored at 1.35 p. m. Remained in this vicinity until 10.30 a. m. August 19, at which time got under way for Barrow. Found ice to be very heavy, which necessitated the vessel's working ice on the 20th and 21st. Owing to the prevalence of fog, the cutter made fast to shore ice off Cape Smythe at noon August 21. It was estimated that the ice extended 6 miles offshore. A school-teacher and several natives at this point came on board and reported that the *Bear* was the first vessel to arrive in that locality during the season. Sent the natives ashore to arrange to take the mail and freight over the ice on dog sleds. On August 22 the master of the schooner *Herman* came on board and reported the ice condition to be worse than it had been in many years. At 2 p. m., it having been reported that the shore ice had broken adrift, thereby affording an open lead to the village, the cutter, accompanied by the schooner *Herman*, stood to the southward, and at 5.20 p. m. made fast to the shore ice off the village. Landed passengers, mail, and freight and took on board passengers and mail for transportation. At 10.10 p. m. got under way and arrived at Wainwright at 6.54 p. m. August 23. Found the schooners *U. S. Holmes*, *Lady Kindersly*, and *Fox* anchored at this point awaiting favorable weather conditions to proceed northward. At 9.50 p. m. August 23 steamed from Wainwright and worked along the ice until Blossom Shoals was passed. A large field of ice was observed inshore to the southward of Icy Cape. Arrived at Point Hope at

9.35 a. m. August 25. Owing to heavy surf a landing could not be made until 10 p. m. that day. Got under way from Point Hope at 9 a. m. August 26, and anchored off Cape Blossom, Kotzebue Sound, at 11.15 a. m. August 27. After landing mail and sick native, got under way at 6.15 p. m. same day and arrived at Nome at 12.20 p. m. August 29. During this cruise mail was collected from all the stations between Barrow and Kotzebue and landed at Nome, and a number of persons were afforded transportation to various points.

On August 30, at 9.45 p. m., the *Bear* left Nome and arrived at St. Michael at 6.25 a. m. September 1. After coaling ship, steamed from St. Michael at 8.20 p. m. September 2 and arrived at Nome at 12.17 p. m. September 3.

Having received on board 151 natives, all residents of King Island, together with their supplies and household goods, proceeded to King Island, arriving there at 11.30 a. m. September 5; landed natives, then got under way for Cape Prince of Wales, arriving off the village at 4.30 p. m. the same day. A whale gun and various articles of equipment of an umiak, lost last winter and which had been recovered by the *Bear*, were delivered to the owners. At 7.35 p. m. September 5 got under way for Port Clarence, where arrived at 3.21 a. m. September 6. After watering ship, left this port at 6.45 p. m. the same day and arrived at Nome at 1.03 p. m. September 7. While in port transferred several enlisted men from the *Bear* to the Nome station and several others from the station to the cutter.

Having received on board mail, stores, and passengers, including 8 destitutes for transportation to Seattle, got under way at 8.38 p. m. September 12 for Unalaska. Stops were made en route as follows: Kings Island, on September 13; St. Lawrence Island, two stops, on September 14 and 15; and St. Paul Island, on September 18. Arrived at Dutch Harbor at 8.30 p. m. September 19. During this cruise passage from Nome to St. Lawrence Island was afforded to 2 school-teachers; 10 Esquimos were transported from Nome to Unalaska and 1 Esquimo to St. Lawrence Island.

On October 5 the *Bear*, having completed her duties, sailed from Unalaska and arrived at Seattle, Wash., on October 17, 1922.

On April 15, 1922, at 10 a. m., the *Haida* left Seattle, Wash. On board the cutter were 13 persons from the Bureau of Fisheries desiring passage to the Pribilof Islands and a native student for passage to Unalaska. Stores for the Pribilof Islands, radio station at St. Paul Island, and for the Attu schoolhouse were packed on board. All holds and storerooms were filled from the keel to the lower deck. The trip from Seattle to Unalaska was made in less than seven days, the cutter arriving at Unalaska at 8.30 p. m. April 21. Mail taken on at Seattle was delivered to the postmaster at Unalaska. On April 22 all vessels in port, 6 in number, were boarded and examined. The medical officer on board the *Haida* inspected the village of Unalaska and found sanitary conditions to be good. Owing to unfavorable weather conditions, the cutter remained at Unalaska on April 23. Having received on board mail for points to be visited and several passengers, the *Haida* cast off from the dock at Unalaska at 8.30 a. m. April 24, proceeded to St. Paul Island, anchoring in Village Cove at 5.45 a. m. April 25. Landing at Village Cove being unfavorable, the cutter got under way, stood around Reef Point, and at 9.35 a. m. anchored in Lukanin Bay, St. Paul Island, where

mail, 13 passengers, and freight were landed. After receiving on board mail for St. George Island and Unalaska, at 4.15 p. m. April 25 got under way and at 7.15 anchored off St. George Island, where freight for the Bureau of Fisheries, mail, passengers, and baggage were landed. After receiving on board mail for St. Paul and Unalaska, got under way at 8.40 p. m. April 25, and at 8 a. m. April 27 anchored off Sarichef Lighthouse. During the trip encountered thick mist, heavy snowfall, and rough sea. There being no assistance needed at this point, got under way and arrived at Unalaska at 4.30 p. m.

On April 28 the *Haida* hauled the schooner *Emma*, of Attu, off the beach and across the channel, the schooner having been beached for repairs; the medical officer afforded treatment to one native.

At 8.30 a. m. April 30 the *Haida* cast off from the dock and, after taking on fuel in Dutch Harbor, at 5 p. m. stood out of Unalaska Bay and through Unalga Pass to take up the patrol of Unimak Pass. The patrol of the pass was continued on May 1. No vessel passed through on that date. At 6 p. m., owing to the strong gale and rough sea, the *Haida* anchored in Lost Harbor. On May 2 the medical officer went ashore to investigate conditions and found that no aid was needed at that place. At 9.45 a. m. May 2 got under way and stood over for Scotch Cap Lighthouse. At 6.35 p. m. anchored in Unimak Bay. On May 3 at 7 a. m. got under way and continued patrolling. At 2.05 p. m. anchored in Ugamak Bay, under the lee of Ugamak Island, on account of heavy weather. No vessels passed through nor were any vessels sighted. A large herd of sea lions, about 400 in number, was observed on Round Island. On May 4 at 9 a. m. got under way and continued patrolling in Unimak Pass. On May 5 at 8 a. m. stood various courses in the vicinity of Unimak Pass; cruised to about 5 miles eastward of Cape Pankoff, then turned and headed back toward the pass. At 8.45 p. m. anchored off Cape Lutke. On May 6 at 7.35 a. m. got under way and stood to westward along Unimak Island, and at 9 a. m. anchored off Scotch Cap Lighthouse. Chief Radioman Schwenckert was sent ashore to make repairs to the wireless telephone set in the lighthouse. At 4 p. m. got under way and proceeded to the eastward, patrolling. On May 7 cruised over Davidson Bank and Sannak Bank, then proceeded to patrol in Unimak Pass to Ugamak Bay, where anchored at 5.25. On May 8 at 4.15 a. m. got under way and patrolled the pass throughout the day. At 6.05 p. m. anchored in Tigalda Bay. Sighted two vessels while on this cruise. On May 9 at 6.35 a. m. got under way and resumed the patrol of Unimak Pass. Upon receipt of a message that medical assistance was needed proceeded to the cannery at the entrance to Falls Pass, in Isanotsky Strait, and made fast at the dock. The medical officer afforded treatment to a man who had been injured. On May 10 remained at the cannery and the medical officer treated four other persons. On May 11 at 8 a. m. stood out of Isanotsky Strait, around the Ikatan Peninsula, and to the westward along the south shore of Unimak Island, arriving at Unimak Pass at 2.30 p. m. Continued patrolling until 8.45 p. m., when came to anchor in Tigalda Bay. On May 12 resumed patrol of Unimak Pass, and at 12.10 p. m. anchored in Ugamak Bay. Three vessels were sighted on this cruise. On May 13 continued the patrol of Unimak Pass, and at 8 p. m. anchored in

Tigalda Bay for the night. Five vessels were sighted on this cruise. On May 14 eight vessels were observed entering Bering Sea. The cutter stood various courses to anchorage off Promontory Hill, Unimak Island, and anchored at 7 p. m. On May 15 at 8 a. m. resumed the patrol of Unimak Pass; sighted one steamer passing into Bering Sea. At 10.20 anchored off Round Island on account of inclement weather. On May 16 remained at anchor on account of heavy weather until 11.50, at which time got under way and continued the patrol, anchoring in Tigalda Bay at 7 p. m. on account of heavy weather. On May 17 at 8.50 a. m. got under way and patrolled around the eastern entrance of Unimak Pass and to the northward of Ugamak and Tigalda Islands; sighted no vessels on this cruise. At 6.30 p. m. came to anchor in Sereodka Bay, Akun Island. On May 18 at 6.40 a. m. continued patrolling, and at 7 p. m. anchored in Tigalda Bay. On May 19 at 6.35 a. m. got under way and continued patrolling. At 1.50 p. m. stood around Akun Head into Akutan Bay and into Akutan Harbor, where cutter made fast to dock. The medical officer went ashore and afforded treatment to the natives of the village of Akutan and to the employees at the whaling station. On May 20 at 8.05 a. m. cast off from the dock at Akutan and resumed the patrol of the pass, anchoring off Promontory Hill, Unimak Island, at 6.25 p. m. On May 21, Sunday, kept lookout on Unimak Pass. On May 22 at 7.25 a. m. got under way and stood along Unimak Island for Scotch Cap Lighthouse, and at 8.30 a. m. anchored off Promontory Hill, from which position a lookout was kept on Unimak Pass. At 7.35 p. m. got under way, and at 9.20 p. m. anchored off Scotch Cap Lighthouse. On May 23 at 4.35 a. m. proceeded through the pass and came to anchor in Tigalda Bay at 3.35 p. m. On May 24 at 4.30 a. m. got under way and stood for Scotch Cap Lighthouse, and continued the patrol of the pass. At 8 a. m. got under way for Unalaska, stopping en route in Akutan Bay, and made fast to the wharf of the North Pacific Sea Products Co.; took on board a quantity of merchandise for the Unimak native store and received on board an official of the Bureau of Education for passage to Unalaska. At 3.30 p. m. got under way for Unalaska, arriving at that place at 10 p. m. May 24.

On May 26 cast off at 3.10 p. m. and stood to Dutch Harbor. On May 27 at 4.35 p. m. cast off from dock at Dutch Harbor and stood over for Unalaska, making fast to the dock at 5.55 p. m.

Having taken on board mail and stores and 24 passengers, got under way at 9.15 a. m. June 1 for St. George and St. Paul Islands and came to anchor off St. George village at 9.30 a. m. June 2. Delivered the mail for this point and took on mail for other points, and at 9.50 a. m. got under way for St. Paul Island. Stood various courses around Reef Point into Village Cove, where anchored at 2.15 p. m. Delivered mail and stores and landed passengers. On June 3, at 11 a. m., stood out of Village Cove to take up the patrol within a radius of 100 miles around the Seal Islands. On June 7, at 12.40 a. m., anchored off St. George Island, and at 7.50 a. m. stood for St. George village. Took on board six passengers for transportation to St. Paul Island and mail for that point and Unalaska. At 8.55 a. m. stood for St. Paul Island, anchoring off Village Cove at 12.30 p. m., where the six passengers left the vessel. Patrol of the islands was continued from June 7 until June 15, on which date

stood in for St. George Island, anchoring off the village at 3 p. m. At 7.50 p. m. stood offshore and continued the patrol of the island. Boarded the schooner *Fox*, inspected vessel, and sent message for master. On June 17, at 7.15 p. m., anchored in Village Cove, St. Paul Island. Received on board three persons for transportation to Akutan. After taking on board mail got under way at 8.30 a. m. June 18 for St. George Island; at 12.25 p. m. anchored off north anchorage and took aboard mail and six persons for transportation to Akutan. At 1 p. m. got under way for Akutan and moored at the dock of the Akutan whaling station at 11.20 a. m. June 19; discharged passengers, delivered the mail, and at 2 p. m. cast off and proceeded to Unalaska, arriving there at 7.25 p. m. While on this cruise sighted 23 fur seals, boarded 2 vessels, and afforded medical treatment to 8 persons.

On June 20, 21, and 22 remained at Unalaska, cleaning boiler and performing various other duties. On June 23, 24, 26, and 27 executed certain other duties in connection with the command of the *Haida*.

