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TREASURY DEPARTMENT ANNUAL REPORTS

ANNUAL REPORT OF
THE UNITED STATES
COAST GUARD - 1927

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ANNUAL REPORT OF
THE UNITED STATES
COAST GUARD

FOR THE FISCAL YEAR ENDED JUNE 30

1927



UNITED STATES
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WASHINGTON
1927

ANNUAL REPORT OF
THE UNITED STATES
COAST GUARD

FOR THE FISCAL YEAR ENDING JUNE 30, 1907

TREASURY DEPARTMENT

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Coast Guard

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ANNUAL REPORT
UNITED STATES COAST GUARD
OPERATIONS
LETTER OF TRANSMITTAL

TREASURY DEPARTMENT,
UNITED STATES COAST GUARD,

October 11, 1927.

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, 1927, and of the expenditures of moneys appropriated for the maintenance of the Coast Guard for that period.

Respectfully,

F. C. BILLARD,

*Rear Admiral, United States Coast Guard,
Commandant.*

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

ADMINISTRATION

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

Assistant Secretary of the Treasury (having supervision), Hon. SEYMOUR LOWMAN.

Commandant, Rear Admiral FREDERICK C. BILLARD.

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

Capt. WILLIAM J. WHEELER, inspector in chief.

Capt. QUINCY B. NEWMAN, engineer in chief.

Constructor FREDERICK A. HUNNEWELL, superintendent of construction and repair.

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.

ANNUAL REPORT OF THE UNITED STATES COAST GUARD

SUMMARY OF OPERATIONS

The principal operations of the Coast Guard during the fiscal year ended June 30, 1927, are exhibited in the following tabular summary:

Lives saved or persons rescued from peril.....	3,313
Persons on board vessels assisted.....	14,496
Persons in distress cared for.....	899
Vessels boarded and papers examined.....	68,223
Vessels seized or reported for violations of law.....	1,788
Fines and penalties incurred by vessels reported.....	\$375,069
Regattas and marine parades patrolled.....	39
Instances of lives saved and vessels assisted.....	2,791
Instances of miscellaneous assistance.....	2,717
Derelicts and other obstructions to navigation removed or destroyed.....	136
Value of vessels assisted (including cargoes).....	\$37,801,357
Value of derelicts recovered and delivered to owners.....	\$120,290
Persons examined for certificates as lifeboat men.....	4,617
Appropriation for 1927, office of the commandant.....	\$236,750.00
Expended and obligated.....	235,809.37
Unencumbered balance June 30, 1927.....	940.63
Appropriation for 1927, maintenance of Coast Guard.....	24,050,187.00
Expended and obligated.....	22,258,092.06
Unencumbered balance.....	1,792,094.94
Appropriation for 1927, repairs to cutters.....	1,768,410.00
Expended and obligated.....	1,720,009.17
Unencumbered balance.....	48,400.83
Appropriation for construction and equipment, Coast Guard cutter 1925—Mar. 31, 1927:	
Unencumbered balance June 30, 1926.....	51,851.84
Expended and obligated.....	15,521.71
Unencumbered balance Mar. 31, 1927.....	36,330.13
Appropriation for construction and equipment, Coast Guard cutters, 1927 and 1928.....	1,000,000.00
Expended and obligated.....	325,852.71
Unencumbered balance June 30, 1927.....	674,147.29

Appropriation for repair and reconditioning Coast Guard steamer for ice breaker, 1926-27:

Unencumbered balance June 30, 1926-----	\$100,000.00
Expended and obligated-----	86,558.00
Unencumbered balance June 30, 1927-----	13,442.00

Appropriation for additional vessels, Coast Guard, 1926—
Dec. 31, 1926:

Unencumbered balance June 30, 1926-----	92,257.43
Expended and obligated-----	59,018.48
Unencumbered balance Dec. 31, 1926-----	33,238.95

The number of persons saved or rescued from positions of peril during the year was 3,313, being 276 in excess of the preceding fiscal year 1926. This gives the fiscal year 1927 first place in this form of service since the present organization of the Coast Guard. The total number of instances of assistance rendered was 5,508, also the largest in the history of the service, and exceeding last year's record by 677. The value of vessels assisted, including their cargoes, was \$37,801,357, being \$14,783,848 in excess of last year's figures and largely surpassing the record of any one year since 1923. There were 14,496 persons on board vessels assisted as compared with 15,398 for the fiscal year 1926. There were 136 derelicts and other obstructions to navigation removed or destroyed, exceeding last year's number by 35. Persons in distress cared for and succored numbered 899 as against 490 during the fiscal year 1926. The number of vessels seized or reported for violations of law, 1,788 during the year, was 99 less than the preceding year. In the interests of the enforcement of the laws of the United States 68,223 vessels were boarded and examined in the course of the year by the agencies of the Coast Guard. This exceeds last year's number by 15,143. In 41 instances vessels standing into danger were warned from the shores by signals from the patrols and watch of the service stations, doubtless resulting in the saving of life and property. The greatest number of cases of assistance afforded in any one day during the year was 55, on August 8, 1926. Last year the number was 40, on October 10, 1925. The instances of assistance rendered to other branches of the Federal Government numbered 274.

The Coast Guard has reason to be proud of the record it made during the year, both in its normal duties and in those connected with the law-enforcement work in which it has also been engaged for the past few years. The activities of the service throughout went forward during the year in a most satisfactory manner, and the work accomplished bears indisputable testimony of the value of the Coast Guard to the public. It is gratifying to be able again this year to record that the service operations against smuggling, heavy and onerous as the duty is, have in no way diminished, impaired, or disturbed the accustomed humanitarian work of the Coast Guard.

Again this year it is fitting, and it is a pleasure, to commend in the largest measure the officers and men of the Coast Guard and the civilian employees at headquarters and in the field for their loyalty, devotion to duty, their earnest, faithful endeavor, and their unfailing fidelity displayed in the performance of their various tasks. These qualities are reflected in the high standards of the service and in its splendid work.

It should be stated that the foregoing summary of operations does not include the assistance and relief work afforded by the Coast Guard on the occasion of the Florida hurricane, in September, 1926; Illinois River Valley flood in October and November, 1926; nor the Mississippi Valley flood occurring in the spring of 1927. These matters are made the subject of comment elsewhere in this report.

A classified account generally of the operations of the service during the year appears under succeeding appropriate headings:

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

In introducing this topic it is believed that it will be of interest and of information to the reader, first, to give a brief account, as follows, of the origin and development of this important annual activity of the Coast Guard:

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 lanes in the vicinity of the Grand Banks, off Newfoundland, but on April 14 of that year, when the steamer *Titanic* was sunk by striking an iceberg, there arose an almost universal demand for a patrol of the ice zone to warn passing vessels of the limits of danger from day to day during the season. The patrol of the ice regions was performed throughout the dangerous period of that year by two Navy scout cruisers. During the season of 1913 the patrol was undertaken by the Treasury Department and performed by the Coast Guard cutters *Seneca* and *Miami*.

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

The British Government also took up the question of ice observation and ice patrol for the season of 1913, with the result that the steam trawler *Scotia* was chartered and fitted out for this service, the expense being shared by the British Board of Trade and the various British steamship companies, operating trans-Atlantic lines.

The work of the *Scotia* was confined almost entirely to ice and weather observations off the coast of Newfoundland, and this work was greatly hampered by fog and storm. Nevertheless, much useful information was gathered, and the *Scotia* cooperated with the cutters, so far as conditions permitted, in disseminating ice information to passing vessels.

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

Briefly stated, the duties of the Coast Guard in conducting the ice patrol in the vicinity of the Grand Banks of Newfoundland along the trans-Atlantic steamship lanes, where in the spring and early summer icebergs form a menace to navigation, consist in finding and keeping in touch day by day with icebergs and field ice, determining their set and drift, reporting their presence and location to the Hydrographic Office of the Navy, and broadcasting the information by radio for the protection of shipping. The cutters while on this work also perform such incidental service, not to interfere, however, with the paramount duty of the patrol, as rendering assistance to vessels in distress, giving medical aid to crews of passing vessels, removing obstructions to navigation, and extending such other assistance to the mariner as may be practicable, etc.

The patrol for the season of 1926 was discontinued at midnight June 30, 1926.

During the season of 1927 the patrol was carried on by the Coast Guard cutters *Tampa* and *Modoc*, based on Halifax, Nova Scotia, with the Coast Guard cutter *Mojave* as the stand-by vessel. The patrol was inaugurated on March 22, 1927, on which date the *Tampa* sailed from Boston, Mass., on the duty. The *Modoc* left Boston in sufficient time to relieve the *Tampa* after the latter vessel had been on the patrol for 15 days. Thereafter these two cutters, alternately, carried on the patrol throughout the season, one of the cutters

being on guard in the ice regions continuously. The total period the cutters were on duty was 95 days.

There was slightly more ice during the spring of 1927 than occurs in a normal year. Although the number of bergs south of Newfoundland (below the forty-eighth parallel) was slightly above the average, the amount of ice around the Tail of the Banks and near the United States-Europe steamship lanes was remarkably deficient. The interference in the normal distribution is attributed to two factors, (1) the predominance of northeasterly winds during the early part of the season and (2) the unusual inshore invasion of warm counter oceanic currents. There were approximately 365 bergs south of Newfoundland during the four months March to June, but there was the astonishingly meager number of only eight bergs south of the forty-fifth parallel during this same period. The greatest number of bergs around the Tail at any time occurred the first week in April, when there were four small ones there, and the patrol kept these under surveillance until they finally melted. The last berg appeared off the Tail April 28, and thereafter these waters were clear of ice during May and June. With the exception of a small berg which drifted 10 miles south of the forty-fourth parallel on June 8 there was no ice south of the forty-fifth parallel after April 30.

The fact that the total number of bergs was slightly above normal and that the waters south of the forty-fifth parallel remained so free of ice naturally concentrated the bergs on the northern part of the banks, where as many as 100 to 150 accumulated the first week in June. They disintegrated quite rapidly, however, because when the patrol vessel left on June 25 it was estimated that there were but few more than 15 bergs south of Newfoundland.

The weather during the season generally was very good. Both the *Tampa* and the *Modoc* on their first cruises experienced unusually fine weather, the opposite of last year, when during the entire first month of the season the patrol encountered a long, persistent rough spell. The second feature was the change from wintertime to summer-time conditions, with attending southerly winds, an event which was first observed May 11, contemporary with the first long spell of fog and low visibility. The usual stagnation in the movement of low-pressure and high-pressure areas and the flattening out of gradients were not so apparent this season as in some years. Several times during the month of June, for example, well-developed "highs" and "lows" moved across the ice regions with unseasonable velocity.

The patrol vessels had on board practically the same outfits as they carried during the season of 1926, with the exception of a larger number of spare oceanographic instruments. The installation of new electric hoists for lowering and hoisting the water bottles proved to be of great advantage and shortened the time spent at stations by almost one-half. The plan begun in 1926 of carrying out a survey of the bottom contour whenever opportunity afforded was continued by the *Tampa* during the 1927 season, and about 435 sonic soundings were obtained in this manner. The sonic apparatus is of invaluable assistance in locating the position of the patrol vessels and the ice sighted during the protracted periods of cloudy and foggy weather

around the Banks. The radio apparatus functioned satisfactorily during the season, with the exception of three days, when the *Tampa's* main motor radio generator developed a ground. The trouble was located, and by working night and day the vessel was soon back on her radio schedules. The breakdown did not affect the set with which the *Tampa* communicated with passing vessels, as the spark set is on a separated generating current.

About 450 steamships are known to have taken advantage of the service provided by the patrol during the season, and doubtless many more listened in for the daily broadcasts from the cutters of ice conditions. Inquiries were made by the patrol as to what distance the ice reports were picked up and what the general policy was among the steamers regarding listening-in for the ice broadcasts. The replies indicated that radio contact with the patrol was usually made at a distance of about 450 miles east and west of the Grand Banks, and that commercial radio operators were given standing orders to copy the broadcasts at all times when within this range, giving the messages priority over all other traffic.

The following is indicative of the service which was furnished by the patrol to the ships of many nations:

Belgian	4	Italian	17
British	150	Japanese	3
Canadian	36	Norwegian	32
Danish	17	Portuguese	1
Dutch	30	Spanish	3
French	7	Swedish	25
German	12	United States	104
Greek	2		

Below is a summary of the work performed by the patrol during the season, including the dissemination of information and the transaction of other business pertinent to the activity:

Washington official messages	424
Daily routine broadcasts	380
Special broadcasts (during fog)	8
Ice information to certain vessels, special	91
Special ice information requested	55
Position reports requested	6
Track information requested	2
Weather reports received	464
Water temperature reports received	5,548
Ice reports received:	
Steamships	380
Cape Race Radio Station	107
Medical treatment by radio	3
Violation of steamship tracks reported	1
Radio-compass bearings received	291
Words handled by radio	274,407

Lieut. Commander E. H. Smith, United States Coast Guard, accompanied the cutters on the patrol as scientific and oceanographic observer. His duties consisted in conducting scientific observations and experiments for the aid and furtherance of oceanographic knowledge. He followed the same general policies that were instituted by the Ice Patrol Board in 1926.