On June 28, at 8.50 a. m., having received on board mail for the fishing fleet in Bristol Bay and for other places, got under way, and at 9.15 a. m. made fast to the dock of the Alaska Commercial Co. at Dutch Harbor. At 8.05 a. m. June 28 cast off from the dock and stood to eastward and along the north side of Unimak Island, and at 9.10 p. m. anchored off Cape Lapin, Unimak Island. On June 30, at 4.35 a. m., stood various courses in the vicinity of Amak Island, then stood to the eastward along Unimak Island and the Alaskan Peninsula. At 5.35 p. m. anchored off Cape Lieskof, the dense fog making further cruising unsafe. On July 1, at 7.30 a. m., got under way and stood various courses to rendezvous with *Algonquin*. At 2.30 p. m. proceeded toward the cannery at Nelsons Lagoon. At 6.10 p. m. boarded the American schooner *Wawona*, of Anacortes; delivered mail to her and received mail for the schooners *John A* and *Fanny Dutard*. At 7.45 p. m. boarded the Japanese schooner *Bering Maru*, of Tokyo. At 8.45 p. m. stood for Port Moller and anchored off that place at 10.20 p. m. On July 2, at 8.15 a. m., got under way and stood various courses into Port Moller, and at 12.05 p. m. anchored off Entrance Point. The medical officer vaccinated 40 natives and gathered statistical information, and the dental surgeon gave treatment to 13 natives. On July 3, at 11.15 a. m., got under way and stood various courses. Boarded schooner *Fanny Dutard*, delivered mail, and gave medical and dental treatment to 2 members of her crew. At 6.20 p. m. boarded schooner *Charles R. Wilson*, of Seattle; afforded medical treatment to 2 men, delivered mail, and examined vessel; took on board a sick seaman for transportation to Unalaska. At 8.50 p. m. anchored near schooner *John A*, boarded her, and delivered mail. Got under way and at 9.55 p. m. anchored off Cape Semavin. On July 4, at 4.15 a. m., got under way and stood various courses to Port Heiden. Anchored off Christakof Island at 8.55 a. m. The medical officer vaccinated 30 natives and rendered aid to 2 others. Collected statistics at this point. On July 5 the medical officer went ashore and treated 12 more natives at Port Heiden. At 2.55 p. m. got under way and stood various courses to westward. On July 6 continued

cruising and at 1.05 p. m. anchored in the lee of Operl Island on account of stress of weather.

On July 7 at 6.10 a. m. got under way and set course for Pribilof Islands. On July 8 at 9.15 a. m. anchored off the village, St. George Island. Received mail for Unalaska and delivered mail for this place. Vessel remained at anchor owing to inclement weather. On July 9 at 8.35 a. m. proceeded for St. Matthew Island. On July 10 anchored off the lagoon, St. Matthew Island, and sent investigating parties ashore to ascertain certain information. On July 11 shifted anchorage to a point about 5 miles to westward along the island and conducted certain investigations in that vicinity. On July 12 shifted anchorage to a point about $2\frac{1}{2}$ miles south of Glory of Russia Cape. On July 13 at 6.20 a. m. got under way and proceeded to an anchorage in the bight on the southeast side of Hall Island; unable to land on Hall Island owing to condition of weather. Got under way at 8.15 a. m., cruised along Hall Island, then stood back along the shore to an anchorage off the north end of lagoon about 10 miles west of Cape Upright. On July 14 at 6.30 a. m. got under way and stood around Cape Upright and along south shore of St. Matthew Island and made inspections in this vicinity. At 8.35 a. m. got under way and set course for point on the one hundred and seventieth meridian, 150 miles north of St. Paul Island, to take up the patrol. Continued the patrol above mentioned throughout July 15. Continued patrol on July 16 and sighted 21 seals during the day. On July 17 continued patrolling. Upon receipt of a message that a native was in a critical condition and needed medical assistance got under way at 10 a. m. and proceeded to St. Paul Island. At 6.35 p. m. anchored off the village, St. Paul Island, where medical officer went ashore to treat the above-mentioned native. Landed mail and took on mail for Unalaska. Sighted 36 seals. On July 18 at 3.15 p. m. got under way and stood to the westward to continue the patrol. Sighted 32 seals this day. On July 19 continued the patrol. On July 20 proceeded to westward of the Pribilof Islands. On July 21 stood for Unalaska. While on this cruise boarded 5 vessels, sighted 111 seals, and the medical officer rendered treatment to 14 persons and vaccinated 70. On July 22 delivered mail to postmaster at Unalaska. Up to July 30 the *Haida* lay in harbor undergoing inspection by a board. On July 30 proceeded to Dutch Harbor and filled fresh-water tank. At 8 p. m. cast off, and on July 31 at 7.50 p. m. anchored in Delarof Harbor, Unga Island. On August 1 shifted to dock at the Pacific American Fisheries Cannery in Barolof Bay. On August 3 at noon United States marshal, with a prisoner in charge, came on board. At 3 p. m. got under way and proceeded to Kupreanof Harbor, arriving there that evening. On August 4 got underway and at 6.30 a. m. anchored off Perryville. Visited the village and found all natives absent, they being employed at that time at Chignik. An inspection disclosed the fact that every house in town except the church had been entered by breaking in the doors and thoroughly ransacked. The *Haida* proceeded to Anchorage Bay, Chignik Bay, and on the morning of August 5 proceeded to Lazy Bay, Alitak Bay, Kodiak Island, arriving there at 7.50 p. m., to investigate a report of illegal possession of sealskin. Boarded the vessel *Lina K*, which was anchored in Lazy Bay, but found no evidence. On August 6 a searching party proceeded to Aiktalik village to make an investigation; meantime the

commanding officer with party made search of the village of Akhiok for evidence of poaching fur-bearing animals, also of stolen articles from Perryville; no evidence was obtained. While in this vicinity the searching party raided a still and confiscated all paraphernalia. On August 7 a searching party proceeded to Kaguyak and apprehended the owner of the seized still. On August 8 the *Haida* got under way at 9.10 a. m. for Unga, with prisoner. On August 9 at 10 a. m. arrived at Unga and delivered prisoner to United States commissioner. At 2 p. m. got under way for Unalaska and at 3.15 p. m. August 10 made fast to dock at Dutch Harbor. While on this cruise boarded 4 vessels, sighted 3 seals, and afforded medical aid to 7 persons. On the morning of August 11 moved to the dock at Unalaska.

On August 12, at 1.50 p. m., cast off from the dock and proceeded to the eastward and patrolled the fishing banks. On August 13 remained at anchor from 1.34 p. m. to 3.05 p. m. in order to repair machinery. The Japanese fishing schooners, *Okhotsk Maru* and *Bering Maru*, found at anchor off Port Moller, were boarded, but no evidence of illegal operations was found. On August 14, at 7.55 p. m., arrived at Naknek anchorage, notified all cannery superintendents of the vessel's arrival, and offered assistance. On August 15, upon request of the superintendent of the Red Salmon Canning Co., settled a dispute between five Mexican laborers and the cannery officials, with the result that the offending persons resumed their work. On August 16, at 8.30 a. m., got under way for Sarichef, fell in with the tender *Curllew*, of the Alaska Packers' Association, and took off that vessel an insane man who, having attempted suicide, was in need of immediate medical attention. On August 18, at 6 a. m., anchored off Sarichef. It being deemed necessary to operate on the man taken aboard from the tender *Curllew*, the *Haida* got under way and anchored in Dutch Harbor at 5.39 p. m. August 18. While on this cruise boarded 30 vessels, sighted 2 seals, and rendered medical assistance to 1 person.

On August 19, at 4.25 p. m., having sent patient ashore, cast off from dock at Dutch Harbor and proceeded to Akutan Harbor; anchored off the native village at 4.40 p. m. Party went ashore and searched the entire village for sealskins, but found none. After completing the search the *Haida* shifted to berth at dock of Akutan Whaling Station. Thoroughly searched whaling station, but found no sealskins. Questioned several prominent persons under testimony, but gained no information of value as to illegal sealing. On August 21, at 8 a. m., cast off from dock at Akutan and stood for Dutch Harbor. At 10.50 a. m. changed course, stood over for Sarichef Lighthouse, and anchored off that place at 3.40 p. m. Picked up Navy working party for transportation to Dutch Harbor. At 5.50 p. m. got under way, stood for Scotch Cap, and picked up dunnage of the Navy working party. At 7.45 p. m. got under way for Dutch Harbor, anchoring there at 4.10 a. m. August 22.

On August 23, at 6.50 a. m., got under way and stood around Kalekta Cape, through Akutan Pass, and to westward along the south side of the Aleutian Islands. On August 24 stood along the southern shore from the islands of Four Mountains to Amlia Island. On August 25 steamed along south shore from Atka Island to Adak Island. Arrived at the Bay of Waterfalls, Adak Island, at 12.40 p. m., and came to anchor at the head of the bay. Made thorough

search of the shores for evidence of previous habitation, but found no signs indicating such. On August 26, at 5.05 a. m., stood out of the Bay of Waterfalls and to the westward. On approaching Amatignak Island, at 1.45 p. m., course was changed to head offshore, but attempt to examine island was abandoned on account of unfavorable weather. On August 27 continued on to the westward. On the morning of August 28, having reached the western limit of the cruise, stood for Attu Island, anchoring off Chicagof Harbor at 4.40 p. m. Sent ashore mail and packages received at Unalaska. On August 29, at 11.30 a. m., left Attu, standing for vicinity of Pribilof Islands, to take up patrol, and arrived in patrol limits on September 1. On September 2 patrolled around islands. On September 3 patrolled area about Pribilof Islands; stood in, and at 1.40 p. m. anchored close to steamship *Brookdale*, off Tolstoi Point, St. George Island. At 3.15 p. m. got under way and resumed patrol. On September 4, 5, and 6 patrolled about islands. On September 7 set course for Unalaska, and at 7.20 p. m., September 8, secured to dock at Unalaska. While on this cruise sighted 90 seals.

The *Haida* remained in the vicinity of Unalaska until September 29. During this time repairs were being made to the vessel's machinery. Having received on board mail and supplies for St. George Island, cast off from dock at Dutch Harbor at 11.10 a. m. and stood out of harbor, but owing to severe gale, accompanied by rough sea, was compelled to lay to. On September 30, at 4 a. m., the gale having abated, set course for St. George Island and at 3 p. m. anchored off the village. On October 1 delivered mail and stores from Unalaska. At the request of the agent, Bureau of Fisheries, took on board 9 passengers for transportation to St. Paul Island. Received on board mail for St. Paul Island. On October 2 remained at anchor, owing to unfavorable weather conditions. On October 3, at 8.30 a. m., the gale having ceased, got under way and stood for St. Paul Island, anchoring in Lukanin Bay at 12.50 p. m. Delivered mail and packages of hardware received from St. George Island. The 9 passengers went ashore. Got under way at 2.15 p. m. and stood to the northward. On October 5, at 12.40 p. m., came to anchor off Nome. On October 11 proceeded to Golofin Bay to take on water. Returned to Nome on the 13th. On the afternoon of October 14 got under way and stood off shore about 5 miles. Remained in this anchorage until the 16th, when shifted inshore again. On October 26 took aboard 14 passengers for transportation to Unalaska and 1 for Seattle. Received from the postmaster at Nome mail for Juneau, Seattle, and Tacoma. Got under way at 2 p. m. (October 26) and stood to the southward. Arrived at St. Paul Island, anchoring in Lukanin Bay, at 2.35 p. m. October 28. On the morning of October 29 shifted anchorage to Village Cove. Received mail for Seattle and for Unalaska. At request of agent, St. Paul Island, took aboard 3 persons for transportation to Seattle; also took on board 2 radiomen for transportation to Seattle; 22 others came on board for transportation to Unalaska and 1 for St. George Island. Received on board 67 packages of provisions from the naval radio station, St. Paul Island, for transportation to the navy yard, Puget Sound, Wash. Got under way at 12.45 p. m. (October 29) and stood for St. George Island, anchoring in Garden Cove at 4 p. m. Having received on board mail for Unalaska and Seattle, got under way at 4.40 p. m. and moored to

the dock at Dutch Harbor at 8.35 a. m. October 30. Delivered mail to postmaster at Unalaska and took on board mail for Seattle. One passenger, a native student, came on board for transportation to Seattle. On October 31, at 5.35 a. m., cast off from the dock at Dutch Harbor, stood various courses out of the harbor and through Akutan Pass, then headed for the Straits of Juan de Fuca. Arrived at Port Townsend, Wash., at 1.06 p. m. November 5, 1922.

On April 15, 1922, at 10.10 a. m., the *Algonquin* left Seattle, Wash., proceeded up the coast of Vancouver Island, and on the morning of April 16 boarded 22 small vessels engaged in fishing off Barclay Sound; then continued up the coast for a distance of 30 miles off. Owing to severe weather and heavy seas, the cutter developed engine disorder. It was therefore deemed prudent to proceed to Ketchikan for repairs. Arrived at Ketchikan at 4.30 p. m. April 21. After repairs had been completed, proceeded to sea on April 26 at 11.25 a. m. Boarded 3 vessels off Forrester Island on April 27. As a result of a gale, ran into Sitka for harbor, arriving at 9.05 a. m. April 28. The weather having cleared, left at 2 p. m. April 29, but owing to stress of weather was forced to return to Sitka. On May 2 proceeded up the coast and that night anchored at Inian Cove. The following morning got under way and cruised about 30 or 40 miles off the shore to Yakutat, at which place arrived at 8.20 p. m. May 4. Boarded 1 vessel between Sitka and Yakutat. Left this place on May 5 at 6.30 a. m., and continued on cruise westward. Anchored on the west side of Middleton Island on May 6, then cruised to the westward over Portlock Bank. Arrived at Latouche for fuel on May 10 at 6 p. m. Made further repairs to machinery and boarded all vessels found in port. From May 13 at 10.30 a. m. until May 18 cruised between Portlock Bank and Cape St. Elias, then proceeded to Latouche, arriving there at 1.05 p. m. May 18. After fueling ship, got under way that night for Seward, arriving there at 2.25 a. m. May 19. Having received on board mail for Unga and Unalaska, set sail at 11.05 a. m. May 19. Searched all small bays in Resurrection Bay and its vicinity. During the night the cutter lay to off Point Elrington. On May 20, after dark, proceeded into Prince William Sound for Hawkins Island Cut-Off, anchoring off that place at 3.45 a. m. May 21. Searched all bays and harbors between the cut-off and Cordova, primarily for the purpose of apprehending any vessels found violating the prohibition law. Also conducted the search in all small bays and inlets as far as Bomb Point. Then proceeded to Cordova, arriving there at 6 p. m. May 21. All vessels encountered were boarded and searched, but no violations of any kind were found. On May 23, at 7.05 p. m., left Cordova and proceeded to Latouche, where the ship was fueled. On May 24, at 11.40 a. m., proceeded on cruise. On May 25, owing to severe gale, ran into St. Paul Harbor, Kodiak Island, for refuge, arriving there at 1.30 p. m. On May 27, at 3.55 a. m., proceeded down the east coast of Kodiak Island and ran into Chiniak Bay about 8 p. m. the same day. From this point proceeded to Kodiak. Cruised down the east side of Kodiak Island, over Albatross Bank, and arrived at Unga, Delarof Harbor, at 6.55 a. m. May 30. Delivered mail and sent the medical officer ashore to inquire into the health conditions of the community. Left Unga at 5 a. m.

for a point about 15 miles southeast of Sannak Island. At 9.38 a. m., however, owing to stress of weather, headed for an anchorage in Eagle Harbor, Nagai Island, arriving there at 4.35 p. m. Owing to the violence of the gale, remained at this place until 5.10 a. m. June 2, when the cutter got under way and steamed over Sannak and Davidson Banks. On the morning of June 3 proceeded through Unimak Pass and into the Bering Sea. Sighted no vessels either on the banks or in the vicinity of Unimak Pass. Arrived at Unalaska on June 3 at 3 p. m. During this cruise sighted 24 seals.

The *Algonquin* remained at Unalaska until June 9, cleaning boilers, repairing machinery, and performing other duties. Having received on board stores from the Bureau of Education for Atka and mail, got under way at 3.15 p. m., stopping at Dutch Harbor at 3.40 p. m. the same day. Received on board fuel oil and fresh water. Left Dutch Harbor at 10.30 p. m. June 9 and proceeded to Ugashik Bay. On June 11 took on board a passenger for transportation to Seward. Proceeded to Unga, took on board a passenger, and left at 7 a. m. June 13 for Kanatak. At 10.30 p. m. June 13 ran down a killer whale, possibly 50 feet long, the cutter receiving a considerable jolt as a result of the impact. Arrived at Kanatak at 2 a. m. June 14. Sailed from Kanatak at 3.40 a. m. June 14 in search of mail steamer *Star*, reported adrift with only one blade on propeller. At 9.50 took *Star* in tow and conveyed her to a point $2\frac{1}{2}$ miles north of Harvester Island, Uyak Bay. Proceeded to Kodiak, arriving there at 9.10 p. m. Received on board the deputy collector of customs, a man that was ill, an insane person, and a man wanted as a witness. Left Kodiak at 10.20 p. m. June 14 and arrived at Seward at 1.20 p. m. June 15. All passengers left the vessel. After delivering mail and receiving mail for Unga and Unalaska, left Seward at 4 p. m. June 16, but upon receipt of a radiogram from headquarters, returned to Seward. Having received on board six passengers, all witnesses for court cases, and mail for Unga, Naknek, Ugashik, and Unalaska, departed from Seward at 2.50 a. m. June 25, and arrived at Latouche at 9.35 a. m. the same day. Fueled ship and sailed at 5.55 p. m. June 25, arriving at Seldovia at 1 p. m. June 26. Sent ashore all passengers for this point. At 1.15 p. m. left for Kodiak, arriving there at 2.35 a. m. June 27. After discharging one passenger, got under way immediately and arrived at Unga at 5.05 p. m. June 28. Landed mail and one passenger, then set sail at 7.35 p. m. A thick fog prevailed until 9.30 a. m. June 29, necessitating the cutter's going south of Sannak Islands instead of via Hague Rock. Arrived at False Pass at 2.40 p. m. June 29. The medical officer rendered medical and surgical aid to those needing such. Owing to a dense fog deferred leaving this point until 5.15 a. m. June 30, when the vessel got under way, and at 6.25 a. m. stopped off at the Ikatan Cannery, where investigation was made concerning certain persons engaged in violation of liquor law. On June 30, at 8.10 a. m., got under way, and at 9.45 a. m. July 1 fell in with the *Haida* and delivered mail to her. At 8 p. m. same day got under way and arrived off Naknek at 7.05 a. m. July 2. Delivered mail and sent ashore two passengers. Got under way at 7.45 a. m. for Ugashik. Delivered mail and Luther Snider, a witness, to the tender *Prover* at 3.45 p. m. July 2, and proceeded toward Unalaska, arriving there at 6.30 a. m. July 4. This entire cruise was made in the interest of the Department of Justice.

During the period from July 4 to 9 the *Algonquin* remained at Unalaska cleaning boiler and making necessary repairs to the vessel's machinery. Received on board Hon. C. H. Huston, Assistant Secretary of Commerce; Mr. Ward T. Bowers, of the Bureau of Fisheries, and four other persons to be transported to the Pribilof Islands in the interest of the Department of Commerce; also took on board six natives to be sent to St. George Island as laborers for the Bureau of Fisheries. After receiving on board stores and mail for the Pribilof Islands, got under way at 6.05 p. m. July 10, and arrived at St. George at 11.50 a. m. July 11. The official party left the vessel to transact certain business. Landed mail, stores, and native workmen. Took on board five natives for transportation to St. Paul Island. Upon return of the official party, got under way at 4.40 p. m. for St. Paul, but owing to thick fog was forced to anchor at 8.15 p. m. near Halfway Point. Got under way at 4.45 a. m. July 12, and steamed for Village Cove, coming to anchor at 5.40 a. m. The official party left the ship at 7.30 a. m. All mail, stores, and passengers for this point were landed. Got under way at 1.15 p. m. and arrived at Dutch Harbor at 12.45 p. m. July 13. During the vessel's stay in port, stores were obtained, fuel-oil and fresh-water tanks were filled, and passengers whose transportation was authorized were taken on board. At 10.05 a. m. July 14 got under way, but owing to heavy sea and threatening storm was forced to return to Dutch Harbor. Made a second start, however, at 2.55 p. m. July 15, but was again forced to return to Dutch Harbor, owing to unfavorable weather conditions. Remained in port until July 17, on which date sailed at 12.40 p. m., and made fairly good progress against the heavy sea. Arrived at Glinka, Copper Island, at 10.30 p. m. July 22. The official party visited Glinka village in the forenoon of July 23. Only the native guards were found at this place. Got under way at 11.45 a. m. same day for Preobrajeniya, Copper Island, arriving at 2.15 p. m. A party was sent ashore to interview the superintendent. Finding the food and tobacco supply to be very limited, made up a purse among the officers, crew, and passengers, with which certain staples were purchased from the various messes for presentation to the natives. Necessary work having been completed, left Preobrajeniya at 10.15 p. m. July 23, anchoring near North Rookery, Bering Island, at 9.35 a. m. July 24, to await better weather conditions. At 5.30 a. m. the following day proceeded to Nikolskoe, arriving there at 9.50 a. m. July 25. Landed several passengers. Made another donation of supplies at this point. Got under way at 12 noon July 25, and anchored in Chicagof Harbor, Attu, at 8.15 p. m. July 26. The medical officer aboard the cutter inspected the village, administered aid to the sick, and took the census of the natives. Left Attu at 5.40 a. m. July 29 and proceeded to Buldir Island, anchoring there at 6.05 p. m. the same day. An officer was sent ashore to make an investigation of the locality, but found nothing to indicate that the island had been inhabited. Left this point at 9.55 p. m. and arrived at Kiska at 12.05 p. m. July 30. Inspected harbor and Government buildings. Got under way at 12.45 p. m., making trip through Rat Islands in dense fog. Arrived at Constantine Harbor, Amchitka Island, at 9.10 p. m. the same day. Inspected the harbor the following morning. No evidence of camps was found. Left at

6.55 a. m. July 31. The fog lifting, entered harbor on Semisopochuoe (southeast end) and anchored at noon the same day. Inspected harbor. Got under way at 1.25 p. m. and arrived at Bay of Islands, Adak Island, at 8 a. m. August 1. Inspected the inner harbor and took soundings. The inspection indicated that all parts of the harbor were navigable. Left at 4 p. m. and arrived at Nazan Atka at 8.45 August 2. Discharged stores and delivered mail. One passenger left the vessel. A board was detailed to audit the accounts of the Atka native store. Inspected radio outfit at the Government schoolhouse. The medical officer afforded treatment to natives and obtained vital statistics. Two passengers, employees of the Bureau of Education, came on board for transportation to Unalaska. Left Atka at 5.25 p. m. August 3 and anchored off Nikolski village, Umnak Island, at 2.25 p. m. August 4. The sea being too choppy for landing stores that day, deferred this work until the morning of August 5. Boarded the schooner *Everett Hays*. Medical officer treated natives and obtained vital statistics. A Government school teacher and a native came aboard for transportation to Unalaska. Left Umnak at 12.40 p. m. August 5 and arrived at Bogoslof at 7.35 p. m. Two boats circumnavigated the Southern Island, but made no landing. About 400 sea lions were observed, there being an unusual excess of grown males. The weather being threatening, the supply of fuel low, and the fresh water practically exhausted, set sail for Unalaska, arriving there at 6.20 a. m. August 6. All passengers left the vessel. Delivered mail and packages.

Fuel, water, and food supplies having been taken on board the *Algonquin*, with three Navy radiomen on board for transportation, left Dutch Harbor at 7 a. m. August 7 and proceeded to the eastward, arriving at Scotch Cap at 3.20 p. m. the same day. The surf being unfavorable for landing, proceeded to Akun Cove, where came to anchor at 6.20 p. m. On August 8 at 4.20 p. m. left Akun Cove and anchored off Scotch Cap Lighthouse at 7.20 p. m. It being unsafe to make a landing, remained at anchor until 9.20, at which time the repairmen and their supplies were landed; then proceeded to Akutan, arriving there at 4.50 p. m. August 9. The medical officer visited the village and obtained vital statistics. Took on board 25 tons of stores for Atku and Umnak. At 12.05 p. m. August 10 got under way for Sarichef Lighthouse and anchored off the lighthouse at 5.05 p. m.; landed stores. Left at 9.05 p. m. and arrived at Unalaska at 6.15 a. m. August 11. This entire cruise was made in the interest of the United States Navy, though during the trip work was done for the Bureau of Education.

From August 11 the *Algonquin* remained at Unalaska making minor repairs to vessel, receiving on board stores for delivery to the westward, undergoing inspection, and replenishing fuel, water, and food supplies.

On August 19 at 8.05 a. m. the *Algonquin* sailed from Dutch Harbor, arriving at Chernofski at 4.15 p. m. the same day. Landed small load of lumber consigned to a native at that point. The medical officer visited the village and rendered medical assistance to those needing such; also obtained necessary vital statistics. Left Chernofski at 6.40 a. m. August 20 and arrived at Nikolski August 20 at 2.05 p. m. Landed stores. The medical officer visited the native

village, finding there a number of cases of influenza. The persons so affected were given treatment. Work having been completed, sailed at 6.40 p. m. and arrived at Navan village, Atka Island, at 9 p. m. August 21. Boarded the Chinese junk *Amoy*, of Shanghai, at anchor in the harbor. No infractions of law were found. Discharged all stores, filled fresh-water tanks, and delivered mail. The medical officer visited the town and rendered treatment to those needing such. Left Atka at 8.25 a. m. August 24 and anchored in Gloria of Russia Bay, Tanaga Island, at 10.55 a. m. August 25. After inspecting the harbor sailed at 6 p. m. the same day. Owing to adverse weather conditions was compelled to heave to off Sitkin Island on the 26th. Arrived at Attu at 6.25 p. m. August 27. Found the store closed and the natives badly in need of food supplies. Opened the store and placed a man in charge pending the arrival of the storekeeper. Delivered and received mail, and sent the medical officer ashore to render treatment to the natives. Having completed work in this locality, left Attu at 9 a. m. August 29 and arrived off Chugul Island at 7 a. m. August 30. Landed the two blue foxes taken on board at Attu. This cruise was eventful in the fact that a fine landlocked harbor about $1\frac{1}{2}$ miles long and three-fourths mile wide, with apparently shelving beach, was found on the northwest end of Chugul Island. Got under way and arrived at Atka at 7.30 p. m. August 31. Took on board water, delivered and received mail, and took on board a native boy for transportation to Unalaska. Left Atka at 4.05 p. m. September 1, expecting to make Pribilof cruise, but encountered heavy weather, thereby necessitating the vessel's returning to Atka, where she arrived at 10.40 a. m. September 3. Remained stormbound at Atka for three days. On September 6 at 7 a. m. got under way for Unalaska, with intention to visit the towns of Kashega and Makushin, but owing to trouble with the fuel-oil feed was forced to abandon this trip. Proceeded direct to Dutch Harbor, arriving there at 7.55 p. m. the same day. Delivered mail and packages and put the native boy, taken on at Atka, in charge of the United States commissioner. The commanding officer reports that it was his intention to visit McDonald Bay, Agattu Island, and other places, but unfavorable weather prevented his doing so. He further states that during his entire Alaska career he had experienced no worse weather than that prevailing from September 1 to 7.