The absence of ice near the steamship lanes afforded opportunity for more current observations than ever before, and consequently the vessel on patrol was able to foresee more clearly the developments in

the ice situation. During the last few weeks of the patrol the waters of the entire eastern side of the Grand Banks were mapped. This timely information enabled the patrol to forward to Washington an intelligent and accurate recommendation regarding the safety of the trans-Atlantic tracks. The drift of the ice and the stream lines of the currents, as calculated from the station data, agreed very closely. The methods employed in determining the direction and velocity of the currents around the Grand Banks appear very feasible and the results in the 1927 season throw an intelligent light on the probable movements of the ice, a subject which naturally is of inestimable value to those in charge of the patrol work.

The commander of the ice patrol reports that the season's work was successful, and that the cooperation had from passing vessels was generous and gave evidence of an earnest appreciation of the service.

The patrol was discontinued for the season on June 25, 1927.

WINTER CRUISING

In order better to safeguard shipping, the President annually designates certain Coast Guard vessels to perform special cruising upon the coast in the season of severe weather, usually from December 1 to March 31, to afford such aid to distressed navigators as their circumstances may require.

This duty is one of the regular major operations of the Coast Guard and is performed at a time when navigation is attended by unusual hazards and shipping approaching our shores stands in need of special protection. The results accomplished each year give gratifying evidence of the usefulness of the institution. The calls for assistance come, as a rule, when weather and sea conditions are at their worst and the cruising cutters must face the same dangers in many instances that necessitate the summons for aid.

During the period of cruising the closest cooperation is maintained between the cutters and shore stations, to the end that there may be unity of effort and action in discovering, reporting, and rendering assistance in case of marine casualty.

While the prime duty of the cutters in this cruising is to assist vessels in distress, they render other service having to do with Coast Guard activities when conditions and circumstances will permit, such as seeing to the enforcement of the laws of the United States, boarding and examining vessels, removing obstructions to navigation, and assisting marine commerce whenever they can be of aid.

On November 4, 1926, the President, upon the recommendation of the Secretary of the Treasury, designated the following-named cutters to perform this duty for the winter season of 1926-27: *Ossipee*, *Tampa*, *Redwing*, *Mojave*, *Acushnet*, *Tuscarora*, *Seneca*, *Seminole*, *Gresham*, *Manning*, *Carrabasset*, *Modoc*, and *Yamacraw*.

These cutters in the prosecution of their duties cruised nearly 66,000 miles and afforded assistance to 39 vessels in distress, the value of which, including their cargoes, was more than six and one-half million dollars. There were 435 persons on board the vessels assisted. Eight obstructions to navigation were removed. The vessels boarded numbered 318.

The *Tampa* and the *Modoc* were detached from this cruising duty on March 15 and 18, 1927, respectively, for assignment to the international ice patrol.

FLOOD AND HURRICANE SERVICE

Following a time-honored practice of nearly a half century in going out on the waters of the great middle-western rivers to give aid and succor and relief to flood sufferers, the Coast Guard set about its traditional work again in the spring of 1927, April, May, and June, when the Mississippi River and its tributaries spread themselves over the valley to an extent unprecedented in history, attended by hitherto unheard-of devastation, destruction, ruin, and desolation. The Coast Guard threw its forces into the conflict, doing, with a fine spirit of discipline, helpfulness, cooperation, and self-sacrifice, whatever task there was to do to alleviate the hardships, the suffering, and the misery of the stricken population. It sent into the inundated regions 674 officers and men and 128 vessels and boats and manned and operated 40 additional boats which were not service craft, cruising approximately 75,000 miles within the flooded areas in the prosecution of their duties, and nearly 60,000 miles in going to and returning from the scene of action.

It would be extremely difficult, if not impossible, to recite the innumerable instances of service rendered and offices performed or to specifically define their nature. Among them, however, may be mentioned: Transporting Government officials, Senators and Representatives in Congress, Red Cross officials, State officials, county and municipal officials, medical officers, physicians, the sick in need of hospitalization, representatives of the press, photographers, laborers, etc.; reestablishing telephone and telegraph lines; maintaining radio communication; unloading supplies; distributing food, clothing, medicines, fuel, and forage; furnishing details for aerial reconnaissance; cooperating with and assisting the Red Cross; cooperating with the Army, the Navy, Mississippi River Commission, the Lighthouse Service, the Coast and Geodetic Survey, and other agencies of the Government operating in the flood zone, and the local State, county, and municipal authorities; combing the flood fields for the stricken, rescuing imprisoned victims of the disaster from countless precarious and dangerous situations, and salvaging their livestock and other property and belongings.

The Coast Guard came out of this cataclysm with a record of achievement, as below, as nearly as it can be expressed in appraisable terms:

Number of persons removed from perilous positions to places of safety.....	43, 853
It is manifestly impossible to state how many of these persons were actually saved from drowning, but it is believed that a large number of them would have lost their lives but for the intervention of the relief measures of the Coast Guard.	
Number of head of livestock saved.....	11, 313
It is believed that an actual total saving either from drowning or starvation is represented in this item.	
Number of persons in need of immediate hospitalization furnished transportation, including 22 smallpox patients.....	72
Number of tons of Red Cross food distributed to refugees.....	745
Number of tons of Red Cross forage distributed.....	2, 300

Number of laborers working on levees furnished transportation.....	3,000
Number of bags transported for use in repairing levees.....	500,000
Number of tents carried into concentration camps.....	2,500
Number of units of typhoid serum transported.....	12,000
Number of miles cruised in the inspection of levees.....	5,000
Number of meals provided refugees by Coast Guard craft (food furnished by Red Cross).....	8,000
Number of tons of Red Cross clothing distributed for use of refugees.....	750
Number of tons of fuel transported to refugees in isolated positions.....	400

It is especially gratifying to be able to state that there was but one life lost so far as is known where the Coast Guard was in action, and this instance was one where human aid could be of no avail.

The story of this greatest of national emergencies affecting the closest interests of hundreds of thousands of persons forms an intensely gripping situation where the whole people arose as of one accord to the call of humanity. It is replete with examples of the finest order of heroic endeavor and self-sacrifice. The Coast Guard enjoys in the highest sense the fact that its forces of personnel and material could be of service in this disaster.

The entire body of officers and men of the Coast Guard who were engaged in this work are deserving of the best praise and commendation for their part in the splendid results obtained by the relief forces.

The services of the Coast Guard were extended during the year in another disastrous demonstration of nature's forces. A hurricane of terrible violence struck the eastern coast of Florida, on September 18, 1926, spreading devastation, ruin, and death in its 40-mile path, spending its greatest force in the vicinity of Miami. The Coast Guard immediately got into action with all its available forces in Florida waters and began a systematic program of relief work. When the seriousness of the situation grew more apparent a special relief squadron of Coast Guard vessels was dispatched to the scene from other sections of the eastern coast. The relief measures afforded by the Coast Guard included such services as patrolling the affected areas, guarding property, maintaining public order, regulating traffic, improvising hospitals, furnishing provisions and water to destitute persons, recovering bodies, caring for the injured, searching for the missing, clearing wreckage from the waters, removing debris, and assisting in the work of rehabilitation. In this case, too, high praise and commendation are due the personnel of the service participating in the relief work.

Another inland emergency during the year calling for Coast Guard assistance was the Illinois River Valley flood, in October and November, 1926. The breaking of the levees along the Illinois River, caused by heavy rains, resulted in a destructive flood, bringing suffering and deprivation to the inhabitants, and considerable loss of property. For great distances the Illinois River covered areas as much as 10 miles in width, and many communities along the river could be reached only by boats manned by experienced crews. These were not available in the affected area and it is apparent what added suffering would have taken place had it not been for the prompt service, with men and boats, of the Coast Guard. The service men who were sent into the inundated territory, working in cooperation

with the Red Cross, distributed food, clothing, and medicines to victims of the flood, transported them to places of safety, and assisted in various ways many hundreds of persons who were in distress. The services here also deserve praise and commendation.

The events just recited cogently illustrate the relation of the Coast Guard to the public's interests.

This year's work on occasions of flood and storm is not a new duty for the Coast Guard. There may be mentioned briefly several of such disasters in which the service in the past has taken an active part, rescuing and succoring the victims and giving all aid within its power not only in relief work but also toward the restoration of as nearly normal conditions as it was possible to attain at the time:

In February, 1883, there was a sudden rise in Grand River, Lake Erie. The action of the heavy rains and melting snow had caused the ice in the river to break up and run down to the harbor mouth, where it was met by the solid ice in the Lake, forming a gorge which soon brought on a tremendous overflow causing death and distress to hundreds of persons. Members of the Coast Guard went into this trouble with a will and labored nine days among the victims. During this time they brought ashore 450 persons, about 200 of whom were rescued from situations of peril. Among them were men, women, and children, some men and women aged and infirm, and some so ill that they had to be carried bodily to the rescuing boats. Provisions, clothing, fuel, and medicines were distributed to upward of 4,000 persons.

In February, 1884, in a flood on the Ohio River, at Cincinnati, Ohio, and Covington and Newport, Ky., more than 800 persons were rescued or relieved from situations of distress by the service personnel.

In July, 1899, in an overflow of the Brazos River, inundating the country for hundreds of miles, the service men were instrumental in rescuing with the surfboats 257 persons, and with other boats in their charge 300 persons. Their operations covered 150 miles over a country completely devastated.

During the memorable hurricane of September 8, 1900, at Galveston, Tex., splendid work was done by service forces in rescuing victims of the disaster and otherwise assisting the stricken population; in policing the city, issuing rations, repairing the lighthouse and starting the light, getting public utilities again in operation, and disposing of several thousands of the dead.

In January, 1907, in a flood on the Ohio River at Louisville, Ky., and vicinity, through the assistance of service men 429 persons were removed to places of safety. They also distributed food and fuel to 2,500 flood sufferers, transported physicians, performed ambulance duty for the city hospitals, assisted in keeping the public utilities in operation, and in collecting and distributing the city's mail by transporting the carriers.

In July, 1909, following a hurricane on the coast of Texas, the service personnel performed splendid service in rescuing and succoring the victims of the disaster.

In October, 1912, in another hurricane striking the Texas coast in the vicinity of Brazos, the service people removed a number of persons from Padre Island and then proceeded to Isabel and employed their time in relieving the distress of the inhabitants and assisting them to recover what was left of their property. This storm destroyed the Brazos Coast Guard station.

In March and April, 1913, on the occasion of the great flood in the Middle Western States, the service personnel rescued and succored 3,509 persons, operating in Dayton, Ohio, Cleveland, Ohio, Lorain, Ohio, Covington, Ky., Dayton, Ky., Louisville, Ky., Fort Wayne, Ind., Peru, Ind., Terre Haute, Ind., and Cairo, Ill.

In the latter part of 1913, particularly November and December, the Brazos and Colorado Rivers broke through and overflowed the levees at various places and caused floods of unprecedented height to overspread many counties in the south-central part of Texas. Nearly 900 square miles were inundated, causing a loss of several millions of dollars and about 200 lives. The work of the service men on this occasion resulted in the rescue of 491 persons from perilous positions and in succoring 312 persons.

On August 16, 1915, a disastrous hurricane accompanied by flood swept the Gulf coast entirely destroying the Velasco, San Luis, and Galveston Coast

Guard stations, with practically all their equipment, and claiming the lives of two members of the crew of the Velasco station and of four members of the crew of the San Luis station. Several members of the families of the Coast Guardsmen and a number of persons who had sought refuge at the stations also perished. No loss of life occurred at the Galveston station, and the station crew was able to effect the rescue of a number of persons by carrying them from the island upon which the station stood.

In the spring of 1922 a devastating flood swept the Ohio and Mississippi Rivers and their tributaries, inundating trackless areas of the lowlands and spreading suffering and destruction in every direction. Service members, with equipment, were dispatched to the best point of vantage in the stricken regions to render all aid possible. Hundreds of persons were taken from positions of peril and exposure, food transported and distributed, refugees picked up and sent to their homes, and 1,000 head of livestock were collected and delivered to the owners.

In March, 1925, a destructive hurricane wrought havoc in southern Indiana. A number of service men proceeded at once to Griffin, Ind., which had practically been blown to pieces. They set about in cooperation with the Red Cross and State National Guard in assisting the destitute victims of the disaster doing everything possible for their relief. They continued on this duty for 13 days.

REMOVAL OF DERELICTS

During the year the vessels and stations of the Coast Guard removed from the paths of marine commerce 136 derelicts and other floating dangers and obstructions to navigation. A summary of the work thus performed is stated below. The estimated value of property involved in these transactions, so far as values are given, amounted to \$120,290.