The *Algonquin* remained in port for three days, during which time the middle oil tank was thoroughly cleaned. Having taken on board fuel, water, and supplies, left Unalaska at 6 a. m. September 10. Finding the sea too rough for landing at Bogoslof, proceeded to Kashega, arriving there at 2.30 p. m. the same day. The medical officer inspected the village, obtained the usual statistical data, and treated those found sick. A native passenger left the vessel. Got under way from Kashega on September 11 at 6.25 a. m. and reached Bogoslof Volcano at 11 a. m. The visibility was excellent, Bogoslof Peaks having been sighted fully 25 miles away. After completing work in connection with the examination of the volcano and its immediate surroundings, left at 2.45 p. m. the same day and anchored in Kashega Harbor at 6.35 p. m. Left Kashega at 5.35 a. m. September 12 and arrived at Makushin Bay at 8.05 a. m. The medical officer visited the village, making the usual inspection and obtaining the necessary statistical data. Left Makushin Bay at 10.15 a. m., pro-

ceeding through Unalga Pass, and arrived off the village of Biorka at 4.50 p. m. The medical officer, accompanied by Father Orloff, acting as interpreter, inspected the village. Found only one family present, the others being out in search of wood. The necessary statistical data for this point was obtained. Got under way at 5.25 p. m. and proceeded, via Unalga Pass, for Unalaska, where arrived at 8 p. m., September 12.

From the evening of September 12 until the next date of sailing the *Algonquin* remained in port, her personnel prosecuting such duties as completing the annual inspection, serving on boards, transferring stores from storehouses to ship, making minor repairs to vessel, cleaning boiler, and fueling. Having received on board several passengers and mail for delivery at Seattle, the *Algonquin* got under way from Unalaska at 11 a. m. September 24 and proceeded, via Unalga Pass, for Seattle, where she arrived at 8 p. m. September 30, 1922.

While the *Mojave* was not regularly assigned to duty as a unit of the patrol, this cutter made an extended cruise within the limits of the scope of operations of the patrol vessels and performed certain duties similar to those devolving upon the vessels of the regular patrol. The *Mojave* sailed from Seattle, Wash., at 2.30 p. m. June 20, 1922, having on board Assistant Secretary of Commerce, Mr. C. H. Huston and party, and proceeded, via the inside passage, to Juneau, Alaska. During the trip numerous stops were made in southeastern Alaska. From Juneau the *Mojave* proceeded to Unalaska, stopping at various places designated by Assistant Secretary Huston, and arrived there at 3.30 p. m. July 10. The *Mojave* remained at Unalaska until July 16. Assistant Secretary Huston and party had gone aboard the *Algonquin* for a cruise to the Pribilof and Komandorski Islands. On July 16, at 6 a. m., the *Mojave* left Unalaska and proceeded to Dutch Harbor. After taking on board a supply of fuel oil, sailed for the Pribilof Islands at 3.35 p. m. July 17. A stop was made at St. George Island, where mail was delivered; then proceeded to St. Paul Island, where came to anchor at 12.15 p. m. July 19. All mail and supplies from Unalaska were delivered. Assistant Secretary Huston and party having returned on board, the *Mojave* got underway at 3.30 p. m. and stood for Nome. The *Mojave* visited such points in northern Siberia as were designated by Assistant Secretary Huston, after which she proceeded to the southward and eastward from Anadir, Siberia, and again entered the patrol zone at 1 a. m. July 31. Arrived at Dutch Harbor at 3 p. m. August 1. At 9 a. m. August 2, having filled tanks with fuel oil, the *Mojave* steamed out of Dutch Harbor on her return journey. While on this cruise the *Mojave* maintained a vigilant lookout for seals and seal poachers. A few fur seals were sighted, but no indication of illegal sealing were observed. The *Mojave* also made a special cruise along the coasts of Japan and China and to the port of Manila, in the Philippines, which cruise, together with that to Siberia, was made in the interests of the Department of State and Department of Commerce. The vessel returned to Honolulu, Hawaiian Islands, her headquarters, in November, 1922.

The *Unalga* was detailed for the patrol of Dixon Entrance for the protection of the seal herd and sea otter. Pursuant to her orders, the cutter left Juneau on April 12 and proceeded to sea. On April 15

entered on regular patrol duties; stood to the northward about 30 miles offshore, arriving at Sitka on April 16. On account of inclement weather remained in Sitka Sound until April 23. The first fur seals were sighted on April 19 while the *Unalga* was anchored in Symonds Bay. On this occasion 35 fur seals were seen close to the entrance of the bay. In this locality it was discovered that Sitka natives had established a sealing camp. On April 23 left Sitka and cruised to the northward, standing offshore during the day and anchoring at night. A considerable number of fur seals were sighted offshore and a few inshore. Seals also were observed in Salisbury Sound, Fortuna Strait, and at the entrance of Khaz Bay. No vessels were sighted offshore and only one in the harbors visited by the cutter. On April 26 the *Unalga* stood into Cross Sound and proceeded to Juneau for coal and provisions, arriving there on April 28. On May 3 left Juneau and on the 4th stood out of Cross Sound for a cruise to the westward. Anchored at Yakutat on the night of the 5th and proceeded to the westward on the morning of the 7th. On May 8 cruised in the vicinity of Middleton Island for the purpose of boarding fishing vessels. On the evening of May 8 stood to the eastward and arrived at Sitka on May 10. On May 12 investigated the conditions at the natives' sealing camp at Symonds Bay, Biorka Island. Ascertained on arrival that, owing to continuous inclement weather, the natives had only a few opportunities for sealing and therefore had taken only 34 skins. It was also learned that the natives who were sealing from a camp on a neighboring island had obtained approximately the same number of skins. An examination of certain sealskins at Biorka Island disclosed the fact that none of the seals had been shot. On the afternoon of May 12 proceeded to the northward from Sitka Sound, anchoring in Nakwasina Passage that night. On May 13 visited Kalinin Bay and Leo Anchorage. On May 14 visited Dixon Harbor for the purpose of boarding fishing vessels which frequent these harbors. During this cruise numerous fur seals were sighted along the 100-fathom curve to the eastward of Yakutat Bay. Very few seals were sighted west of Yakutat, however, and none was seen at a considerable distance offshore of the 100-fathom curve. Such fishermen as were questioned claimed to have seen numerous seals in April, but very few in May. They were of the opinion, however, that the main body of the seal herd had passed to the westward of Prince William Sound early in May. On May 15 the *Unalga* proceeded to Cross Sound, arriving at Juneau on May 16. On May 20 the *Unalga* left Juneau, standing out of Cross Sound on the 21st, and cruised to the westward as far as Yakutat Bay. A few fur seals were seen near the 100-fathom curve off Cape Spencer and Cape Fairweather, but in much smaller numbers than seen on previous occasions. On May 23 proceeded to the southeastward. On May 24 sighted six sealing boats from the native camps in Sitka Sound, about 15 miles southwestward of Biorka Island. At that time weather conditions were such as to make sealing impossible. Sighted no seals. On May 24 arrived at Sitka. From observation and from the most reliable information obtainable, it was decided that the seal herd, with the possible exception of a few stragglers, had passed west of the *Unalga's* cruising ground. Therefore, on May 25, the patrol was discontinued and the cutter left Sitka for Juneau. During these cruises all fishing vessels

fallen in with were boarded and examined, but no infractions of law were found. The fishermen were closely questioned as to illegal killing of seals, but no evidence in this regard was obtained. Government and Territorial officials, residents, and natives of the towns visited were interviewed for the purpose of verifying rumors of illegal killing of seals, both by natives and by fishermen, but no one advanced any information with regard to these supposed violations of law. Very few fishing vessels were found on the fishing banks. It was reported, however, that, owing to a poor market for fish, an unusually small number of vessels were engaged in fishing operations during the spring. So far as could be determined, no sea otters have been seen in the waters of southeastern Alaska for a number of years.

The *Snohomish* maintained an active patrol of the waters between the Columbia River and Dixon Entrance for the protection of the seal herd during its migration northward. The cutter left Port Angeles, Wash., on April 8, 1922, and arrived at Astoria, Oreg., on April 9. On the following day began the patrol off the Columbia River entrance. From that date until June 1 the *Snohomish* maintained a continuous patrol off the waters named. The patrol was not discontinued, however, until it was ascertained beyond doubt that the seal herd had passed the section of the coast which the *Snohomish* was assigned to patrol. While engaged in the patrol duties the commanding officer of the cutter interviewed various persons with regard to sealing along the coasts of British Columbia and Washington. Among those consulted were the Indian agent, the Weather Bureau observer, and the general storekeeper, all of Neah Bay; the Indian agent and school-teacher at Quillayute, Wash.; various Indians engaged in sealing off the coast of Washington; the collector of customs at Port Alberni, British Columbia; the commanding officer of the Canadian fisheries steamer *Thiepsval*, and various fishermen. It appears that the Quillayute Indians of Quillayute, Wash., and the Makah Indians of Neah Bay, Wash., are the only tribes that engage in sealing along the Washington coast. Both of the above-mentioned villages were visited and investigations conducted. The Makah Indians seal from Ozette, which is more advantageously located to the sealing grounds than Neah Bay. It was ascertained that only two Indians remain of the Ozette Tribe. During the current season 18 canoes were sealing out of Quillayute and 10 out of Ozette. When the weather is favorable the natives 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. From 10 to 12 hours each day is spent going to and from the sealing ground. The commanding officer of the *Snohomish* reports that, owing to the treacherous weather in the vicinity of Cape Flattery, canoes are caught frequently offshore in a gale, and being unable to land through the surf, the sealers' lives are thus endangered. The commanding officer heartily concurs in the recommendation made not long ago by an official of the Indian Service, namely, that the Indians be permitted to take seals with firearms from motor boats and that their total catch be limited. It appears that the natives are very jealous of their exclusive prerogative of taking sealskins and are quick to report any vessels that they suspect are conducting illegal sealing operations. No evidence has been found that persons other than Indians are engaged in sealing or that the Indians are employing

illegal methods in killing the animals. The commanding officer of the Canadian fisheries steamer *Thiepval* reports that the bulk of the seal herd passed the British Columbia coast during the first two weeks of May. He also reports that the only sealing operations conducted along the British Columbia coast is between Clayoquot Sound and Kyuquot Sound, such operations being carried on by the natives in that locality, and that very little sealing has been done this year, as the Indians can obtain better pecuniary returns by fishing. He further states, however, that he had no evidence to substantiate the belief that seals are being taken illegally.

The Bering Sea patrol commander reports that a number of trips were made over the fishing banks in the southeastern part of the Bering Sea (Slime and Baird Banks), also Bowers and Petrel Banks in the southern part of the Bering Sea, and over the Portlock, Albatross, Sannak, and Davidson Banks, in the north Pacific Ocean, for the purpose of determining whether vessels engaged in fishing were operating in accordance with the terms of the convention for the preservation and protection of fur seals; also for the purpose of rendering medical aid and other assistance to the fishing vessels. While on these cruises mail received from the postmaster at Unalaska was delivered to the fleet of fishing vessels. In a number of cases medical assistance was afforded to the fishermen. One man, in need of hospital treatment, was transported to Unalaska and transferred to the Jesse Lee Home, which institution maintains a hospital for the treatment of sick seamen and others. All assistance possible was given to the fishing fleet without neglecting other important duties required of the patrol force. During the cruises of the several cutters all vessels fallen in with were boarded and examined, but no evidence was found of illegal sealing. The patrol vessels at all times cooperated with the Government agents on the Pribilof Islands, while cruising in the vicinity. In April, mail, supplies, and passengers were transported from Seattle, Wash., to St. Paul Island and St. George Island. During the season mail and supplies for the islands were delivered as promptly as possible after each arrival of the mail steamer at Unalaska. On request of the agent of St. Paul Island, transportation between St. Paul Island and St. George Island and between Unalaska and the islands was afforded to various officials, working parties, and natives. All villages on the Aleutian Islands were visited several times during the season and conditions investigated, vital statistics recorded, and medical assistance afforded to the sick. Aside from various other duties performed by the cutters assigned to patrol duty in Alaskan waters, there were transported for other departments of the Government 163 tons of freight, consisting of general merchandise, lumber, provisions, oil, gasoline, etc. During the cruise of the various cutters 38,729 miles were covered and 143 vessels boarded.

It is gratifying to note that from the 30 reindeer landed on September 13, 1913, by the *Manning* on the north end of Umnak Island the number has increased to 1,000 reindeer, and that from the 40 reindeer landed on August 10, 1914, by the *Manning* on Atka Island the increase has amounted to 1,300.

The work for the present season of 1923 is being prosecuted by the Coast Guard cutters *Haida*, *Mojave*, *Algonquin*, *Snohomish*,

Unalga, Cahokia, and Bear. The movements and operations of these vessels will be the subject of notice in the report for the fiscal year ending June 30, 1924.