Date	Cutter or station	Name or description of derelict or obstruction	Where found	Value of property involved	Remarks
1920					
July 3.....	AB-17.....	Raft.....	Mud Lake, off Richardson Point.	\$300	Adrift, in channel, constituting menace to navigation; towed to dock at Neebish, Mich.
July 7.....	Old Chicago.....	Timber.....	East end of North Pier.		Adrift in channel and dangerous to small craft; towed to station and hauled out.
July 12.....	Racine.....	Float.....	Outside harbor, 1 mile E. of station.		Adrift in lake; towed ashore and destroyed.
July 13.....	Modoc.....	20 drifting pontoons.	Off Cape Hatteras, N. C.		20 pontoons adrift in Gulf stream; found 11; owing to impracticability of salvaging, sank them by gunfire.
July 16.....	Kickapoo.....	Barge.....	Lat. 39° 12' N., long. 74° 36' W.		Wreckage, consisting of top of wheelhouse of barge; demolished by ramming.
July 21.....	Seneca.....	Schooner.....	Off Barnegat, N. J.		Wreck of sunken schooner with one spar projecting about a foot above water; demolished by mines.
July 24.....	Racine.....	Timber.....	State Street Bridge.		Adrift in river; towed ashore and hauled out.
July 27.....	Guard.....	Part of fish-trap.	Rosario Strait, Wash.		Adrift in midchannel, constituting menace to navigation; towed to piling at Decatur and secured.
Aug. 1.....	Carrabasset, Assateague Beach, Wallops Beach.	Side of vessel.	Lat. 37° 58' N., long. 74° 38' W.		Picked up adrift at sea by U. S. S. Patterson and turned over to Carrabasset, which towed wreckage to Chincoteague, beaching it with assistance of stations' crews.
Aug. 12.....	Seneca.....	Wreckage.....	Lat. 40° 26' N., long. 73° 45' W.		Wreckage of schooner or barge, consisting of heavy frames with planking attached; destroyed by mines.

Da	Cutter or station	Name or description of derelict or obstruction	Where found	Value of property involved	Remarks
1926					
Aug. 15	Forward, C G 207.	Wreckage	Lat. 40° 22' N., long. 72° 50' W.		Wreckage appearing to be piece of old dock; towed by Forward in through Fire Island Inlet and turned over to CG-207, which towed it ashore.
Do	Lorain	Log	2½ miles NE. of station.		Removed log from path of navigation.
Aug. 17	Gresham	Raft	Lat. 40° 25' N., long. 73° 07' W.		Destroyed by ramming.
Aug. 20	Coos Bay	Boomsticks	600 yards NW. of station.	\$300	Adrift; picked up, towed into Charleston Bay and secured.
Aug. 24	Kenosha	2 timbers	300 feet W. of station.		Adrift in channel and serious menace to small craft; towed to pile and made fast.
Aug. 25	Mojave	Steel boiler	Lat. 39° 11' N., long. 69° 56' W.		Sunk by gunfire.
Aug. 27	CG-110	Submarine mine.	Lat. 38° 44' N., long. 74° 54' W.		Found moored in 10 fathoms of water; cut free and towed to section base 9.
Aug. 28	Seminole	Spar attached to rigging.	Ambrose Entrance, lat. 40° 30' N., long. 73° 51' W.		Spar, 60 feet long and 18 inches in diameter, projecting 3 feet out of water; destroyed by mines.
Aug. 30	Modoc	Scow	Wilmington Harbor, N. C.	300	Floating submerged; serious menace to navigation; towed to wharf and secured.
Do	CG-265	Piling	Admiralty Inlet, Wash.		Towed out of path of navigation.
Sept. 3	Michigan City	Skiff	3 miles W. of station.		Apparently set adrift, being of no value; towed to station and destroyed.
Sept. 4	Cassin, Naugatuck.	Albert W. Robinson, schooner.	260 miles S. of Montauk Point.		Wreckage, consisting of section of deck and one spar about 30 feet in length; destroyed by mines.
Sept. 8	Two Rivers	Floater	1,000 feet W. of station.	100	Drifting down river; towed to place of safety and made fast.
Sept. 15	Kenosha	Large timber	120 yards SW. of station.		Picked up adrift in channel, towed to station and pulled up on shore.
Sept. 17	Ossipee, CG-131.	Rebecca R. Douglas, schooner.	Handkerchief Light Vessel.	14,000	Badly damaged; awash and abandoned, being serious menace to navigation; towed by Ossipee 28 miles to Vineyard Haven, Mass., and beached.
Sept. 29	Oswego	Scow	8 miles S. of station.	1,500	Sprung leak and sunk in shallow water; scow, being menace to navigation, towed it into Oswego Harbor.
Oct. 7	Coos Bay	Hercules, motor boat, towing log raft.	½ mile E. of station.	400	Logs broke adrift from raft in tow of motor boat Hercules; picked up 9 cedar logs and towed them to Charleston Bay.
Oct. 19	Kenosha	Rowboat	440 yards ESE. of station.		Adrift and partly submerged; constituting serious menace to small craft; towed to station, pulled up on shore, and destroyed.
Oct. 22	Seminole	Wreckage			Wreckage, apparently a lumber cradle, composed of heavy timbers; destroyed by mines.
Oct. 26	Wood End	Scow	2 miles NE. of station.	25	Broke adrift from Lobster Plain and was menace to navigation; towed to position in Provincetown Harbor and left aground.
Oct. 29	Gresham, Sandy Hook.	Raft	Lat. 40° 18' N., long. 73° 32' W.		Towed by Gresham 25 miles to shore in Sandy Hook Bay; hauled out on beach by station crew.
Oct. 30	Eagle	Barge	Lat. 40° 44' N., long. 71° 02' W.		Found abandoned; towed under difficulties 65 miles to Block Island Breakwater and beached.
Nov. 7	Davis	Deck of barge	Lat. 40° 03' N., long. 70° 32' W.		Adrift; destroyed by ramming.

Date	Cutter or station	Name or description of derelict or obstruction	Where found	Value of property involved	Remarks
1926					
Nov. 10.	Jackson Park.	Coal hopper...	1 mile NE. of station.	\$500	Adrift, constituting menace to navigation; towed toward Jackson Park Harbor, but when reaching breakers hopper broke adrift and went ashore; notified owners.
Nov. 18.	CG-289 (base 4).	Houseboat...	Thames River, New London, Conn.	1,000	Adrift in New London Harbor; in water-logged condition and menace to navigation; towed to wharf.
Nov. 19.	AB-14.	Wreckage.	½ mile out from Oakland Estuary, Calif.		Wreckage, apparently deck of old barge; towed to end of breakwater of the Oakland Estuary.
Nov. 22.	Depot.	Wreckage.	Bear Creek, Md.		Wreckage, consisting of bow section of wooden ship; demolished by mines.
Dec. 3.	Plum Island (11th district).	Raft.	2 miles N. of station.	300	Adrift and in danger of being carried out into lake; towed to a safe position in Detroit Harbor.
Dec. 9.	Old Chicago.	Dump scow.	½ mile W. of station.	5,000	Drifting in main channel and thus endangering vessels; towed back to dock and made fast.
Dec. 10.	CG-151.	Dredging raft.	Graves Light Whistle, Mass.	2,000	Picked up drifting raft, which constituted a menace to navigation, and towed it to Lynn, Mass.
Dec. 13.	Cahokia.	K. H. Co., No. 2 lighter.	Lat. 35° 43' N., long. 121° 36' W.	7,000	Adrift and abandoned, constituting menace to navigation; found after extensive search and towed 68 miles through gale and rough sea to an anchorage in Monterey Bay, Calif.
Dec. 17.	Saukee.	Caibarien, schooner barge.	Florida Straits.	41,300	Water-logged; picked up, towed to Key West and turned over to owner.
Dec. 19.	Coos Bay.	Drift log.	Near launchway.		Adrift and serious menace to navigation; towed to a position in Charleston Bay and secured.
1927					
Jan. 1.	Point Adams.	Large timber.	1 mile NE. of station.		Removed from channel, timber being menace to navigation.
Jan. 3.	do.	Tree.	2 miles NW. of station.		Adrift in bay and constituting menace to navigation; towed ashore and beached.
Jan. 8.	Seminole.	Clermont, dredge.	Lat. 39° 03' 23" N., long. 74° 40' W.		Stunk with heavy steel girder protruding above water; destroyed by mines.
Jan. 12.	Dexter; Tampa.	Charles Whittemore, schooner.	10 miles E. of Cape Cod, Mass.	11,000	Water-logged and dismasted, serious menace to navigation; crew had been taken off by trawler John Ericsson; Dexter put out fire on board; also sheltered 4 of crew over night and later transported survivors to Boston; vessel towed by Tampa 67 miles into Provincetown Harbor.
Jan. 24.	Jouett.	Lifeboat from S. S. John Tracy.	Georges Bank, lat. 41° 50' N., long. 67° 50' W.	350	Recovered lifeboat and section of top of deck house belonging to wrecked steamship John Tracy.
Jan. 29.	AB-14.	Wreckage of old dock.	San Francisco Bay, Calif.		Picked up adrift, being menace to navigation; towed to dolphin on NW. end of Fort Baker dock.
Do.	Sheboygan.	Raft.	100 feet W. of station.	25	Adrift in fairway and constituting a menace to navigation; towed to coal dock.
Jan. 31.	AB-14.	do.			Adrift and menace to navigation; towed to end of breakwater and made secure.
Feb. 4.	CG-268 (base 19).	Walter Fountain, jr., motor boat.	Off New Foundland Harbor, Fla.		Found burned hull of motorboat Walter Fountain, jr., and towed it into harbor at Munson's Key and beached it.

Date	Cutter or station	Name or description of derelict or obstruction	Where found	Value of property involved	Remarks
1927					
Feb. 4	Point Bonita	Raft of logs	3 miles SSE. of station.		Raft of logs tied together adrift and constituting menace to navigation; towed ashore and destroyed.
Feb. 5	CG-127 (base 4)	Fish car	Narragansett Bay, R. I.		Water-logged and menace to small boats; beached in Great Salt Pond, R. I.
Feb. 9	Seminole	Marie C. Beazley, schooner barge.	Lat. 38° 33' N., long. 74° 42' 6" W.		Sunk in collision, leaving part of mainmast and 2 booms projecting above water; demolished by mines, thus removing menace to navigation.
Do	Humboldt Bay.	Log	75 yards E. of station.		Towed drifting log out of channel and on mud flats.
Feb. 17	Mascoutin; Lewes.	Northern No. 35, schooner barge.	Lat. 38° 37' N., long. 74° 42' W.		Found deck-house and other wreckage of barge Northern No. 35; towed 22 miles to Lewes breakwater and beached.
Feb. 19	Gresham; Seminole.	W. T. Bell, schooner.	Oak Neck Point, Long Island Sound.		Destroyed wreckage by use of mines.
Feb. 22	Mascoutin; Lewes.	Barge	Lat. 38° 26' N., long. 74° 42' W.		Part of side and bottom of heavy barge constituting menace to navigation; towed 30 miles to a position inside Delaware Breakwater; wreckage beached by crew of Lewes station.
Do	CG-299 (base 19)	Timbers	Vicinity of Dry Tortugas, Fla.		Four large timbers adrift and constituting danger to navigation; picked up and towed to Loggerhead Key.
Feb. 24	Manning	Top of deck house.	12 miles E. of Baramore Banks.		Top of deck house, wreckage constituting menace to navigation; demolished by mines.
Do	Seminole	Northern No. 35, schooner barge.	Lat. 38° 45' N., long. 74° 38' W.		Sunk in 17 fathoms of water, with 2 masts showing above water; exploded mines, causing masts to break loose and hull to disintegrate in 13½ fathoms of water.
Do	CG-140 (base 1)	Edward Munch, lifeboat.	60 miles E. of Absecon.		Found adrift; it being useless to tow boat to port owing to its condition, destroyed it.
Do	Gloucester	Pile	1½ miles NE. of station.		Pile, partly submerged, afloat in harbor and constituting serious danger to navigation; towed to station and beached.
Feb. 25	Seminole	Wreckage	Lat. 38° 22' 30" N., long. 74° 46' 30" W.		Sighted large piece of floating wreckage, appearing to be part of bottom and side of wooden vessel; demolished by mines.
Feb. 26	Dante	Wampus Cat, lugger.	Point Chico	\$2,750	Sunk in gale; raised after several days' hard work and towed to Biloxi.
Feb. 27	Carrabasset	City of Annapolis, steam screw.	Chesapeake Bay, lat. 37° 40' N., long. 76° 00' W.	1,500	Pilothouse and part of deck-house with wreckage attached; owing to impracticability of towing due to flimsy condition, destroyed by ramming; saved a number of articles of equipment.
Feb. 28	Mojave	Deckhouse of barge.	Cape Cod, Mass.		Deckhouse of barge attached to section of deck 30 feet square; destroyed by mines.
Do	Morrill, CG-178.	Wreckage	2 miles N. of Race Point Coast Guard Station.		Wreckage with beams attached; towed 13 miles by Morrill to a position in Provincetown Harbor and turned over to CG-178, which turned it over to Skarloff Fish Co.
Do	Humboldt Bay.	Old mooring.	1½ miles N. by E. of station.		Drifted into channel with strong current; removed float and cut wire, thus causing menace to sink.
Mar. 2	Carrabasset	G. J. Cherry, schooner.	Lat. 33° 40' N., long. 72° 36' W.	28,500	Waterlogged and abandoned; towed 300 miles to an anchorage in Hampton Roads, Va., and turned over to tug Joseph M. Clark.

Date	Cutter or station	Name or description of derelict or obstruction	Where found	Value of property involved	Remarks
1927					
Mar. 4	do	Timber	Off Ocracoke Inlet.		Timber floating with end projecting above water; hoisted on board and landed at Berkeley Oil Docks, Va.
Do	Seminole	Cabo Hatteras, steamship.	Lat. 35° 50' N., long. 70° 38' W.		Destroyed by fire; sunk hulk by use of mines.
Mar. 6	Carrabasset, CG-193.	Wreckage	Lat. 35° 02' N., long. 74° 47' W.		Bottom and part of sides of large wooden vessel, almost submerged; towed by Carrabasset 40 miles to Chincoteague Inlet, where it was beached by CG-193.
Mar. 11	Seneca	do	Off Fire Island Light Vessel.		Wreckage, apparently part of keel of scow, being dangerous to navigation; demolished by mines.
Mar. 12	Wallops Beach	Spar	2½ miles NE. of station.		Part of spar 40 feet long projecting 6 feet above water; dangerous to navigation; towed ashore.
Mar. 14	Carrabasset	Wooden hatch	Off Cape Henry Gas Buoy.		Picked up adrift and landed at Norfolk, Va.
Mar. 15	do	Pound stakes and pile.	Vicinity of Cape Charles Light Vessel.		Picked up adrift, carried to Norfolk and landed.
Do	Seneca	Wreckage	Fenwick Island		Stern section of large wooden vessel, thought to be the Marie C. Beazley, projecting 6 feet above water; destroyed by mines.
Do	CG-299 (base 19).	do	Hawk Channel		Picked up two timbers 18 feet long, towed them to Munson Island and beached them.
Mar. 16	CG-273 (base 13).	Piles	Off Ediz Hook, Wash.		Picked up 5 large piles which were adrift and constituted menace to navigation and beached them at Ediz Hook.
Mar. 21	Great Egg	Lumber	2 miles SW. of station.	\$25	Picked up several pieces of lumber which were adrift and constituting danger to navigation; carried ashore and turned over to owner.
Mar. 23	Cape Disappointment.	Piling	3 miles ESE. of station.		Assisted United States Engineers in removing a number of fishtrap pilings from channel, which constituted menace to navigation.
Do	Coos Bay	Log			Adrift in channel; towed to boathouse and beached.
Mar. 24	do	2 buoys			Carried into main channel by strong wind and tide; serious menace to navigation; towed to boathouse and hauled up on beach.
Mar. 27	Vaughan (base 17).	United States Navy buoy.	Off Point Sal, Mexico.		Picked up adrift; towed through rough sea 35 miles to San Diego, Calif.
Mar. 30	Coos Bay	Channel buoy			Buoy drifted into channel and thus constituted menace to navigation; towed buoy ashore and hauled it out.
Apr. 1	Old Chicago	Piling	¾ mile NE. of station.		Piling adrift in steamboat channel; serious menace to navigation; towed to a position near south pier and made fast.
Apr. 6	Mojave	Mast of schooner.	30 miles from Martinicus Rock.		Schooner sunk with mast projecting; destroyed by mines.
Apr. 12	Evanston	Rowboat	¼ mile N. of station.		Adrift in lake; towed to station and destroyed, boat being worthless.
Do	Kenosha	Timber	100 yards S. of station.		Drifting in harbor; towed ashore and pulled up on beach.
Do	Old Chicago	Clump piling	3¼ miles NNE. of station.		Pilings broke away from steamboat and drifted into path of navigation; towed pilings to South Pier and secured.

Date	Cutter or station	Name or description of derelict or obstruction	Where found	Value of property involved	Remarks
1927					
Apr. 17	Kenosha	Skiff	5 miles NE. of station.		Adrift; boat being worthless, broke up hull with axes, thus removing menace to navigation.
Apr. 18	do	Tree	1 mile E. of station.		Floating in lake; towed ashore and hauled up on beach.
Apr. 20	Bois Blanc	Houseboat	¼ mile SW. of station.	\$375	Adrift and menace to navigation; picked up and towed into boathouse harbor.
Apr. 24	CG-266 (base 12).	Scow	South of Colville Island.		Adrift, partly submerged, and constituting serious menace to navigation; towed to a piling and secured.
Apr. 24-25	Fort Point, Point Bonita.	Golden City, ferryboat.	Off Alcatraz Island, Calif.		Sunk in collision with steamer Newport; towed upper deck, which had broken adrift from hull, to a position off Point Lobos, where it went ashore; also towed small section to station and beached it.
Apr. 25	Mascoutin	Mary Buckley, schooner.	Off tail of the Horseshoe buoy.		Picked up wreckage thought to be from derelict schooner Mary Buckley, consisting of two spars, with rigging attached, gaffs, booms, and sails, and towed it to Berkley oil docks.
May 21	Eagle	Log	2 miles SE. of Little Gull Light.		Adrift and constituting menace to navigation; towed to New London, Conn., and beached.
May 24	AB-14	Raft	San Francisco Bay, Calif.		Picked up raft, towed it half mile and turned over to tug of harbor commission for further disposition.
May 25	Vaughan (base 17).	Tree trunk	Off Point Vincente, Calif.		Adrift in main steamship channel and constituted menace to navigation; towed to section base 17, San Pedro, Calif.
Do	Evanston	Scow	3 miles SE. of station.		Adrift and constituting menace to small craft; hauled aboard and taken to station; boat being worthless, destroyed it.
May 31-June 1	Eagle Harbor	Tree	5 miles off Eagle Harbor.		Found in pathway of navigation and towed into Eagle Harbor.
June 2	CG-180 (base 2).	Pat. motor boat.	City Island, N. Y.	1,200	Found submerged and adrift; towed to wharf at City Island and bailed out; then towed to anchorage at White-stone Landing and delivered to owner.
June 3	Manhattan	Barge	Off Owls Head gas buoy.		Picked up adrift and awash and towed to pier, Brooklyn, N. Y.
June 5	Gresham	Wreckage	Lat. 40° 10' N., long. 73° 41' W.		Wreckage, probably section of barge, destroyed by ramming.
Do	do	Lifeboat	Lat. 40° N., long. 73° 43' W.	500	Found bottom up and awash; hoisted on board and transported to Pier 18, Staten Island.
June 6	Eagle Harbor	Tree	18 miles E. of station.		Adrift; towed inside of Horseshoe Harbor and beached.
June 8	do	do	12 miles off Eagle Harbor Light.		Adrift; towed into Eagle Harbor and secured.
June 12	Section base 11	Motorboat	Needle Rock, Calif.		Abandoned boat breaking up on beach and thereby constituting menace to navigation; destroyed by fire.
June 13	Morris	Spar	Near Nantucket light vessel.		Found adrift; hauled on board and landed at New London, Conn.
June 22	Old Chicago	Planks and short timbers.	¾ mile NE. of station.		Obstruction consisting of planks and short timbers spiked together, floating near entrance to Municipal Pier; towed ashore.
Do	Straitsmouth	Mine	1 mile ESE. of station.		Mine adrift; towed into Gap Cove and anchored.

Date	Cutter or station	Name or description of derelict or obstruction	Where found	Value of property involved	Remarks
1927					
June 23...	Unalga, Haida	Everett Hays, motor boat.	Nikolski Harbor, Alaska.	-----	Struck reef and sunk; passengers and crew reached shore in small boat; later survivors were transported to Unalaska by cutter Haida; on June 24 Unalga destroyed wreck by use of mines.
Do....	Old Chicago..	Tree.....	$\frac{3}{4}$ mile NE. of station.	-----	Removed from water part of tree, which constituted menace to small boats.
June 24....	do.....	Timbers and rubbish.	$\frac{1}{2}$ mile SW. of station.	-----	Picked up two timbers and rubbish floating in harbor and constituting menace to small craft and towed them ashore.
June 25....	do.....	Yawl.....	$\frac{3}{4}$ mile S. of station.	\$40	Parted mooring line and went adrift; found floating bottom up and damaged; towed ashore and pulled out.
				120, 290	

ENFORCEMENT OF CUSTOMS LAWS

The duties of the Coast Guard in connection with the enforcement of the customs laws of the country were carried on during the year with the same marked degree of efficiency that has characterized this work of the service in the past. The general enforcement of the customs laws by the service is annually supplemented by the stationing of harbor cutters or launches at the principal ports to assist the customs authorities in boarding incoming vessels and in performing other customs duties.

The law-enforcement work of the service in the prevention of the smuggling of liquor into the United States from the sea has continued to bring excellent results. The situation generally is constantly improving. The Coast Guard has entirely eliminated the once notorious rum row. The service must continue to give unremitting attention toward preventing the reestablishment of that menace on our coastal waters, and to those foreign vessels that endeavor to transfer their cargoes of liquor, many miles at sea, into domestic craft or try to enter our greater ports with their contraband cargoes, hoping to escape detection in the large volume of legitimate traffic. The fact that the Coast Guard must now search diligently to find the rum-running vessels, a number being undoubtedly still engaged in the traffic, necessitates extensive scouting operations over wide sea areas, which really occasions a greater burden and responsibility upon personnel and ships than was the case when rum row existed and the foreign liquor vessels anchored in groups near our shores. The service is exercising the utmost vigilance over the present situation and is applying appropriate and effective means from time to time as conditions may require to counter the vicissitudes and artifices of the traffic.

The manner in which the service has handled this trying and difficult task—a new one in the history of the country—and the fine spirit that has been shown throughout by the personnel in the performance of their exacting and dangerous work are cause for most favorable remark.

The number of seizures made during the year by the service forces, involving vessels and boats, was 169. The miscellaneous seizures numbered 47. The number of seizures made is less than last year, which is a satisfactory indication that improvement is steadily being made in keeping the contraband off our shores.

ENFORCEMENT OF NAVIGATION AND OTHER LAWS

Regattas.—The duty of patrolling and supervising regattas, marine parades, boat races, and similar events was continued during the year in various parts of the country where the service forces were available. This has been a long-time custom of the Coast Guard and it has carried forward the work from year to year with very satisfactory ends. It is a duty of considerable, it may be said, serious import. There is much at stake on these occasions, especially at the larger events. The courses must be kept clear at all odds. Contestants and spectators must be protected. The public safety throughout must have the closest consideration. The movements of vessels must be regulated, crowding prevented, and order maintained. All this calls for the exercise of good judgment, discernment, resourcefulness, and expertness in the management and maneuvering of vessels and boats.

Among these events occurring during the fiscal year 1927 are the following:

Ninth annual event of the Mississippi Valley Power Boat Association, Louisville, Ky., July 3-5, 1926, patrolled by Louisville Station.

Annual speed-boat races of Bay Head Yacht Club, Jamaica Bay, July 5, 1926, patrolled by New York division.

Cruiser race and sailing race of Chicago Yacht Club, from Chicago, Ill., to Sturgeon Bay, Wis., July 24-27, 1926, patrolled by Old Chicago Station.

Yacht race of Lu Lu Temple Yacht Club, in Absecon Inlet, July 31, 1926, patrolled by section base 1, Atlantic City, N. J.

Annual regatta, Southern California Yachting Association, Newport Harbor, Calif., August 1-7, 1926, patrolled by section base 17, San Pedro, Calif.

Regatta, Miles River Yacht Club, off Parrotts Point, Md., August 6-7, 1926, patrolled by *Apache*.

Detroit's seventh annual water carnival, south side of Belle Isle, August 7, 1926, patrolled by Lakes division and ninth district.

Speed-boat races for the New York State championship, over course of Rockaway Park Yacht Club, Jamaica Bay, N. Y., August 7, 1926, patrolled by New York division.

Yacht race of Chelsea Yacht Club, Absecon Inlet, N. J., August 14, 1926, patrolled by section base 1, Atlantic City, N. J., and Ocean City and Great Egg stations.

Annual regatta of Buffalo Launch Club, August 12, 13, 14, and 15, 1926, patrolled by ninth district.

Norfolk-Portsmouth Chamber of Commerce water carnival and regatta, August 19, 20, and 21, 1926, patrolled by Norfolk division.