ANCHORAGE AND MOVEMENTS OF VESSELS.

The enforcement of the rules and regulations governing the anchorage and movements of vessels in the larger ports of the United States and at other places where maritime conditions require supervision has been continued during the year by utilizing the Coast Guard personnel and equipment. The work has been conducted in a most efficient and satisfactory manner. Coast Guard officers are serving as captains of the port at the following-named places to enforce the regulations in effect:

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, Calif.
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.

At the ports of New York, Norfolk, Galveston, San Francisco, and Sault Ste. Marie (St. Marys River) are located the division or district headquarters of the Coast Guard, and the officer in charge of the Coast Guard division or district serves as captain of the port in addition to his regular duty. Systematic patrols of anchorage grounds are maintained to insure compliance with the rules and regulations and to secure marine intelligence. So that shipping may readily locate and identify the anchorage patrol vessels, such craft carry a distinguishing flag of a white field with a blue foul anchor.

The regulation of the enormous traffic through the waterways of the St. Marys River during the season of open navigation has been handled efficiently and expeditiously.

In all localities where Federal anchorage regulations are in effect the shipping interests have manifested a whole-hearted spirit of cooperation in the observance of the regulations, and it has been necessary only in a few cases to report vessels for violations.

To meet the needs of commerce, Federal anchorage grounds were established on April 16, 1923, in Narragansett Bay (including Newport Harbor), R. I., and also in New Bedford Outer Harbor, Mass., and the Coast Guard is charged with the enforcement of the rules and regulations pertaining to the anchorage and movements of vessels at these places.

On October 1, 1922, Federal supervision over the anchorage grounds in Philadelphia Harbor and vicinity were discontinued and the Federal office of captain of the port in that city was terminated.

In localities where a constant supervision of the Federal anchorage grounds is not necessary periodical inspections are made by the cutters of the service stationed in the vicinity, and when opportunity offers the local governmental maritime and commercial interests are consulted by the inspecting officers to obtain any information of value or interest to the Coast Guard concerning the anchorage and movements of vessels and to ascertain whether the regulations are

being regularly observed. Anchorage grounds of this character are located as follows:

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.
 Appalachicola Harbor, Fla.

REMOVAL OF DERELICTS.

The following tabulation shows the work performed by the cutters and stations of the Coast Guard during the year in removing from the paths of marine commerce derelicts and other obstructions and dangers to navigation. Forty-six derelicts and other obstructions were so removed. The estimated value of property recovered, so far as ascertainable, amounted to \$110,590.

Summary of derelict operations.

Date.	Cutter or station.	Name or description of derelict or obstruction.	Where found.	Value of property involved.	Remarks.
1922.					
July 3.....	280 (Old Chicago).	—, skiff...	Off Lakeview water crib; 6 miles N. of station 280 (Old Chicago).	.....	Found adrift, being a menace to small craft; of no value; towed into Lincoln Park.
Aug. 3.....	304 (Duluth)...	—, scow...	$\frac{1}{2}$ mile NW. of station 304 (Duluth).	.....	Submerged d ck of scow; menace to navigation; pulled up into shallow water out of way of vessels.
Aug. 5.....	279* (Jackson Park).	Fish net.....	$\frac{1}{2}$ mile N. of station 279 (Jackson Park).	\$25	Net lying in course of races; removed to Municipal Pier.
Aug. 6.....	Tulare.....	Portion of a wharf or a ferry slip.	Lat. 37° 47' N., long. 122° 25' W.	.....	Adrift, constituting serious menace to navigation; towed into Fishermens Cove and secured.
Aug. 8.....	283 (Racine)...	Timber.....	$\frac{1}{2}$ miles S. by W. of station 283 (Racine).	.....	Submerged, being a menace to small boats; towed ashore and hauled out on beach.
Aug. 13....	229 (Willapa Bay).....	16 boom sticks.	$\frac{1}{2}$ mile S. of station 229 (Willapa Bay).	.....	Picked up 16 drifting boom sticks and towed them to a safe anchorage.
Aug. 18....	304 (Duluth)...	Piling.....	$\frac{1}{2}$ mile NW. from Bay-side Boat-house.	15	Adrift in fairway; towed to boat-house dock.
Sept. 13...	241 (Marblehead).	John J. Barlum, bge.	5 miles E. of station 241 (Marblehead).	.....	Sunk with spars projecting; in direct course of navigation; put anchor light in rigging.
Sept. 31...	59 (Fishers Island).	Biddle, destroyer type.	2 miles NW. of station 59 (Fishers Island).	2,500	Adrift and constituting a menace to navigation; towed to dock at Noank.
Oct. 23....	Shawnee.....	City of Honolulu, st. s.	Lat. 30° 9' N., long. 132° 8' W.	.....	Practically destroyed by fire; made survey of vessel and found her to be of no value; destroyed by gunfire, leaving 2,500 fathoms over wreck.
Nov. 4.....	320 (Coos Bay)	—, float house.	600 yards E. of station 320 (Coos Bay).	.....	Adrift in bay, constituting a menace to navigation; towed into Charleston Bay and beached.

Summary of derelict operations—Continued.

Date.	Cutter or station.	Name or description of derelict or obstruction.	Where found.	Value of property involved.	Remarks.
1922.					
Nov. 7.....	320 (Coos Bay).	Raft of logs....	$\frac{1}{2}$ mile NNE. of station 320 (Coos Bay).	\$500	Broke from mooring and went adrift; removed from path of navigation and securely anchored.
Nov. 14....	284 (Milwaukee).	Wreckage.....	12 miles ESE. of station 284 (Milwaukee).	.....	Wreckage, presumably from steamer Nordland, floating in lake and constituting a menace to navigation; destroyed.
Nov. 27....	Arcata.....	_____, motor boat.	Lat. 48° 20' N., long. 122° 44' W.	600	Found partly submerged and floating with stem and tip of mast projecting above water; towed to Port Townsend, freed boat of water, and made her fast to wharf.
Dec. 1.....	254 (Hammond).	Wayne, motor boat.	2 miles W. of station 254 (Hammond).	2,000	Sunk during spring floods; hauled up against bank with bow and pilot house partly out of water and out of way of boat traffic.
Dec. 6.....	327 (Cape Disappointment).	Saw logs.....	Lower Columbia and Bakers Bay.	1,000	20 saw logs drifting down river; towed into Bakers Bay and turned over to owner.
Dec. 7.....	Shawnee.....	Seva, stm. sch.	Lat. 35° 12' N., long. 120° 53' W.	75,000	Collided with steamship Newport; found by cutter bottom up and abandoned, constituting a menace to navigation; assisted by schooner Oregon in getting line to derelict, then towed 185 miles to San Francisco; the cutter was engaged in this work 7 days.
Dec. 23....	239 (Cleveland).	Foremast.....	1 mile NW. of station 239 (Cleveland).	.....	Foremast from wrecked steamer Mecosta; towed inside of harbor and tied up.
1923.					
Jan. 11....	Tampa.....	Spar.....	Lat. 41° 05' N., long. 69° 43' W.	.....	Spar, attached to submerged wreckage; exploded mine, blowing off about 25 feet of spar.
Jan. 19....	Seneca.....	Phillip J. Kenney, lighter.	Lat. 40° 29' N., long. 73° 47' W.	.....	Sunk, with part of deck house and mast projecting about 6 feet above surface of water; destroyed by mines, leaving 12 to 14 fathoms over wreck.
Jan. 27....	do.....	Suction dredge pontoons.	Lat. 40° 18' N., long. 73° 37' W.	2,500	2 separate sections of heavy suction dredge pipe supported by iron cylindrical pontoons; towed to Sandy Hook.
Do.....	Haida.....	Spills and timbers.	Lat. 47° 47' N., long. 124° 42' W.	.....	Several old spiles and timbers bolted together; demolished by ramming.
Feb. 19....	Seneca.....	Dorin, sch. (Br.).	Lat. 39° 09' N., long. 73° 01' W.	25,000	Adrift with bowsprit broken; towed by Seneca into New York Harbor and turned over to Calumet and Wissahickon, which towed schooner to the barge office dock at the Battery.
Mar. 7.....	do.....	9 pontoons....	5 to 10 miles SE. of Ambrose Channel, New York.	.....	Found adrift; menace to navigation; sunk by rifle fire.
Mar. 11....	Coos Bay....	Log float.....	.....	.....	Adrift; picked up, towed to Charleston Bay, and beached.
Mar. 12....	Kenosha....	Raft and timbers.	300 yards NW. of Kenosha station.	50	Raft and timbers adrift in the harbor; towed to Middle Street Bridge and secured.
Mar. 18....	Gresham....	Ricameron, sch.	Lat. 41° 09' 30" N., long. 69° 24' W.	.....	Spars, heels up, and attached to submerged rigging of sunken schooner Ricameron; destroyed by mine, leaving least depth of water over wreck 25 fathoms.
Mar. 22....	Seneca.....	Giulla, st. s. (Italian).	Lat. 41° 01' N., long. 56° 25' W.	.....	Water-logged; in pathway of navigation; fruitless efforts had been made to salvage vessel; sunk by gunfire.

Summary of derelict operations—Continued.

Date.	Cutter or station.	Name or description of derelict or obstruction.	Where found.	Value of property involved.	Remarks.
1923.					
Mar. 30....	Gresham.....	Wreckage.....	Lat. 40° 29' N., long. 73° 51' W.		Wreckage dangerous to navigation; broke up by ramming.
Apr. 2.....	Ludington....	2 deadheads....	400 feet E. of Ludington station.		Removed 2 deadheads from middle of Pere Marquette Channel, these being a menace to navigation.
Apr. 4.....	Michigan City..	Obstruction....	At entrance of harbor.		At anchor at entrance of harbor; dangerous to navigation; towed ashore.
Apr. 10.....	do.....	Spile driver....	½ mile NW. of Michigan City station.		Recovered from ice floe and turned over to owner.
Apr. 12-13..	Kickapoo.....	Crew Levick, No. 5, oil barge.	Lat. 38° 12' 45" N., long. 74° 50' 40" W.		Stranded and partly submerged; it being impracticable to take barge in tow, sunk by gunfire.
Apr. 17.....	Kenosha.....	3 timbers.....	2 miles SE. of Kenosha station.		Adrift in lake and a menace to navigation; towed ashore.
May 6.....	Arcata.....	20 boomsticks..	Lat. 48° 28' 45" N., long. 122° 43' W.		Found adrift; towed into Ship Harbor and made fast to pile dolphin.
May 8.....	Yaquina Bay..	Raft of piles....	600 yards E. by S. of Yaquina Bay station.	\$400	Broke loose from tug Sea Foam and became scattered over the bay; gathered together piles and delivered them to tug Sea Foam and 2 other boats.
May 8.....	Yamacraw.....	Spar.....	Lat. 32° 22' N., long. 79° 58' W.		Found adrift; taken aboard cutter.
May 10.....	Seneca.....	Tow timbers....	Off entrance of New York Harbor.		Found afloat; considered a menace to navigation; destroyed by mines.
May 10, 11, and 12...	Long Beach, N. Y.	Raft of spiles..		1,000	Adrift between wharf and shore; dangerous to navigation; made fast to dock and notified owners.
May 11.....	Racine.....	Piling.....	½ mile W. from Racine station.		Adrift and constituting a menace to navigation; towed to beach and hauled out of water.
May 14.....	Duluth.....	Box.....	¾ mile N. of Duluth station.		Adrift in Duluth Ship Canal; towed into shallow water out of course of navigation.
May 16.....	Kickapoo.....	Box car loaded with lumber.	Lat. 37° 51' N., long. 75° 05' W.		Sunk, lying almost level with water; dangerous to navigation; located derelict after extended search; rammed and sank in 15 fathoms; owing to weather conditions and the car being almost level with the water, it was impracticable to attempt to tow it in.
May 17.....	Tampa.....	Black bell buoy.	Lat. 42° 58' N., long. 54° 33' W.		Found adrift; owing to impracticability of hauling on board, destroyed by gunfire.
May 20.....	Gresham.....	3 timbers.....	Lat. 40° 27' N., long. 73° 37' W.		Timbers standing upright and apparently attached to submerged wreckage; destroyed by mines.
June 29.....	Seneca.....	2 timbers.....	Lat. 40° 27' N., long. 73° 45' W.		2 heavy timbers found adrift; destroyed by mines.
June 30.....	Ossipee.....	John Dwight, st. s.	Lat. 41° 24' 23" N., long. 70° 53' 16" W.		Sunk, being a menace to navigation; destroyed by mines, leaving least depth over wreck 12 fathoms.
				\$110,590	

NOTE.—Stations designated by names Jan. 1, 1923, superseding numbers.

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ENFORCEMENT OF CUSTOMS LAWS.

The Coast Guard, through its agencies and units, continued its duties during the year looking to the protection of the customs revenue and was actively engaged within its resources in enforcing the United States laws relating to illegal importations into the country. The general enforcement by the service of these laws was supplemented by the stationing of harbor tugs and launches 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 as was necessary.

ENFORCEMENT OF NAVIGATION AND OTHER LAWS.

Regattas.—Twenty-six regattas, marine parades, and boat races were supervised and patrolled by Coast Guard vessels and stations during the year, as follows:

- Westhampton Country Club Yacht Squadron Races, July and August, Westhampton Beach, N. Y.; course patrolled by Station No. 75 (Petunk).
- Patrol of Seattle Harbor, Wash., during arrival and departure of the Pacific Fleet, July 2 to July 10, 1922; course patrolled by *Snohomish*.
- Inter-Lake Yachting Association Regatta, July 16, 1922, Put in Bay, Ohio; course patrolled by *Morrill*.
- Southern Rowing Association Regatta, July 22, 1922, Richmond, Va.; course patrolled by *Apache*.
- Pageant of Progress Exposition Regattas, July 29, 1922, Chicago, Ill.; course patrolled by *Tuscarora*, *Search*, Station No. 279 (Jackson Park), and Station No. 280 (Old Chicago).
- City of Detroit Third Annual Aquatic Carnival, August 5, 1922, Detroit, Mich.; course patrolled by *Morrill*.
- Kanotin Klub Karnival, August 6 to August 12, 1922, East Tawas, Mich.; course patrolled by *Morrill*.
- Chesapeake Bay Championship Workboat Races, August 12, 1922, Bay Ridge, Md.; course patrolled by *Apache*.
- Gold Cup Regatta, September 1 to September 4, 1922, Detroit, Mich.; course patrolled by *Morrill*.
- Middle State Regatta Association Regatta, September 4, 1922, Spring Gardens, Baltimore, Md.; course patrolled by *Apache*.
- Twenty-fifth Annual Sweepstake Regatta, September 16, 1922, off Grosse Pointe Shores, Lake St. Claire, Mich.; course patrolled by *Morrill*.
- Savannah Motor Boat Club Races, September 30, 1922, Thunderbolt, Ga.; course patrolled by *Tybee*.
- Elimination Fishermen's Races and International Fishermen's Races, October 12 to October 13, 1922, and October 21 to October 23, 1922, Gloucester, Mass.; course patrolled by *Ossipee*.
- Aviation Races (seaplane), October 12 to October 14, 1922, Detroit, Mich.; course patrolled by *Morrill*.
- Gar Wood Speed Boat Races, December 30, 1922, Port Los Angeles, Calif.; course patrolled by *Tamaroa*.
- Mississippi Valley Powerboat Association Mid-winter Speed Boat Carnival, February 15 to February 18, 1923, off Southern Yacht Club, West End, Lake Pontchartrain, New Orleans, La.; course patrolled by *Comanche*.
- Miami Beach Regatta, March 17, 1923, Miami Beach, Fla.; course patrolled by *Vidette*.
- Universities of Washington and California Annual Regatta, April 21, 1923, Oakland, Calif.; course patrolled by *Golden Gate*.
- Seventy-fourth Annual Regatta of Southern Yacht Club, May 5, 1923, New Orleans, La.; course patrolled by *Comanche*.
- Columbia and Massachusetts Institutes of Technology Regatta, May 19, 1923, Harlem River, New York, N. Y.; course patrolled by *Manhattan* and *Guide*.
- Regatta of Southern Rowing Association and Marine Pageant in connection with Shrine Convention, June 6, 1923, Washington, D. C.; course patrolled by *Apache*, *Patrol*, *Relief*, and *Dash*.

Columbia Yacht Club's Annual Michigan City Cruising Race from Chicago to Michigan City, June 16, 1923, Chicago, Ill.; course patrolled by *Tuscarora*.

Annual Sail Yacht Regatta of Detroit Boat Club, June 16, 1923, Detroit, Mich.; course patrolled by *Morrill*.

Chicago Yacht Club's Stratford Hotel Cup Race from Michigan City to Chicago, June 17, 1923, Chicago, Ill.; course patrolled by *Tuscarora*.

Yale-Harvard Regatta, June 22, 1923, New London, Conn.; course patrolled by *Pequot*, *Patrol*, and *Acushnet*.

Intercollegiate Rowing Association Regatta, June 28, 1923, Poughkeepsie, N. Y.; course patrolled by *Gresham*, *Manhattan*, *Guide*, and *Patrol*. (Six private launches also participated in the patrol of this regatta, each of which was in charge of a Coast Guard officer.)

Navigation laws, etc.—As stated in the summary of operations at the beginning of this report, 31,653 vessels were boarded and examined during the year by the units of the Coast Guard in enforcing the navigation, motor-boat, and customs laws. In 2,106 cases derelictions were found, in which fines and penalties of \$267,701 were incurred.

Certification of lifeboat men.—During the year there were 6,513 persons examined by Coast Guard officers as to their qualifications for "certificated lifeboat men," under the so-called seamen's act. This work is performed for the Steamboat Inspection Service, Department of Commerce.

Medical aid to deep-sea fishermen.—No special cruises were made during the year for this purpose. The cruising vessels of the Coast Guard, as well as those performing special duty, like the ice patrol and the Bering Sea and Alaskan patrol, render medical and surgical aid when needed to the crews of American vessels wherever they are found.

RESUSCITATION OF THE APPARENTLY DROWNED.

A number of lives are saved every year by the Coast Guard crews in restoring apparently drowned persons by means of the manual method of artificial respiration used in the service. Those to whom such service is rendered are, in most instances, bathers who have been seized with cramps or have gone out beyond their depth, and persons who have fallen from wharves, docks, vessels, and small boats. Unless it be ascertained beyond a doubt that the victim is dead, resuscitative effort is undertaken and in many cases continued even after the patient has been pronounced dead by competent authority. Experience has shown that in cases where persons have been under water for 10 or 15 minutes the chances of restoring them are slight. Notwithstanding this fact, resuscitative measures are resorted to, even though the person may have been under water an hour or longer. Instances of attempted resuscitation in cases where the persons have been in the water for periods longer than 30 minutes are not included in this statement. The cases involving submersion of 30 minutes or less numbered 41 for the year; of this number, 23 were attended with successful results. Seven of the persons restored were apparently dead when taken from the water; others, showing some signs of life, had been in the water from 1 to 10 minutes.

CASUALTIES INVOLVING LOSS OF LIFE.

During the year there occurred 16 casualties involving loss of life. As required by law, these were investigated and testimony of witnesses was taken under oath, with the view of determining whether any officer or employee of the service had been guilty of neglect of duty. The record shows, so far as is known, 43 fatalities for the year. The 15 vessels involved included 1 motor boat, 2 canoes, 1 rowboat, 1 skiff, 2 launches, 1 sloop, 1 fishing boat, 3 barges, and 3 steamers. A summary of the casualties is given in the tabulation below.

Date.	Cutter or station.	Vessel or person involved.	Lives lost.	In scope.	Full duty performed.
1922.					
July 2	273 (St. Joseph)	Canoe	1	Yes	Yes.
6	232 (Oswego)	Skiff	1	Yes	Yes.
Aug. 24	90 (Long Beach, N. Y.)	Launch Shelrus	3	Yes	Yes.
Oct. 1	322 (Stuslaw)	Launch Vanor	2	Yes	Yes.
12	252 (Oswego)	Rowboat	1	Yes	Yes.
Dec. 1	300 (Portage)	Canadian steamer Maplehurst	11	Yes	Yes.
1923.					
Jan. 6	North Scituate	Sloop Cascaro		No	Yes.
15	Grays Harbor	Person	1	Not known	Yes.
Apr. 6	Gay Head and Cuttyhunk stations	Steamer John Dwight	^a 8	Yes	Yes.
29	Fishers Island	British auxiliary yacht Thelma Phoebe	1	Yes	Yes.
29	Acushnet and Gay Head station	Steamer Seaconnott	7	Yes	Yes.
29	Point Judith	Barges Braddock, Canton and Taunton	1	Yes	Yes.
May 27	Humboldt Bay	Man	1	Yes	Yes.
29	Evanston	Canoe	1	Yes	Yes.
June 14	Rocky Point	Man	1	Yes	Yes.
21	Humboldt Bay	Fishing boat Tonapah	3	Yes	Yes.
			43		

^a All on board perished; 8 bodies recovered.

NOTE.—Stations designated by names Jan. 1, 1923, superseding numbers.

DISCIPLINE.

During the year final action was taken on—

General Coast Guard court cases	178
Minor Coast Guard cases	76
Deck court cases	386
Total	640

General Coast Guard courts.

Reduction in numbers	3
Reduction and reprimand	1
Imprisonment	12
Dishonorable discharge and forfeiture of pay	41
Dishonorable discharge only	17
Bad-conduct discharge and forfeiture of pay	21
Bad-conduct discharge only	7
Forfeiture pay only	9
Forfeiture pay and other punishment	10
Probation	29
Withdrawn	4
Deserted before trial	14
Acquitted	6
Disapproved	4
Total	178

On the sentences involving imprisonment the unexpired portions of the sentences were remitted by the department in two of the foregoing cases and in four other cases of men who had been imprisoned by sentences of general Coast Guard courts prior to June 30, 1922, making a total of six. Unexecuted portions of the sentences relative to dishonorable discharge were remitted in four cases.

Minor Coast Guard courts.

Dishonorable discharge and forfeiture pay	1
Dishonorable discharge only	1
Bad-conduct discharge and forfeiture pay	14
Bad-conduct discharge only	12
Forfeiture pay only	17
Forfeiture pay and other punishment	9
Punishment other than forfeiture pay	3
Probation	6
Deserted before trial	1
Acquitted	6
Disapproved	6
Total	76

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

The forfeiture of pay in one of the foregoing cases was remitted subject to the conditions specified in article 2258, Regulations, United States Coast Guard.

Deck courts.

Forfeiture pay only	294
Forfeiture pay and other punishment	53
Punishment other than forfeiture pay	23
Acquitted	5
Disapproved	11
Total	386

The forfeiture of pay in 170 of the foregoing cases was remitted subject to the conditions specified in article 2258, Regulations, United States Coast Guard.

The department has continued the system of probation inaugurated about 11 years ago with satisfactory results. In addition to this, provision has been made by article 2258 of the Regulations of the Coast Guard for the remission of forfeitures of pay by sentences of Coast Guard courts subject to certain conditions therein specified. If a person 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 an 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 is not 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 the provision of said article of the Regulations.

COASTAL COMMUNICATION.

The work during the year on the coastal communication system of the Coast Guard has been confined chiefly to repairs, upkeep, maintenance, and overhauling. No new extensions or additions of any magnitude have been made to the lines. The system at the close of the year comprised more than 2,200 miles of telephone circuits, including approximately 440 miles of submarine telephone cable. Telephone service is furnished to all Coast Guard stations except two, and to about 150 light stations. Service is also furnished to about 25 Navy radio stations and radio-compass stations, and to other Government agencies in the vicinity of Coast Guard telephone lines.

COAST GUARD ACADEMY.

The practice cruise of 1922 of the Coast Guard cutter *Alexander Hamilton* (formerly the *Vicksburg*) for the cadets began the latter part of June of that year. The vessel cruised from New London, Conn., to Ponta Delgada, Azores Islands, touching at Bermuda. Upon reaching the United States she cruised upon the eastern coast until September, when she returned to New London, Conn.

During the year covered by this report 46 line cadets and 5 cadet engineers were appointed as a result of two competitive examinations held throughout the country. Five line cadets were graduated. The resignations of 16 line cadets and 4 cadet engineers were accepted. One line cadet was dismissed. At the close of the year there were 66 line cadets and 6 cadet engineers under instruction at the academy.

The practice cruise for 1923 on the *Alexander Hamilton*, which included a visit to Quantico, Va., for small-arms practice, began early in June and was in progress at the close of the fiscal year.

The practice cruise is conducted for the purpose of affording the cadets and cadet engineers practical training in the theoretical studies taught at the academy, and for instruction in the duties of both line and engineer officers.

COAST GUARD REPAIR DEPOT.

In the course of the year the following-named vessels of the Coast Guard were given their annual overhaul at the Coast Guard repair depot at Arundel Cove, South Baltimore, Md., and necessary repairs were made to them: *Calumet*, *Kickapoo*, *Saukee*, *Mascoutin*, *Seminole*, and *Alexander Hamilton*. Considerable structural work of the *Seminole* was removed. The *Alexander Hamilton* was extensively rearranged better to accommodate the cadets. The facilities of the depot were also employed in building 48 standard service boats, as follows: Seven self-bailing, self-righting motor lifeboats; 16 motor self-bailing surfboats; 2 motor launches; 4 motor dinghies; 1 motor boat; 6 self-bailing surfboats, without power; 10 open surfboats; and 2 whale boats. The manufacture of certain small equipment and supplies for use throughout the service was continued at

the depot during the year. Vessels belonging to other departments of the Government were also repaired at the depot.

REPAIRS AND IMPROVEMENTS TO VESSELS AND STATIONS.

Vessels.—In addition to the repairs, etc., to vessels of the service made at the Coast Guard depot, the *Gresham* was reconditioned throughout under contract with a private concern. She was arranged to burn oil for fuel, new boilers were installed, and the accommodations modified better to suit present service conditions and usage. The reconditioning of the *Gresham* has provided the service with a most efficient and satisfactory vessel.

The replacement of gasoline engines in the smaller craft of the service with heavy oil engines has been continued, thereby increasing the reliability of these craft, with resulting economy in the consumption of fuel.