Gold cup races, under auspices of Columbia Yacht Club, Manhasset Bay, Long Island Sound, August 21-22, 1926, patrolled by New York division.

Pacific coast championship regatta, San Francisco Bay, August 21-29, 1926, patrolled by California division.

Cutter race by United States Battle Fleet for Olympic cup, San Francisco Bay, August 26, 1926, patrolled by California division.

Regatta, South Jersey Racing Association, Ocean City, N. J., August 28, 1926, patrolled by section base 1, Atlantic City, N. J., and fifth district.

Annual international races of International Star Class Yacht Racing Association, Long Island Sound, August 30-September 4, 1926, patrolled by New York division.

Detroit gold cup committee regatta, Detroit, Mich., September 3-7, 1926, patrolled by Lakes division.

Marine pageant, Atlantic City, N. J., September 9, 1926, patrolled by section base 1, Atlantic City, N. J.

President's cup regatta, Washington, D. C., September 17-18, 1926, patrolled by *Apache* and Norfolk division.

First national regatta, Maryland Yacht Club, Baltimore, Md., September 25-26, 1926, patrolled by *Apache*, *Leopard*, and *CG-2314*, under direction of commandant, depot.

River pageant, one hundredth anniversary of the opening of the Erie Canal, Hudson River, October 7, 1926, patrolled by New York division.

Fishermen's races off Gloucester, Mass., October 11-13, 1926, patrolled by eastern division.

International seaplane race for Jacques Schneider trophy, Hampton Roads, Va., November 11, 1926, patrolled by Norfolk division.

Wrigley ocean marathon swim, between Catalina Island and mainland, January 15, 1927, patrolled by section base 17, San Pedro, Calif.

Washington's Birthday regatta of Palm Beach Regatta Association, Lake Worth, Fla., February 20, 21, and 22, 1927, patrolled by Florida east coast patrol area.

Annual crew regatta of the University of California and the University of Washington, Oakland Estuary, Calif., April 9, 1927, patrolled by California division.

Speed-boat race under auspices of Newport Harbor Chamber of Commerce, from Avalon, Catalina Island, to Newport Bay, June 5, 1927, patrolled by section base 17, San Pedro, Calif.

Lindbergh celebration, Washington, D. C., June 11, 1927, patrolled by Norfolk division, *Apache*, sixth district, and four private boats.

Rowboat race between city of Long Beach and Santa Catalina Island, under auspices of Long Beach-Catalina marathon committee, June 12, 1927, patrolled by section base 17, San Pedro, Calif.

Lindbergh celebration, New York Harbor, June 13, 1927, patrolled by New York division.

Regatta, Massachusetts Gold Cup Association (Inc.), Dorchester Bay, Boston, June 17-18, 1927, patrolled by eastern division and details from division 3, Destroyer Force, and second district.

First Annual Races of Atlantic Coast Mariners' Association, Bonita Tideway, Brigantine, N. J., June 18, 1927, patrolled by section base 1, Atlantic City, N. J.

Annual Michigan City yacht race, from Chicago to Michigan City, Ind., June 18, 1927, patrolled by Old Chicago station.

Yale-Harvard regatta, New London, Conn., June 24, 1927, patrolled by Destroyer Force, assisted by superintendent of the academy, and details from New York division, and eastern division, and a private yacht.

Seventh annual Chesapeake Bay work-boat regatta, off Oxford, Md., June 25, 1927, patrolled by Norfolk division.

Atlantic City ocean swim, Hygeia Swimming Club, Atlantic City, June 25, 1927, patrolled by section base 1, Atlantic City, N. J.

Yacht race, Corinthian Yacht Club, New London to Cape May, June 25-28, 1927, patrolled by New York division and Destroyer Force.

Cruiser and speed-boat races of Colonial Yacht Club, from New York to Bear Mountain and return, June 26, 1927, patrolled by New York division.

Regatta of Intercollegiate Rowing Association, Poughkeepsie, N. Y., June 29, 1927, patrolled by New York division.

A number of other events of like character, of local interest, were supervised informally by units of the service.

Navigation laws, etc.—There were boarded and examined during the year by the agencies of the service in the interests of the enforcement of the navigation, motor boat, and customs laws of the United States, 68,223 vessels. Violations of law were found in 1,788 cases. The fines and penalties incurred by vessels reported were \$375,069.

Certification of lifeboat men.—During the year there were 4,617 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.—For several years past no special vessel has been assigned to this work, and no such assignment was made for the fiscal year 1927. All cruising vessels of the Coast Guard, and vessels engaged on other duties, if occasion requires and it is practicable, give medical and surgical aid and advice to the crews of American vessels engaged in deep-sea fishing wherever fallen in with.

CRUISES IN NORTHERN WATERS

The regular annual patrol of the North Pacific Ocean, Bering Sea, and southeastern Alaska, for the season of 1926, which was in progress at the close of last fiscal year, was carried on by the Coast Guard cutters *Algonquin*, *Bear*, *Haida*, *Snohomish*, and *Unalga*. The *Bear* made her accustomed trip to Arctic waters and visited Point Barrow. She returned to Oakland, Calif., on September 13, 1926, successfully completing her last journey to the northern country. She is succeeded by the new cutter *Northland*.

This annual visitation and patrol which has been conducted many years by the Coast Guard has for its primary purpose the enforcement of the convention of July 7, 1911, between the United States, Great Britain, Russia, and Japan, and the laws and regulations for the protection of the fur seal and sea otter and of game, the fisheries, and fur-bearing animals of Alaska. The vessels taking part in these cruises fulfill, in addition to the specific duties just named, many other useful offices. They furnish transportation to Government officials and to the local authorities, school-teachers, destitutes, natives, prisoners, and other persons; carry United States mail; deliver food and other supplies and freight to the isolated settlements; succor persons found to be in need; provide medicines and medical, surgical, and dental treatment for natives; combat epidemics; assist vessels in distress; assist other Federal agencies having interests in the country; aid in administering of justice; settle differences between employers and employees, and assist in the enforcement of the United States laws. The operations of the vessels from year to year touch the lives of many people in these far-away regions.

In the performance of their duties during the season of 1926 the vessels cruised more than 44,000 miles.

An account of the movements and operations of the cutters participating in the cruises is given below:

The *Algonquin* sailed from Seattle, Wash., for Unalaska via Cordova, Seward, Kodiak, and other points on June 5, 1926. As the *Haida* was then in the Cordova-Seward area, the *Algonquin* was diverted to Kodiak, which she visited on June 12. She then proceeded to Uzink, Spruce Island, Unga, Sand Point, and King Cove and arrived at Unalaska on June 19. The passage was without special incident, other than some thick weather and a moderately heavy sea. Medical aid was furnished where necessary at all points visited, general conditions inquired into, and mails delivered. No seals were seen en route. At Uzink, Spruce Island, there were found some cases of diphtheria and a form of bronchitis bordering on an epidemic stage. Seven deaths had occurred during the past few months. At Unga, Sand Point, and King Cove health conditions were found to be very good. On the morning of June 19 the *Algonquin*, having received on board the members of the St. Michaels local board of steamboat

inspectors for transportation to Nome, proceeded to Unalaska, where she arrived the same day, and at once began landing freight for the base and her excess stores. The *Algonquin* was engaged with her logistic requirements at Unalaska from June 19 to June 22. On the latter date she sailed for Nome via St. Matthews Island. On this trip Prof. George Haley, of the California Academy of Science, accompanied the *Algonquin* as guest of the wardroom to prosecute search for botanical specimens and other items of interest for the academy. On the cutter's arrival on June 26 the local board of steamboat inspectors was landed. From June 27 to July 3 the *Algonquin* was engaged in making the return passage from Nome to Unalaska via Punuk Islands, just to the eastward of St. Lawrence Island, in order to take observations to determine the islands' geographical position, it being known that they were incorrectly located on the charts. Much useful hydrographic information was obtained. On leaving the Punuk Islands the *Algonquin* visited the Bristol Bay region and cruised from Strogno Point to the southward and westward past Port Moller region and over the slime banks, for the purpose of rendering assistance to fishing vessels and delivering mail to them. Information was obtained that there was no fishing craft farther north than 15 miles of Strogno Point; also that the season's catch had been a large one and that many fishermen had returned to the States. Five fishing craft were found in the area covered and each was boarded to ascertain whether any labor trouble was prevalent among the crews, but none was found. The medical officer accompanied the boarding boat and treated numerous men for minor ailments. Radio inquiry of the cannery at Port Moller brought out the fact that no labor troubles existed there and conditions were normal. The *Algonquin* returned to Unalaska on July 3. No vessels were encountered on the slime banks nor elsewhere between Port Moller and Cape Sarichef. The *Algonquin* was at Unalaska base from July 3 until the afternoon of July 13, employed at ship-upkeep duties, etc., when she departed for Akutan to make contact with the *Victoria* from Seattle. Upon arrival at Akutan on July 13, and learning that the *Victoria* had not arrived, the *Algonquin* sailed for False Pass, where she arrived on July 15. She remained until July 19, giving medical treatment to the natives. She then proceeded to King Cove, where the medical officer afforded treatment to the natives. The *Algonquin* sailed for Seward on July 22, arriving at that place on the afternoon of July 24. Lieut. (T.) W. S. Morse, United States Coast Guard, and Acting Assistant Surgeon Shirey, who was in need of hospitalization, were transferred to the *Alaska* on July 25 for transportation to the States. The *Algonquin*, after taking on board mail and freight, sailed on July 25 and arrived at Chignik on July 27, where the commanding officer settled certain differences between the cannery superintendent and his employees. The cutter left on the afternoon of July 27 for Unalaska, where she arrived on July 29. The *Algonquin* sailed from her base on July 30 and arrived off the mouth of the Naknek River on August 1, where she anchored to await the arrival of the "floating court."

On the morning of August 3, Judge Ritchie, of the United States district court, the United States attorney, clerk of the court, and a United States marshal arrived on board. The *Algonquin* was thereafter engaged until August 10 in transporting the court from the anchorage off Naknek to Dillingham, St. Paul Island, and Dutch Harbor. While in the Pribilof area, the *Algonquin* assisted the naval radio personnel in calibrating the radio compass at the naval radio station on St. Paul Island. At Dutch Harbor the United States court took its departure from the *Algonquin* for quarters on shore at Unalaska. While on this cruise the *Algonquin* carried mail and freight, furnished transportation, etc. From August 10 to August 13, the *Algonquin* was engaged at Dutch Harbor on ship upkeep duties and battery subcaliber practice in preparation for short-range battle practice. On the latter date she took on board the personnel of the United States district court for transportation to various points. The cutter visited False Pass, Sannak Island, King Cove, Zachary Bay, and Unga, at which latter place the court and several prisoners were landed. The *Algonquin* then returned to Unalaska, via Akutan, at which latter place she arrived on the evening of August 22. Freight for the ship, mail for the *Bear*, and two natives for transportation to Unalaska were taken on board. The vessel then proceeded to Dutch Harbor, arriving on August 25. The *Algonquin* afforded transportation to the United States district court for a period of 16 days, and materially assisted it in the performance of its work. The *Algonquin* engaged in short-range battle practice on September 17. The vessel returned to Dutch Harbor on the same evening and resumed ship upkeep

work. On September 30, a report having been received of a suspected murder at Makushin village, the *Algonquin* received on board the United States commissioner, the United States deputy marshal, the Bureau of Education physician, all of Unalaska, along with a trader of Makushin, the native suspect and five native witnesses and guards, and proceeded to Makushin, where a coroner's jury was held. On completion of this work the cutter proceeded to the cannery in the bay for the purpose of collecting the personal effects and food supplies of the suspect and certain witnesses. This having been accomplished, the vessel proceeded to Unalaska, where she arrived on October 1. On October 19, having received on board for transportation, Dr. Andrew K. Smith, Frank Gee, and William Sheehan, the latter an indigent citizen of Alaska en route to the Pioneers Home at Sitka, the *Algonquin* sailed for Seattle, Wash., and arrived there on October 27, 1926. The *Algonquin* operated as a unit of the Bering Sea patrol force for a period of 143 days. While engaged on duty in Alaskan waters, the cutter cruised 8,135 miles, boarded and examined several vessels, transported a large quantity of mail, and afforded passage to 39 persons.