Stations.—Major repairs, improvements, alterations, and additions were completed during the year at 11 Coast Guard stations, including remodeling in several instances. Minor repairs, etc., were completed at the stations throughout the service as necessity required.

Certain buildings at the Coast Guard Academy were repaired and remodeled for the better accommodation of cadets.

Contracts were awarded or work was begun during the year at 5 Coast Guard stations in connection with projected repairs and improvements, etc. This work was in hand at the close of the year.

Contract was also awarded for the construction of barracks at the Coast Guard depot.

VESSELS.

There is urgent necessity for replacing the Coast Guard cutter *Bear*, now nearly 50 years old. This vessel has done excellent service in the Arctic for many years and should be replaced by a modern vessel adapted to present needs and conditions. The *Androscooggin* and the *Itasca*, which have been condemned and sold, as no longer serviceable for Coast Guard duty, as stated in last year's report, should also be replaced by new vessels. In addition, two cruising cutters are greatly needed, one to be based on Key West, Fla., and one for duty on the Pacific coast. Every year it becomes necessary in the late spring to withdraw certain vessels from duty on the west coast and send them into the waters of the north Pacific Ocean, Bering Sea, and southeastern Alaska. They do not return to the west coast until the fall and early winter. In the meantime the shipping there is left without adequate protection. The *Onondaga*, to which attention was invited in last year's report, is still lying at the Coast Guard depot suffering progressive and rapid deterioration for lack of funds to recondition her. It is but a matter of a little while until her only value will be as scrap material. It would appear to be poor economy to permit this condition to continue when it is possible to make an efficient cruising cutter out of this vessel at much less expense than the construction of a new vessel would entail.

PROMOTION IN COMMISSIONED GRADES.

The bill passed by Congress, approved January 12, 1923, providing for promotion in the commissioned grades of the Coast Guard,

removes a discouraging and an inimical situation under which the service has labored since its creation. The legislation serves to place the commissioned personnel upon a sound and going basis, insures a just and reasonable flow of promotions, places the service upon an equality with the other military establishments of the Government, and puts it in position to hold out opportunities for advancement not hitherto enjoyed. The service at once felt the effect of this wholesome, beneficial legislation.

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, 1923.

APPROPRIATIONS.

Salaries, Office of Coast Guard, 1923: For Office of the Commandant	\$117,430.00
Coast Guard, 1923: For every expenditure requisite for and incident to the authorized work of the Coast Guard, as follows, including not to exceed \$600 for 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	6,297,398.00
For rations or commutation thereof for warrant officers, petty officers, and other enlisted men	817,163.00
For 11 clerks to district superintendents at such rate as the Secretary of the Treasury may determine, not to exceed \$1,200 each	11,917.50
For fuel and water for vessels, stations, and houses of refuge	760,270.00
For outfits, ship chandlery, and engineers' stores for the same	678,000.00
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 acts of Mar. 26, 1908, and June 4, 1920	15,000.00
For actual traveling expenses or mileage, in the discretion of the Secretary of the Treasury, 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	175,000.00
For draft animals and their maintenance	35,000.00
For coastal communication lines and facilities and their maintenance	35,000.00
For compensation of civilian employees in the field	61,940.00
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 \$10,000; 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	145,000.00
In all (act Feb. 17, 1922)	9,281,688.50

Act of Jan. 3, 1923: 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."

Total appropriation	\$9,281,688.50
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Coast Guard, 1923 and 1924: 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 (act of Jan. 3, 1923)	640,000.00
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Repairs to Coast Guard cutters, 1923: For repairs to Coast Guard cutters	475,000.00
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NEW CONSTRUCTION.

Construction of Coast Guard cutters:

Unencumbered balance July 1, 1922	\$3,342.97
Credit adjustments	54.19

Unencumbered balance June 30, 1923	3,397.16
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EXPENDITURES.

Coast Guard, 1922:

Pay and allowances of commissioned officers, instructor, cadets, warrant officers, petty officers, and other enlisted men	6,644,113.03
Rations	378,650.71
Clerks to district superintendents	10,974.66
Fuel and water	721,007.79
Outfits	663,388.26
Rebuilding and repairing	245,641.92
Acts of Mar. 26, 1908, and June 4, 1920	14,806.44
Travel	106,710.86
Draft animals	26,113.73
Coastal communications	33,693.52
Compensation of civilian employees in the field	53,983.71
Contingent expenses	144,628.67

Total	9,043,713.30
Unencumbered balance	237,975.20

Coast Guard, 1923 and 1924:

Pay and allowances of commissioned officers, instructor, cadets, warrant officers, petty officers, and enlisted men	603,305.80
Unencumbered balance	36,694.20

Repairs to Coast Guard cutters, 1923:

Repairs to cutters	470,039.75
Unencumbered balance	4,960.25

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

The above-named society has continued to furnish Coast Guard stations, without expense to the Government, clothing and other articles for use in succoring the victims of shipwreck and other marine casualties on our shores. This humane work is most timely and of far-reaching beneficence. The enterprise is entirely a private philanthropy and has continued for a period of 43 years.

The Coast Guard again has pleasure in acknowledging the society's benevolent ministrations.

The following statement shows the stations at which the society's donations were expended during the year and the attending circumstances:

Date.	Station.	Beneficiaries.
1922.		
July 1	235 (Buffalo).....	Man and a boy whose canoe capsized.
1	280 (Old Chicago).....	Man who fell off dock.
2	273 (St. Joseph).....	Man whose canoe capsized.
5	235 (Buffalo).....	Boy whose canoe capsized.
8	233 (Charlotte).....	Man who fell off pier.
12	280 (Old Chicago).....	Do.
13-16	190 (Cape Lookout).....	5 members of crew of stranded motor boat Seacamp.
15	113 (Barnegat).....	4 men from wrecked motor boat Ultex.
22	125 (Great Egg).....	Boy whose boat capsized.
27	284 (Milwaukee).....	2 men whose skiff capsized.
Aug. 4	283 (Racine).....	2 men from sloop Jumell, which capsized in squall.
15	55 (Point Judith).....	Man from yawl Filatonga, which stranded in fog.
27	133 (Hereford Inlet).....	2 men whose motor boat capsized.
28	280 (Old Chicago).....	Man who fell off pier.
Sept. 3	205 (Bethel Creek).....	5 men from stranded yacht Eleanor 3rd.
6	332 (Baadsha Point).....	Man from launch June, which sank while in tow.
15	31 (Manomet Point) ¹	2 men whose dory capsized.
17	284 (Milwaukee).....	2 men who fell off breakwater into lake.
23	20 (Brant Rock).....	2 men whose rowboat capsized in rough surf.
24	284 (Milwaukee).....	Man who fell off breakwater while fishing.
24	326 (Point Adams).....	2 men whose boat swamped in breakers.
Oct. 7	29 (Brant Rock).....	2 men whose rowboat capsized in rough surf.
7	do.....	Do.
11	55 (Point Judith).....	Man who was washed off breakwater wall while fishing.
11	71 (Southampton).....	3 men who got their clothing wet when making landing through surf.
12	232 (Oswego).....	Boy whose rowboat capsized in rough surf.
14	326 (Point Adams).....	Man whose motor boat swamped.
30	31 (Manomet Point) ¹	2 men from wrecked barges, Peter Howard and Howard Sisters.
Nov. 6	55 (Point Judith).....	2 men whose rowboat developed a leak.
19	259 (North Manitou Island).....	2 men whose vessel became disabled in storm.
20	326 (Point Adams).....	Man whose boat stranded.
Dec. 1	300 (Portage).....	9 men from wrecked Canadian steamer Maplehurst.
5	149 (Popes Island).....	Master of stranded motor boat Sea Gull.
16	31 (Manomet Point).....	2 members of crew of disabled schooner (French) Silvatrice.
23	193 (Cape Fear).....	2 men whose motor boat, the Imatra, swamped while going through the breakers.
28	67 (Napeague).....	8 of crew of British schooner Madonna V, which was wrecked on beach.
29	33 (Race Point).....	6 members of crew of stranded English schooner Annie L. Spindler.
31	269 (Muskegon).....	Man who was carried out into lake when ice broke up.
1923.		
Jan. 1	Milwaukee.....	Woman who broke through ice while skating.
7	Chadwick.....	2 men from stranded barges 477 and 475.
11	Biscayne Bay.....	Man who fell overboard while trying to set up mast and sail on his boat.
12	Cranberry Island.....	7 members of crew of British schooner Don Parsons, which was wrecked when vessel ran ashore.
13	do.....	5 men from wrecked British schooner General George C. Hogg.
13	Gilberts Bar.....	Man who fell overboard when attempting to board boat.
17	Cuttyhunk.....	Man who fell off mail boat.
23	Big Kinnakeet.....	2 men whose launch broke adrift from the steamship Joyance.
Feb. 14	Point Lookout.....	2 men from stranded motor boat St. William.
15	Gurnet.....	Man whose boat stranded.
17	Fishers Island.....	Assistant lighthouse keeper whose boat became disabled.
17	Brazos.....	3 Mexican fishermen who were unable to return to their homes owing to condition of weather.
Mar. 11	Two-Mile Beach.....	3 men whose canoe capsized.
Apr. 14	Lewes.....	Man from sunken barge Stroudsburg.
14	Spermaceti Cove.....	6 members of crew of wrecked motor boat Alexander.
20	Milwaukee.....	Man who fell off breakwater.
28	Ocean City.....	4 members of crew of stranded motor boat Orcino.
29	Fishers Island.....	7 men from stranded British motor ship Thelma Phoebe.
May 16	Georgica and Mecox.....	7 men from wrecked British schooner Northcliffe.
19	Sturgeon Bay Canal.....	Man who fell off scow.
20	Old Chicago.....	2 men who fell overboard from pier while fishing.
June 1	Yaquina Bay.....	Master of motor boat Doak, which stranded on rocks.
8	Milwaukee.....	2 small boys whose canoe capsized.
15	Frankfort.....	2 women whose automobile backed off dock.
26	South Haven.....	2 men whose sloop capsized.

¹ Auxiliary boathouse, Cape Cod Canal.

NOTE.—Stations designated by names Jan. 1, 1923, superseding numbers.

AWARDS OF LIFE-SAVING MEDALS.

Twenty-three awards of life-saving medals of honor were made by the Secretary of the Treasury during the fiscal year 1923, 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 18 occasions in the rescue or attempted rescue of persons in danger of drowning. Of the recipients, 7 were civilians, 5 were serving in the United States Army, 9 in the United States Navy, 1 in the United States Coast Guard, and 1 was a police officer. Thirteen of the rescues were performed in waters of the United States, 1 at sea, 1 in Hawaii, 1 in the Philippines, 1 in Borneo, and 1 in China. The number of persons rescued was 31. In one instance only did the person attempting the rescue fail in his undertaking. 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.
Albert Rose.....	300 West Fifty-first Street, New York, N. Y.	Mar. 31, 1923	June 18, 1922, observing a man struggling in the surf at Long Beach, Long Island, N. Y., Rose precipitately plunged into the water and with all haste swam to the drowning man and started with him for the beach; but, during the perilous trip to shore, the 2 men got caught in a sea puss, which held them fast. Rose, still determined to save the man, even at the risk of his own life, stuck to the arduous task and supported the helpless man in this dangerous position until the arrival of a boat, which took them ashore.
Earl J. Atkisson.....	Major, C. W. S., U. S. Army.	July 31, 1922	Jan. 26, 1922, in an endeavor to reach 2 fellow officers who were in a boat icebound in Chesapeake Bay, off Rickets Point, Md., Major Atkisson, Major Meredith, Major Ditto, and Spraker, after heroic efforts, succeeded in cutting a channel through the thin ice, hauled a relief boat over the ice thick enough to sustain them, and rescued the two imperiled officers, it taking all night to perform this task.
Owen R. Meredith.....	do.....	do.....	Do.
Rollo C. Ditto.....	do.....	do.....	Do.
Harry W. Spraker....	Edgewood Arsenal, Md.	do.....	Do.

SILVER MEDALS.

George E. Millholland.	Captain, Cavalry, U. S. Army.	July 31, 1922	May 7, 1918, in response to calls for help from a woman who had fallen into the Rio Grande River at Brownsville, Tex., Captain Millholland rushed to the river bank and, without removing boots or spurs, plunged into the water, the river being at the highest state known for years, and after a vigorous struggle was successful in bringing the woman ashore.
Howard F. Long....	Captain, Field Artillery, U. S. Army.	do.....	June 5, 1921, while swimming in Waialua Bay, Oahu, Hawaii, Pvt. John Jerne was seized with cramps and sank in 10 feet of water. Captain Long brought up Jerne's limp form and with the aid of others got him to the beach, where the man was resuscitated.
Troy C. Miller.....	Machinist's mate, first class, U. S. Navy.	do.....	Apr. 9, 1922, R. L. Fullord fell off the navy-yard pier into the Cooper River at Charleston, S. C., and the strong tide was carrying him downstream. Seizing a ring buoy, Miller dived overboard, swam to Fullord and supported him until the arrival of a boat from the U. S. S. Dixie, which carried them ashore.

SILVER MEDALS—Continued.

Medalist.	Title, residence, etc.	Date of award.	Service performed.
Charles V. Tousley...	Springfield College, Springfield, Mass.	Mar. 31, 1923	June 30, 1922, observing a small boy fall from the dock into Lake Champlain, Tousley jumped overboard, and after considerable difficulty, owing to the muddy waters, located the boy, brought him to the surface, and swam with him to the shore, where the boy was resuscitated.
James H. Redmond..	Police department, New York, N. Y.	.....do.....	Aug. 8, 1922, a man was caught in the surf off Rockaway Beach, N. Y., and was quickly carried out into deep water. Two other men, observing his plight, swam out to rescue him, but they also became imperiled in the strong surf. Redmond, seeing that the 3 men were in imminent danger of drowning, plunged into the water, fought his way through the surf, and succeeded in bringing the 3 men ashore.
Wilbur A. Slaven....	U. S. Shipping Board..	.....do.....	Apr. 23, 1923, while the American steamship Hawkeye State was en route from San Pedro, Calif., to Balboa, Canal Zone, W. Morse, jr., a member of the ship's crew, fell overboard. Slaven, at the risk of his own life, jumped overboard into the shark-infested waters and supported Morse until they were picked up by one of the ship's boats.
Joseph Edward Thomas.	Radioman, third class, U. S. Navy.	.....do.....	May 21, 1922, while going ashore from the U. S. S. Mervine, at San Diego, Calif., A. E. Stuart tripped over a line and fell into the water. Thomas jumped overboard, seized Stuart, and supported him until a boat arrived.
Henry Becker.....	Aparri, P. I.....	.....do.....	Dec. 1, 1916, while returning from Aparri to the steamship Lak-lo, the mail boat of that vessel, with 11 men on board, capsized in the Cagayan River. At the time a strong wind was blowing, the river was high, and the rain was falling in torrents. Becker, observing the men's predicament, immediately manned a launch, hastened to the scene, and rescued them from the water just as they were about to be swept into the breakers.
Stephen Wargo.....	Coxswain, U. S. Navy.	.....do.....	Sept. 16, 1922, a bowman attached to the U. S. S. Arkansas, tripped and fell overboard into the North River, New York City, and was being carried rapidly downstream by the strong ebb tide. Wargo plunged into the water, swam to the endangered man, and supported him until they were picked up by a boat.
Robert T. Hawthorne.	1966 University Avenue, Borough of Bronx, New York, N. Y.	.....do.....	Aug. 6, 1922, a girl, while in bathing at Jones Inlet, Long Island, N. Y., was caught in the undertow and carried out into deep water. Being unable to swim, she was in a helpless condition. Hawthorne, who was in bathing near by, hastened to the girl's aid and succeeded in getting her to a point of safety, from which place both were assisted ashore.
James M. Hogan....	Quartermaster, third class, U. S. Navy.	.....do.....	Aug. 9, 1922, while the U. S. S. Pecos was moored to the oil dock at Farakan, Borneo, Charles Waffle slipped on the oily planks and fell into the water, and the strong ebb tide carried him swiftly toward the open sea. With all haste, Link, Grant, and Hogan went overboard, fearless of the man-eating sharks that infest those waters, and swam to the aid of the imperiled man, whom they reached and supported until they were picked up by the ship's motor saller.
Herman A. Link....	Engineman, first class, U. S. Navy.	.....do.....	Do.
Robert A. Grant....	Yeoman, first class, U. S. Navy.	.....do.....	Do.

SILVER MEDALS—Continued.

Medalist.	Title, residence, etc.	Date of award.	Service performed.
Charles M. Fuchs....	Water tender, first class, U. S. Navy.	Mar. 31, 1923.	Oct. 21, 1922, a small Chinese boy fell overboard from a sampan alongside the U. S. S. Rizal, at anchor in the Min River, off Foochow, China, and was being rapidly carried away by the swift current. Fuchs jumped overboard from the Rizal, reached the boy, and supported him and a Chinaman, who had gone to the boy's assistance, until a boat came along and picked them up.
Charles Francis Osborn.	Lieutenant, C. C., U. S. Navy.	.....do.....	Nov. 23, 1922, while endeavoring to dry-dock 2 battle-towing targets at the Mare Island Navy Yard, a line, which parted, struck Harry Campbell, throwing him violently against the sea wall and into the water. Campbell, apparently in an unconscious condition, face downward, was being carried away by the strong ebb tide. Lieutenant Osborn, without divesting himself of any of his heavy clothing, sprang overboard, swam to the man's assistance, and supported him until both were brought ashore.
A. Michaelsen.....	Coxswain, U. S. Coast Guard.	.....do.....	Jan. 2, 1923, while ashore on liberty at Baltimore, Md., Michaelsen observed a man in the water between a tug and the wharf. Being cognizant of the man's dangerous situation, Michaelsen dived overboard, grasped the man, and assisted him to the wharf, where both were helped ashore.
Paul Kelly.....	Lieutenant, U. S. Navy.	.....do.....	Jan. 10, 1923, an unidentified man either fell or jumped from the bridge into Fort Point Channel, Boston Harbor. The water was thick with floating ice at the time and the temperature about 16° above zero. Lieutenant Kelly threw off his coat, dived into the icy waters, and made several vigorous but unsuccessful attempts to locate the man, who in the meantime had gone down. Lieutenant Kelly persisted in the search until he became so exhausted that he had to be assisted ashore.
Francis J. Maher ¹ ...	522 Seventy-second Street, Brooklyn, N. Y.	.....do.....	June 29, 1911, a man, in an attempt at suicide, jumped into the North River, New York City. Maher, without removing any of his clothing, plunged into the water, got hold of the victim, a man somewhat larger than Maher, and assisted him alongside a police boat, on which both men were taken.

¹ Silver second service bar.

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, and at such times as least to interfere with the emergent duties of a civil nature, 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 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).
- {ensigns.
- 1 engineer in chief.
- 3 captains (engineering).
- 6 commanders (engineering).
- 12 lieutenant commanders (engineering).
- 22 lieutenants (engineering).
- 42 {lieutenants (junior grade) (engineering).
- {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, 1923, there were under instruction at the Coast Guard Academy 66 cadets and 6 cadet engineers. At that time there were 64 vacancies in the commissioned personnel.

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

Commandant with brigadier 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, 1923, there were 395 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, 1923, there were 3,496 petty officers and other enlisted men and 514 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.

The floating equipment on June 30, 1923, consisted of 89 vessels of all classes, of which 75 were in commission. 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 are 237 active stations and 40 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 covers three years and for cadet engineers one year. Instruction is given in professional, technical, and academic subjects. Appointments to cadetships are made after competitive examinations of applicants.

COAST GUARD DEPOT AT SOUTH BALTIMORE, 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 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 the 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, 1923.

On June 30, 1923, the total number of United States vessels registered, enrolled, and licensed was 27,017, having a combined gross tonnage of 18,284,734. Of this number 18,949 were steam and motor vessels, 3,061 sailing vessels, 4,649 barges, and 361 canal boats.

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 980.

The 980 vessels above mentioned were valued at \$211,961,319 and their cargoes at \$63,473,326, the total value of property endangered being \$275,434,645. The losses to vessels amounted to \$17,202,806 and to cargoes \$3,710,959, making the aggregate property loss \$20,913,765. The number of vessels totally lost was 273.

Fifty-one of the vessels involved in disaster foundered, 212 stranded, 271 were in collision, and 446 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, 392; on the Pacific coast, 167; on the Great Lakes, 154; on United States rivers, 130; at sea and in foreign waters, 137. A total of 35,342 persons were on board the 980 vessels, 14,144 of the number being passengers and 21,198 crews. Of the 35,342 persons, 116 were lost, 114 being members of crews and 2 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:

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

1. All casualties outside of, but in proximity to, the coast line.
2. All casualties occurring in the bays and harbors adjacent to the coasts named.

3. All casualties occurring in or near the mouths of rivers emptying into the ocean or 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*.—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, 1923.
[Collected and compiled in accordance with acts of June 20, 1874, and June 18, 1878.]

	Number of vessels involved.	Tonnage.	Vessels totally lost.	Tonnage.	Value of property involved.		Value of property lost.		Persons on board.		Lives lost.	
					Vessels.	Cargoes.	Vessels.	Cargoes.	Passengers.	Crews.		
ATLANTIC AND GULF COASTS.												
Foundering.....	21	12,474	20	12,474	\$991,500	\$172,800	\$984,500	\$172,800	0	132	0	36
Strandings.....	85	135,886	32	16,515	11,434,140	2,734,345	1,207,055	251,720	613	1,357	0	0
Collisions.....	132	226,277	10	1,933	25,064,710	6,808,218	1,122,065	31,726	5,956	2,578	0	4
Other causes.....	154	190,364	40	6,686	23,349,963	11,028,410	2,020,121	199,355	517	2,249	0	24
Total.....	392	565,001	102	37,658	61,440,253	20,803,773	5,033,741	655,601	7,086	6,316	0	64
Aggregate.....					82,244,026		5,689,342		13,402		64	
PACIFIC COAST.												
Foundering.....	5	88	4	75	15,050	850	12,050	850	0	7	0	6
Strandings.....	30	71,827	21	11,716	6,975,025	3,292,150	1,273,511	787,850	490	985	0	0
Collisions.....	46	130,473	7	8,960	17,832,000	4,243,819	2,253,110	369,100	506	1,307	0	5
Other causes.....	80	113,936	27	7,680	12,446,000	3,627,669	953,389	163,171	640	1,564	0	2
Total.....	167	316,324	59	28,431	37,268,975	11,164,488	4,494,060	1,320,971	1,636	3,893	0	13
Aggregate.....					48,433,463		5,815,031		5,499		13	
GREAT LAKES.												
Foundering.....	12	5,751	12	5,751	179,400	100,000	179,400	100,000	2	77	0	0
Strandings.....	35	153,809	0	0	11,676,600	2,253,451	698,840	87,537	1	1,000	0	0
Collisions.....	52	223,188	3	4,833	16,745,736	2,411,765	1,116,649	93,544	39	1,256	0	0
Other causes.....	55	146,458	18	6,539	14,912,995	1,193,591	860,183	8,411	3,258	1,400	0	9
Total.....	154	529,206	33	17,125	43,514,731	6,048,837	2,855,072	379,492	3,300	3,733	0	9
Aggregate.....					49,563,598		3,254,564		7,033		9	
RIVERS OF THE UNITED STATES.												
Foundering.....	4	349	4	349	55,800	17,870	55,800	17,870	0	25	0	1
Strandings.....	13	38,183	2	1,100	3,172,377	275,548	102,877	12,725	0	316	0	0
Collisions.....	31	54,371	2	1,133	5,420,220	1,268,847	1,069,646	38,900	106	538	2	0
Other causes.....	82	58,431	37	3,870	5,411,415	2,133,765	1,169,646	84,750	129	878	0	6
Total.....	130	151,334	45	5,542	14,059,812	3,634,970	1,408,423	154,245	238	1,757	2	7
Aggregate.....					17,694,782		1,562,688		3,905		9	

Summary of marine casualties occurring to vessels of the United States during the fiscal year ended June 30, 1922—Continued.

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

	Number of vessels totally involved.	Tonnage.	Vessels lost.	Tonnage.	Value of property involved.		Value of property lost.		Persons on board.		Lives lost.	
					Vessels.	Cargoes.	Vessels.	Cargoes.	Passen- gers.	Crews.	Passen- gers.	Crews.
AT SEA AND IN FOREIGN WATERS.												
Foundering.....	9	4,781	9	4,781	\$256,000	\$83,700	\$256,000	\$83,700	1	64	0	13
Strandings.....	43	120,996	18	8,320	14,544,730	6,405,741	1,477,260	446,290	839	1,411	0	0
Collisions.....	10	46,318	0	0	4,220,800	1,514,200	0	0	9	411	0	0
Other causes.....	75	324,288	7	15,242	36,636,018	13,837,617	1,639,417	690,660	1,035	3,643	0	8
Total.....	137	496,583	34	28,343	55,677,548	21,821,258	3,411,510	1,200,650	1,884	5,529	0	21
Aggregate.....					77,498,806		4,612,160		7,413		21	
Grand total.....	980	2,058,448	273	117,099	211,961,319	63,473,326	17,202,806	3,710,959	14,144	21,198	2	114
Grand aggregate.....					275,434,645		20,913,765		35,342		116	
SUMMARY BY NATURE OF CASUALTY.												
Foundering.....	51	23,443	49	23,430	1,197,750	445,220	1,187,750	445,220	3	305	0	56
Strandings.....	212	520,701	73	37,741	47,803,272	15,021,235	4,761,543	1,586,122	1,943	5,069	0	0
Collisions.....	271	680,827	22	15,911	70,183,566	16,183,879	4,610,757	533,270	6,619	6,090	2	9
Other causes.....	446	883,477	129	40,017	92,776,731	31,822,992	6,642,756	1,146,347	3,579	9,734	0	49
Total.....	980	2,058,448	273	117,099	211,961,319	63,473,326	17,202,806	3,710,959	14,144	21,198	2	114
Aggregate.....					275,434,645		20,913,765		35,342		116	

NOTE.—Three vessels met with casualty in the Panama Canal Zone, their combined tonnage being 27,517; value of property involved, \$2,678,000; loss, \$190,000; members of crews, 181. In addition to the number of lives lost, as shown in the above tabulation, 50 members of crews and 5 passengers lost their lives and 1 of crew injured on vessels suffering no casualty.