The *Bear* steamed from Oakland, Calif., at 9 a. m. May 5, 1926, and arrived at Seattle, Wash., on May 10. While at Seattle the cutter took on board 829 sacks of mail for delivery to the postmasters at Unalaska, Nome, and St. Michael. The vessel steamed from Seattle at 4 p. m. May 20 and arrived at Unalaska on May 31. After being coaled to capacity the *Bear* sailed from Unalaska at 9 a. m. June 4, 1926, for Nome. En route heavy ice was encountered in some localities. The cutter reached Nome on June 8, where mail was delivered to the Nome Coast Guard Station. On June 9 the vessel departed for St. Michael to deliver the rest of the mail. The location of the ice fields was dispatched to the *Victoria* and the *Oduna*, of the Alaska Steamship Co., and to the commander Bering Sea patrol. It required two days for the *Victoria* to work through these ice fields. After landing the mail the cutter proceeded to St. Lawrence Island, but owing to furnace trouble was forced to return to St. Michael. After examination of the boiler it was found that no repairs could be made with the tools available. The cutter then proceeded to sea and arrived at Golofnin Bay on the evening of June 20. After watering ship the *Bear* proceeded to Nome. Upon arrival the president of the chamber of commerce and the mayor requested that the cutter proceed to St. Michael and transport Gov. George A. Parks, of the Territory of Alaska, to Nome, as there was no other available transportation. The *Bear* arrived at St. Michael on June 22 and received Governor Parks on board with the customary honors and salute. At 10.40 a. m. the cutter proceeded to sea, and on June 23 arrived at Nome. A salute of 17 guns was fired when Governor Parks left the vessel. At 2.25 p. m. the *Bear* got under way and proceeded to St. Lawrence Island. Both villages were visited and the teachers from Sevoonga were transported to Nome. Mail was carried to St. Lawrence Island and the outgoing mail taken on board for Nome. On the return trip the cutter visited King Island. It was found that all natives had left for the mainland. After landing passengers and mail at Nome on June 26 the *Bear* sailed for Port Clarence for the purpose of cleaning boiler, arriving there on the morning of June 27. After performing this duty the cutter got under way on July 3 for Cape Prince of Wales, arriving there the same day. The school teacher and natives visited the ship and one sick native woman and her two children were taken on board for transportation to Nome for hospital treatment. The cutter sailed from Cape Prince of Wales on July 3 and arrived off Nome the following day. On July 5 the crew observed Independence Day. On July 7 the cutter left Nome for a cruise in Norton Sound, visiting Golofnin Bay, St. Michael, and Unalaklik, and returned to Nome on July 13. She next sailed for St. Michael, arriving there on July 17. After coaling the ship got under way on July 20 for Nome, via Golofnin Bay, and arrived at the former port on July 21. After taking on board mail, stores, and passengers the vessel proceeded to sea, en route to Point Barrow, via St. Lawrence Island. Stops were made at Sevoonga, Gambell, and Cape Prince of Wales, arriving at the latter place on July 25. Dr. D. Jenness, of the Victoria Memorial Museum, Ottawa, Canada, and a native assistant were transported to Little Diomed Island, which was reached on July 26. After visiting the village on Little Diomed Island the vessel proceeded into the Arctic Ocean, around Big Diomed, and on July 27 arrived at Kotzebue, off Cape Blossom. Mail and freight having been delivered at Kotzebue, the vessel got under way and proceeded north, stopping a short time off Kivalena, and arrived at Point Hope, south side, on July 29. Archdeacon F. W. Goodman, a mis-

sionary, and Mr. Merl LeVoy were received on board as passengers for Barrow and return. On July 30 the *Bear* got under way and stood to the northward. As there was quite a swell from the northwest, no attempt was made to land along the beach between Point Hope and Icy Cape, which was rounded during the morning of July 31. The vessel anchored off Wainwright at 2.30 p. m. the same day. Ice was encountered on the 31st and worked until off Wainwright. While working in the ice a polar bear was observed on the ice and killed by members of the crew. The carcass was brought on board and later turned over to the natives at Wainwright for food. At Wainwright Mr. Jim Allen was taken on board for transportation to Barrow. From July 31 to August 9 the *Bear* worked in ice, arriving at Barrow on the latter date. Here passengers, mail, and freight were landed. On August 10 the *Bear* proceeded southward and anchored off Wainwright. Tommy Killbear, a mentally deficient Eskimo boy, was taken on board for delivery to the United States court officials at Nome. En route to Point Hope the vessel stopped at Corwin coal mine for water, but found conditions such that none could be obtained. The cutter arrived at Point Hope on August 12, and sailed from that place the same day. During the forenoon of August 13 a stop of several hours was made off Kivalena to allow the natives to come on board and receive medical treatment. At 11 p. m. of this date the *Bear* anchored off Cape Blossom, Kotzebue Sound. On August 14 she got under way and proceeded south, arriving at Nome on August 16. That evening the vessel left for St. Michael to coal ship, which was completed on August 18, and the cutter returned the next day. At the request of the postmaster at Nome 28 sacks of mail were received on board for delivery to the postmaster at Oakland, Calif. Port Clarence was visited on August 21 and 22. Attempts were made to land at St. Lawrence, Little Diomedea, and Nunivak, but in each case too much surf was running to land with safety. While en route to Unalaska the vessel stopped at St. Paul Island to receive on board a number of seals, and arrived at Unalaska on August 29. After cleaning boiler and coaling ship the *Bear* sailed on September 2 from that port, and arrived at Oakland, Calif., at 8.30 p. m. September 13.

The *Haida*, carrying the flag of the force commander, sailed from Seattle on April 15, 1926, for Unalaska base, via Kodiak, Unga, and such other points as considered desirable. Throughout the cruise the weather was unusually good. The *Haida* arrived at Kodiak on April 20, where conditions were found to be satisfactory. On April 21, the *Haida* sailed for Unga, arriving there on April 22, where general conditions were found to be excellent. Leaving Unga on the afternoon of the same day, the cutter reached Squaw Harbor a few hours later. At that place conditions were also found to be excellent. On the morning of April 23, the *Haida* left for King Cove, arriving there the same day, and communicated with shore. The dental surgeon visited the town and performed several extractions. The cutter sailed that evening for Unalaska and arrived there on April 24. The crew began the work of transferring excess sea stores ashore. On April 27, the *Haida* sailed for the Pribilof Islands to deliver mail and to investigate conditions in that area. After completing this duty she returned to the base on April 29 and resumed her work in landing excess stores. The force commander, his aid, the dental surgeon, and the base force took up quarters on shore. From May 8 to May 28 the *Haida* was stationed at Tigalda Bay for the protection of cannery ships entering the passes. Radio contact was established with the lighthouse station at Scotch Cap for information purposes. At intervals, when necessity demanded, the *Haida* returned for short periods to the base, but kept in radio touch with Scotch Cap. From May 28 to June 7 the *Haida* was engaged in cruising between Unalaska and Cordova, in connection with the hospitalization of Mess Attendant (First Class) F. O. Dujale, invalided at Cordova by a medical survey. From June 8 to June 13 the *Haida* was employed on a cruise to the westward, visiting Nikolski, Chernofski, Kashega, and Makushin, for the purpose of rendering the inhabitants of those places medical and dental relief. During that period the *Haida* also visited the Pribilof group, to observe general conditions there. The usual medical and dental services were performed at all places visited. The general health of the inhabitants was found to be good. It was ascertained that but one death had occurred since the last visit by a Coast Guard cutter in 1925. From June 13 to June 26 the *Haida* was at her base, cleaning boilers, etc. Small-arms practice was held on the range during that period. At noon, June 26, the *Haida*, in response to an urgent call for medical treatment for a sailor on the fishing schooner *John A.*, off Port Moller, proceeded to that location, where she arrived on the following day.

There was taken on board Ormie S. Kesvold, who was transferred to the ship by a cannery tender from Port Moller. The *Haida* left for Uzink, Spruce Island, where the medical officer made a survey of the health conditions. He found that diphtheria and pulmonary diseases showed a decrease since the *Algonquin's* last visit to the island. The Chamber of Commerce of Cordova having requested the presence of the *Haida* on the Fourth of July, the cutter sailed from Spruce Island on the morning of July 1, and arrived at Cordova on the afternoon of July 2. The sick fisherman from the fishing schooner *John A* was transferred to the hospital. The two other sick men taken on board at Unalaska and the destitute seaman left the vessel. The *Haida* sailed from Cordova on July 6 and made a search for two fishing boats that had been blown off Copper River Flats on July 3. During the search one of the fishing boats, the *V-100*, returned to port, but the other one, *No. 10*, was still missing. On the morning of July 7, the *Haida* returned to Cordova, took on board the mail, and then left for Unalaska. En route she stopped at Uzink, Spruce Island, where the medical officer fumigated certain residences. Then she left for Unga, and on arrival the medical officer made a survey of the place and rendered medical treatment to some of the inhabitants. On July 10 the cutter stopped at Squaw Harbor; here the medical officer made a survey and rendered treatment to those requiring it. Conditions were found to be approaching normal and the mild influenza cases subsiding. The cutter arrived at Unalaska on July 13. The *Haida* was at Dutch Harbor refueling and engaged in routine matters and upkeep from July 13 to July 17. On the latter date she proceeded on a cruise to the Pribilof area, via Bogoslof Island. It was the desire to ascertain whether any changes had taken place in the topography of the latter place, due to volcanic disturbances since last season; also to observe general conditions in the vicinity of the Pribilof Islands and to calibrate her radio compass with that of St. Paul radio-compass station. The *Haida*, being prematurely recalled from the Pribilof area, owing to certain necessary changes in her program, left that vicinity and arrived at her base on July 23. On the following day she sailed on a cruise to Attu and was absent on that duty until August 3, when she returned to her base. From then until August 16 the cutter was employed in necessary upkeep work. On August 17 the *Haida*, having taken on board a quantity of freight for the Bureau of Education, sailed for Umnak Island and delivered this freight at Nikolski. On the return trip she made an investigation of a report of the active eruption of Bogoslof Island. It developed that there were no signs of present eruption when the cutter arrived off the island on August 22; but there were, however, indications of a recent eruption. The vessel cruised about the island and found the silhouette apparently unchanged, but the bar extended in a northerly direction from the spit on the west side of Fire Island. En route to the base a stop was made at Otter Point, Umnak Island; here three members of a Biological Survey party, there for the purpose of making a reindeer count, were taken on board for transportation to Dutch Harbor. There also was taken on board a sheepman for transportation to Chernofski Harbor. All remaining passengers were landed upon the cutter's arrival at Dutch Harbor. On September 2 the *Haida* was engaged in short-range battle practice off Constantine Bay. She returned that evening to Dutch Harbor and resumed upkeep duties. From September 7 to September 17 the cutter was engaged in cleaning boilers and in making preparations to depart for the States. She proceeded to Unalaska on September 23 and took on board all necessary material and Bering Sea patrol-force records for transportation to the States. The personnel of the base force and the force commander and his aid boarded the cutter on the evening of September 24. The *Haida* on September 25 sailed from Unalaska and arrived at Seattle on October 2. The *Haida* operated as a unit of the Bering Sea patrol force for a period of 169 days. While on this cruise she cruised 12,961 miles, boarded and examined 5 vessels, afforded medical assistance to 176 persons, and performed other duties. The *Unalga* was engaged on patrol duty, begun at Dixon entrance and terminated off Cape Spencer, from April 15 to April 22, 1926. Having refueled and replenished supplies at Juneau, the cutter resumed patrol duty on April 25, touching at Middleton Island, Yakutat, crossed the Gulf of Alaska, and proceeded to the westward, touching at Seward, Kodiak, and Afognak Bay. Having returned to Kodiak to afford medical services, the vessel, on completion of this duty, proceeded to sea for Unga, touching at way points, where conditions were found to be good. The *Unalga* then continued westward, stopping at King Cove and False Pass, at which latter place the commanding officer performed a marriage ceremony. At Sannak, which was visited, conditions were

found to be good. The vessel arrived at Unalaska on the morning of May 16. Good weather was experienced during this cruise. The *Unalga* was employed from May 21 to June 2 on a cruise to Attu Island, visiting Makushin, Kashega, Chernofski, and Nikolski and the islands of Atka and Adak. Past Asst. Dental Surg. (R.) A. E. Nannestad and a pharmacist's mate, third class, were assigned to the vessel for this cruise for the purpose of affording dental relief to the natives. Authority was granted to transport a limited amount of food supplies, a dory, and some lumber for a native of Nikolski, also to transport supplies for the school-teachers at that place. Father Orlof of the Russian Orthodox Church was given passage to Atka. During this cruise the customary duties of the *Unalga* were performed at the various places visited. No legal tangles were encountered during the cruise. At Chichagof Harbor the ship established a tide staff and made observations. At Bay of Islands, Adak Island, important hydrographic work was performed by the ship's officers in sweeping, taking sextant angles, and investigating the channel within the inner bay. The work showed the channel to be clear and a roomy, land-locked harbor. During the cruise it was found that but a few male natives were at Attu, they being absent on the Fox Islands. On June 2 the *Unalga* left for a special cruise to False Pass to render medical aid there. En route, however, a dispatch was received which stated that the persons in need of medical attention were being taken care of by the physician from King Cove cannery; therefore, the *Unalga* changed her course for Unalaska, via Akutan Pass, where she arrived on the night of June 4. On June 5 the *Unalga* left for Cordova to render aid to a man with an ulcerated tooth. After affording this assistance the *Unalga* sailed for her base and arrived on June 16. The cutter was employed from June 28 to July 2 on a cruise to the Pribilof area in connection with the seal herd. The force commander, his aide, and the dental surgeon made this cruise on the vessel. Upon arrival at the Seal Islands, conditions were found to be of the best. The force commander landed and held conference with the agent on St. Paul Island. All persons on board were afforded an opportunity to visit the rookeries. The agent on the island of St. George visited the vessel and conferred with the force commander on the subject of seal conditions. The *Unalga* spent July 2, 3, and 4 at her base making preparations to sail for her station at Juneau, her services being no longer needed in this locality. A message having been received that a woman at Sannak required medical attention, the *Unalga* sailed on July 5 for that place and afforded the necessary medical aid, then proceeded to Ikatan, where the commanding officer landed and conferred with the cannery officials as to general conditions there. Medical aid was given to those who required it. Unga was next visited, where medical aid was afforded the sick. The cutter visited Kodiak and Uzinki, where the health of the people was investigated. The cutter arrived at Sitka on the morning of July 13, and landed some personal effects of Deputy Collector of Customs Bolshanin, of Unalaska. Here Professor Haley, who had been taken on board as a guest of the commanding officer, was set ashore. Sailing from Sitka on July 13, the *Unalga* arrived at Juneau the next day and ceased to be a unit of the patrol force. The *Unalga* operated as a unit of the Bering Sea patrol force for a period of 89 days. While on this duty the cutter cruised 8,348 miles, boarded and examined 32 vessels, and afforded medical assistance to 75 persons.

The *Snohomish* maintained an active patrol of the waters between the Columbia River and Dixon entrance from April 5, 1926, to May 30 for the protection of the seal herd and sea otter. During the time occupied by the cruise no instances of pelagic sealing were observed or reported. This fact was confirmed by inquiries addressed to all fishermen boarded and to all Indian canoes fallen in with by the cutter. There are two tribes of American Indians engaged in sealing—namely, the Makah Indians, of Neah Bay, Wash., and the Quillayute Indians, of La Push, Wash. British Columbia Indians seal from Nootka, Clayoquot and Barclay Sounds. The Makah Indians seal in an area about 10 to 15 miles offshore, bounded by the parallels of latitude passing through Umatilla Reef Light Vessel and Cape Flattery, Wash. The Quillayute Indians seal in an area about 10 miles off the mouth of the Quillayute River, extending in a general southeast direction toward Destruction Island. The natives of Barclay Sound frequently seal in the same area as the Makah Indians, but at other times in an area bounded by the coast line and a line about 10 to 20 miles offshore, running in a general east and west direction. The natives of Nootka and Clayoquot Sounds seal in an area located about 10 miles seaward from these respective sounds. No Indians engage in sealing north of Nootka

Sound and in the waters bounding the Queen Charlotte Islands. During the cruise no sealing canoes were fallen in with, this being due to the fact that when the *Snohomish* was in the vicinity of the sealing grounds the weather conditions were squally, boisterous, and foggy, at which times the natives do not venture from their villages. All Indians reach the sealing grounds by having their canoes towed by motor boats, each motor boat towing from two to three canoes. Upon reaching the grounds the canoes are cast off. While engaged in the actual seal hunt, the canoes are invariably sailed or paddled and are in no way assisted by the motor boat. When the hunt is ended the motor boat tows the canoes back to the village. The American Indians use the harpoon exclusively in capturing the seals and kill them with a club or a blow over the head when they are hauled aboard the canoes. About 30 canoes seal from the west coast of Washington, and it is reported that the same number seal from Vancouver Island. The Indians leave their villages shortly before daybreak, arrive on the sealing grounds several hours later, seal until the late afternoon, and return to their villages just after dark. Sealing is done only in good weather, with a wind no greater than force three (gentle breezes). A stronger wind would make the handling of canoes dangerous. The best hunting is experienced with a wind force of two (light breezes) and smooth water or light swells. Under such conditions the canoes can be handled readily, and the seals, lying asleep on the surface of the water, can not detect the approach of the hunter from leeward. Very few seals were seen by the *Snohomish* in the waters between Nootka Sound and Dixon entrance. Several small groups were observed between Nootka Sound and Swiftsure Bank. Several herds, numbering from 25 to 50 seals, were sighted on the American sealing grounds. In rough or choppy water no seals were seen. The American Indians state that the seals were unusually wild this season, and that to approach them or get within harpoon range was difficult. The reason for this is probably due to the fact that the waters close to shore in places appear to be clearer than formerly, and for this reason hunters could not advance close to their prey without being detected. This season most of the sealing was done during the latter part of March and early in April, when the main herd was migrating northward and when unusually fine weather prevailed. Since April 15, 1926, the general weather conditions have been squally, with much rain, mist, and fog, accompanied by a choppy sea. As these conditions make sealing impossible, the number of seals killed since that date is much below the number killed earlier in the season, and the total number killed to date is reported to be less than the number killed during an average sealing season. The American Indians reported that the Barclay Sound Indians were using guns in killing seals. This matter was taken up with the mayor of Port Alberni, British Columbia, the chief of police, Port Alberni, the collector of customs, Bamfield, British Columbia, and various fishermen who were boarded in the vicinity of the sealing grounds, all of whom disclaimed any knowledge of the fact. The officials above mentioned said that they would bring the matter to the attention of the Barclay Sound Indians.

The patrol for the present season of 1927 is in progress at the close of the fiscal year and is being conducted by the Coast Guard cutters *Algonquin*, *Haida*, *Unalga*, *Northland*, and *Snohomish*. The movements and operations of these vessels will be noticed in the next annual report.

Coast Guard Cutter "Bear"

It is peculiarly fitting under the heading of cruises in northern waters, an activity with which the veteran Coast Guard cutter *Bear* has so long been identified, to pay tribute to this distinguished ship. She is one of the best-known vessels in the Government service. She was built at Greenock, Scotland, in 1874, and was originally used as an Arctic whaler. She was purchased in 1883 by the United States for use on the Greely relief expedition. She successfully fulfilled the mission for which she was purchased, and was in 1885 transferred from the Navy Department to the Revenue Cutter Service, Treasury Department. She was built very solidly of wood for service in the ice. Her length over all is 198 feet, beam 28½ feet, and draft 18

feet 2 inches, with a displacement of 1,700 tons. During her life in the service she has had frequent repairs and has undergone modernization processes. Her duties in the service for many years have sent her annually to the far-away North on cruises to Alaska and the Arctic Ocean and to Point Barrow. Her yearly visits to the northern country have been a welcome episode in the lives of the natives. Her coming among them was an inspiration, a promise always fulfilled, a light penetrating the darkness and wilderness of their desolation. Her mission was to help, to aid, to succor, and she fulfilled that mission. Her record is both conspicuous and interesting. She was always ready, exemplifying the motto of the service. Returning to the States from a 6-months' cruise in Arctic waters, she set out again on November 27, 1897, just 3 weeks from the time of her arrival from the North, on the historical expedition for the relief of the whaling fleet caught in the ice in the vicinity of Point Barrow, and 10 months later she returned bringing four crews of wrecked whalers without loss or accident of any kind. She is 53 years old and for more than 40 years has valiantly borne the rigors of the hardest of service, battling oftentimes with the northern ice that threatened to send her to her doom. The ravages of service and time have at last told on her. Her work is done. Her last cruise to the frozen regions of the North is made and she must go to the inactive list. This old ship will have a place always in the hearts of her shipmates and in the history of the service.

NORTHERN PACIFIC HALIBUT FISHERY

The Coast Guard cutters *Unalga* and *Snohomish* were assigned this year to the duty of patrolling waters off the coast of Washington and southeastern Alaska in the interest of the enforcement of the law with respect to halibut fishing. This work is performed by the Coast Guard in behalf of the Bureau of Fisheries, Department of Commerce.

The *Unalga* left Juneau, Alaska, at 3.20 a. m. November 10, 1926, and stood for Cape Spencer. Having anchored in Mud Bay for the night, she got underway the next morning and proceeded to sea, cruising along the 100-fathom curve. Four fishing boats were sighted off the Fairweather Bank, and two off the southern end of the Yakutat Bank. The *Unalga* arrived at Yakutat on the afternoon of November 12 and anchored in the roads. Four of the smaller type of halibut fisherman were found at Yakutat, they having come in on account of the bad weather. Health conditions in the village were found to be normal. The *Unalga* remained overnight at Yakutat and left the next morning, November 13, standing back to the southern end of the Yakutat Bank and following the 100-fathom curve toward Cape St. Elias. A number of fishing vessels were sighted off the Yakutat Bank and four off the "W" Bank to the southward of Icy Bay. The cutter anchored off Katallah behind Cape St. Elias on the afternoon of November 14 and the next morning got underway and cruised along the line followed on the run to the westward, arriving off Cape Spencer on the night of November 16. Only two fishing vessels were seen during this cruise. These

vessels were off the southern end of the Yakutat Bank and were picking up their last buoy preparatory to going in. There being every indication that the fishing regulations were being observed and no reason to believe that any of the fishing fleet required assistance, the patrol was discontinued on the morning of November 17, and the *Unalga* left for Juneau, where she arrived on November 18, 1926.

While engaged on this duty the *Unalga* cruised about 1,000 miles.

The *Snohomish*, on February 14-16 and on February 23-24, 1927, cruised on the halibut banks.

ANCHORAGE AND MOVEMENTS OF VESSELS

The Coast Guard continued throughout the year to enforce the rules and regulations governing the anchorage and movements of vessels at the larger ports of the country and at other places where Federal regulations are in effect. The service has received the helpful cooperation of the maritime interests, and occasions warranting the levying of penalties for violations have been infrequent. There has been no material change during the year in the general plan and arrangement of the activity. The work has been performed efficiently and to the satisfaction of the maritime interests.

Coast Guard officers are serving as captains of the port to enforce the regulations at the following-named places: New York Harbor and vicinity; Hampton Roads and the harbors of Norfolk and Newport News, Va.; Charleston Harbor, S. C.; Galveston Harbor, Port Bolivar, and Texas City, Tex.; San Francisco Harbor, Calif.; Chicago Harbor, Ill.; St. Marys River (Sault Ste. Marie, Mich.).

At these ports are the headquarters of Coast Guard divisions, districts, or vessels, and it has been found to be in the interest of good administration to have the senior Coast Guard officer serve as captain of the port in addition to his other Coast Guard duties.

In the larger ports harbor tugs or launches of the Coast Guard, flying the prescribed anchorage flag, make regular patrols of the harbors and anchorage areas, assisting shipping in properly anchoring, giving information and advice as to local port conditions and facilities, enforcing the rules and regulations in effect, and extending their services to marine commerce in every way practicable.

In localities where constant supervision is not deemed essential periodical inspections are made by Coast Guard units to insure the observance of the regulations. Inspections of this character are carried on in the following-named localities having Federal anchorage regulations: 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.; San Diego Harbor, Calif.; San Pablo Bay, Carquinez Strait, and Suisun Bay, Calif.

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

RESUSCITATION OF THE APPARENTLY DROWNED

An important service is rendered by the Coast Guard year after year in the restoration of apparently drowned persons by the manual method of resuscitation used in the service. The success attending the operations of the Coast Guard crews in this direction is noteworthy. Those who thus come under the care of members of the service are usually bathers, swimmers, persons who have fallen off docks, wharves, sea walls and other exposed places, or whose small boats have capsized or suffered other accident. In some cases efforts at resuscitation fail from various causes, as for instance, the patient may already have died from injury or shock or from natural causes; the body may have been too long submerged, or attention, or the calling of Coast Guard assistance too long delayed when recovery is made by others than the service crews. These are causes for which the Coast Guard personnel is not responsible. There are many cases of record in which the service men, by unflinching determination and laborious effort, have been successful in restoring persons who, when taken from the waters, from every indication were dead. The crews are trained to regard no case as hopeless unless there is unmistakable proof of death. They are under instructions to continue resuscitative measures for hours if there be the slightest hope of restoring animation. So careful are they that there shall be no mistake, instances are of record where they have persisted in their operations for considerable periods even after the patient has been pronounced dead by medical authorities.

During the year 70 cases of resuscitation came under the care of the service personnel. Of these, 30 were successful, the persons being restored to consciousness. Of the 30 persons restored, 12 were apparently dead when taken in charge by the Coast Guard men. Four had been under water 10 minutes. The 40 failing to respond to the resuscitative efforts had been under water for periods ranging from 1 to 30 minutes, the average time being 15 minutes.

CASUALTIES INVOLVING LOSS OF LIFE

During the year there occurred seven casualties involving loss of life. As required by law, these casualties were investigated and testimony of witnesses taken under oath to ascertain the cause thereof and whether any officer or other person of the service had been guilty of neglect or misconduct in the premises. As a result of these casualties 12 persons lost their lives. A summary of the casualties is given below:

Date	Station	Vessel or person involved	Lives lost	In scope of operations	Full duty performed
1926					
July 1	Napeague	Man bather	1	Yes.	Yes.
July 23	Cape Henlopen	do	1	No.	Yes.
July 28	Shark River	Motor boat Thistle	2	Yes.	Yes.
Aug. 7	Squam Beach	Surfboat	1	Yes.	Yes.
Sept. 5	Ocean City (sixth district)	Man bather	1	Yes.	Yes.
1927					
Feb. 3	Blue Point	Scoter	3	Yes.	Yes.
May 28	Atlantic City	Canoe	3	Yes.	Yes.
			12		

The following are cases of loss of life which occurred during the fiscal year ended June 30, 1926, but which were not included in the annual report for that year because investigation had not been completed at the closing of the report:

Date	Station	Vessel or person involved	Lives lost	In scope of operations	Full duty performed
1925 Sept. 28.....	Oswego.....	Steam barge Isabella H.....	1	Yes.	Yes.
1926 June 12.....	St. Joseph.....	Man.....	1	Yes.	Yes.
Do.....	Muskegon.....	Man swimmer.....	1	Yes.	Yes.
			3		

COMMUNICATIONS

The communications service is concerned with the provision, construction, operation, and maintenance of all Coast Guard communication facilities of whatever nature, and with the instruction and training of the personnel connected therewith.

The means of communication employed in the Coast Guard are the telegraph, telephone, radio, and sound and visual signals.

The Coast Guard owns and operates a telephone line system consisting of 183 separate and distinct lines connected with commercial exchanges for local and long distance service. The total mileage of the lines is approximately 2,650 miles, including 480 miles of submarine cable. All Coast Guard stations, 160 lighthouses, and a number of other Government agencies, such as naval radiocompass stations, Weather Bureau stations, etc., are furnished service by Coast Guard lines.

During the year additions were made to the coastal communication system by the construction of a telephone line to Poverty and St. Martins Islands, in Lake Michigan, thus connecting all the outlying islands at the end of the Wisconsin Peninsula, starting at Gills Rock, Wis., across Porte Des Morts Passage to Plum Island, thence across Detroit Island Passage to Washington Island, thence to Jackson Harbor, Rock Island, St. Martins Island, and Poverty Island. This project provides a telephone circuit for all the isolated lighthouses and important lookouts along the dangerous Detroit Island and Porte Des Morts Passages, and is of great value to shipping using these passages.

The Manitou Island, Mich., line was completely rebuilt during the year, and 14 miles of new submarine cable authorized by the Congress for connecting the Manitou Islands with the mainland were laid in the early part of the year.

A cable was laid connecting the coastal telephone lines on Long Island, N. Y., with the mainland at Bay Shore, N. Y.

The hurricane which swept the coast of Florida in September, 1926, completely demolished the Biscayne Bay Station line, the Fowey Rock Lighthouse line, the Fort Lauderdale Station line, the Mosquito Lagoon line, and several other spur lines on the Florida Keys. These lines have been rebuilt and telephone service has been restored.

The routine work of repairs, upkeep, improvement, and maintenance of the entire system continued through the year as the needs of the service required.

It is desired again to invite attention to the pressing need of 16 miles of submarine cable to replace the old and greatly deteriorated cable between Cape Henry and Cape Charles, Va. Reference to this matter was made in last year's report. The condition of the present cable does not justify repairs. This cable is an important connecting link for communications north and south of Norfolk, Va.

The modernization program with respect to the installation of radio equipment of the service mentioned in last year's report continues to be attended by most satisfactory results. Modern vacuum-tube radio apparatus was installed on 35 cruising cutters and destroyers and on 33 new vessels of the 125-foot class, all installations being made by Coast Guard personnel at a considerable saving to the Government. Radio direction finders also were installed on certain destroyers and cutters, this work, excepting two installations, being performed by service personnel. To supply radio communication for Coast Guard aircraft a contract was made for three aircraft radio sets to be used in Coast Guard planes operating from the Coast Guard section bases at Cape May, N. J., and Gloucester, Mass. This equipment will be installed during the ensuing fiscal year.

Due to the installation of modern high-frequency radio apparatus as a result of last year's experiments, direct radiotelegraph communication, with few exceptions, was daily maintained between the vessels of the international ice patrol, on the Grand Banks of Newfoundland, and naval communications at Washington, a distance of 2,400 miles, thus obviating the former practice of relaying through land radio stations and thence to Washington by land wire.

An officer of the Coast Guard continues to represent the entire Treasury Department on the interdepartmental radio advisory committee, which committee coordinates certain governmental radio activities and acts in an advisory capacity to the Secretary of Commerce. An officer of the Coast Guard also represents the Treasury Department on the interdepartmental electrical communications committee, which committee is advisory to the State Department on matters affecting electrical communications. During the year this latter committee was actively engaged in making preparations for the international radiotelegraph conference to be held in Washington in October, 1927; in preparing the proposals of the United States for revision of the radiotelegraph convention signed in London in 1912, and in studying the proposals as submitted by other nations adhering to the convention. Lieuts. E. M. Webster and R. J. Mauerman, United States Coast Guard, were appointed by the Secretary of State as technical advisors to the United States delegation at the forthcoming conference.

AVIATION

During the year five modern seaplanes of the latest types in use by the Army and the Navy were purchased under Navy inspection. Three are Loening amphibian planes and two are of the Voight UO-type. An air station with three planes was placed in operation on

Ten Pound Island, off Gloucester, Mass., and conducted as an auxiliary of the Coast Guard patrol section base at Gloucester. In addition to the law-enforcement work of that base in which seaplanes are used in searching coastal sea areas in cooperation with Coast Guard destroyers and patrol craft, these planes have searched for missing vessels of New England fishing fleets and for lost trans-Atlantic aviators.

The naval appropriation act approved August 29, 1916 (39 Stat. 600), provided in part as follows:

* * * That for the purpose of saving life and property along the coasts of the United States and at sea contiguous thereto, and to assist in the national defense, the Secretary of the Treasury is authorized to establish, equip, and maintain aviation stations, not exceeding 10 in number, at such points on the Atlantic and Pacific coasts, the Gulf of Mexico, and the Great Lakes as he may deem advisable, and to detail for aviation duty in connection therewith officers and enlisted men of the United States Coast Guard. * * *

In accordance with this intent of Congress, the patrol aircraft have conducted experiments in the direction of life-saving operations, such as the method of carrying lines to distressed vessels by means of airplanes.

Operations were started during the year from another air station, at Cape May, N. J., utilizing existing facilities of the former naval air station at that place, now used by the Coast Guard as a section base for patrol boats.

ORDNANCE

During the year considerable progress has been made toward increasing the efficiency of the ordnance equipment in the Coast Guard.

The general condition of the guns of larger caliber has been materially improved by overhauls at navy yards and by renewing parts. The 3-inch guns of the *Ossipee* and the *Yamacraw* have been replaced by newer ones.

A standard fire-control system has been adopted and installed on all the destroyers and on several of the cutters. It is hoped to complete this work during the fiscal year 1928. The plans for new cutters include improvements both in fire-control system and in the magazines.

Landing-force equipment as uniform as may be obtained is being provided all service units. Defective and obsolete small arms are being replaced as rapidly as funds will permit. It has been necessary to dispose of a large quantity of small-arms ammunition, due to deterioration, and its replacement has been a serious drain on the appropriation.

An earnest effort has been made to improve the gunnery training of personnel. Excellent results are being attained in the destroyer force, and, notwithstanding the difficulties involved, more cutters have held target practice this year. While the number of cutters firing is still not as great as is desired, it is anticipated that next year will show a marked increase. It is hoped that means may be provided for cash prizes for gun crews, fire-control parties, and ship-control parties, as it is believed that the payment of such prizes would greatly increase the interest in target practice and that a higher degree of gunnery efficiency would result therefrom.

All the Coast Guard destroyers and several of the cutters conducted small-arms target practice. It is hoped that suitable arrangements may be made in the coming year so that more cutters may be able to carry out the prescribed practice.

In the furnishing of ordnance equipment and in its maintenance the assistance of the Bureau of Ordnance, Navy Department, has been invaluable. The Coast Guard cordially appreciates this fine, helpful cooperation.

Grateful acknowledgment is also made of the advice and assistance afforded by the Division of Fleet Training, Office of Naval Operations, in the preparation of plans for target practice.

RECRUITING

The recruiting service of the Coast Guard, on July 1, 1926, the beginning of the fiscal year, consisted of 9 main recruiting stations and 28 substations located at the following-named places:

Main stations.—Atlanta, Ga., Baltimore, Md., Boston, Mass., Chicago, Ill., Cincinnati, Ohio, Cleveland, Ohio, New London, Conn., New York, N. Y., and Philadelphia, Pa.

Substations.—Bessemer, Ala., Birmingham, Ala., Columbus, Ga., Greenville, S. C., Montgomery, Ala., Washington, D. C., York, Pa., Hagerstown, Md., Springfield, Mass., Lowell, Mass., Portland, Me., Lynn Mass., Rock Island, Ill., Danville, Ill., Milwaukee, Wis., Peoria, Ill., Indianapolis, Ind., Louisville, Ky., Columbus, Ohio, Detroit, Mich., Akron, Ohio, Toledo, Ohio, Newark, N. J., Brooklyn, N. Y., Camden, N. J., Pittsburgh, Pa., Trenton, N. J., and Wilmington, Del.

During the fiscal year 1927 there were 14,773 applicants for enlistment, of which number 3,507 were enlisted, the remainder being rejected for physical disability and other disabling causes.

On December 1, 1926, due to the limited funds available for travel, recruiting at all stations was restricted to the enlistment of ex-service men only. On March 4, 1927, owing to the fact that the funds for travel of recruits were practically exhausted and the further fact that the second deficiency bill, carrying a provision for such funds for the Coast Guard for the remainder of the fiscal year, failed of passage, recruiting at all main stations and substations, except Baltimore, Md., Boston, Mass., New London, Conn., and New York, N. Y., was suspended. Recruiting at these four stations was continued as the recruits upon enlistment could be transferred to Coast Guard units near by without involving cost for travel.

On June 30, 1926, the enlisted personnel of the Coast Guard numbered 8,784. At the close of the fiscal year 1927 there were 9,924 enlisted men in the service, an increase of 1,140.

During the year all recruits without former service in the Coast Guard or Navy were trained at the Coast Guard receiving unit, New London, Conn., and in order that the recruits might become fully indoctrinated with service routine, methods, and processes, a destroyer was utilized as a training ship at that station with excellent results.

The introduction into the service of patrol boats propelled by Diesel engines necessitated the training of enlisted personnel in the operation and care of these engines. Through the courtesy of the

Navy Department, 165 enlisted men were so trained during the year at the Navy submarine base, New London, Conn.

Also, while these engines were being assembled at the plant of the Winton Engine Co., Cleveland, Ohio, 48 enlisted men were instructed in their operation and care, making a total of 213 enlisted men who were trained for the duty during the year.

WELFARE

Every effort is being made with the limited funds available to provide appropriate diversion for the enlisted men, as it is realized that the morale and health of the men depend in a considerable degree upon their comfort, contentment, and well-being. Their hazardous occupation, with its attending monotony, their hardships, their privations, call for all reasonable facilities and opportunities for wholesome, healthful recreation.

The continued interest of service personnel in the training courses is very gratifying, and the Coast Guard expresses its great appreciation of the courtesy of the training division of the Bureau of Navigation, Navy Department, for making the educational facilities of the department available to the Coast Guard.

All measures of recreation and education that have been offered the men have met with hearty response and appreciation, and the hope is expressed that means will be provided permitting the service to further this good work.

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

During the year the Blue Anchor Society has continued its annual benefaction to the Coast Guard by supplying its stations along the coasts with clothing for the use of shipwrecked persons and others caught in situations of distress or misfortune resulting from marine accidents. For 47 years this benevolent organization unflinchingly has thus ministered to the comfort of the victims of marine disaster. By its labors and donations it has accomplished incalculable good and supplemented and assisted the efforts of the service in mitigating the distresses of the unfortunate sufferers who come under the care of the stations.

This year the beneficiaries of the society's endeavor numbered 128.

The Coast Guard again finds great pleasure in extending its grateful acknowledgments to the society.

The clothing of the society was issued in the following instances during the year:

Date	Station	Beneficiaries
1926		
July 2	Jackson Park	Elderly man who fell into water.
7	Old Chicago	Boy who fell off pier.
12	do	Do.
13	Long Branch	2 persons from burned fishing boat Terlesene.
Aug. 4	Squan Beach	6 men from capsized dory.
9	Coquille River	Young woman who became imperiled while in bathing.
9	do	Woman who got clothing wet in surf.
13	Old Chicago	Boy who was washed off pier.
14	Lewes	Intoxicated man who walked off pier.
23	do	2 men from disabled motor boat Emma.
Sept. 3	Charlotte	4 men from Canadian schooner Bert Barnes, which foundered.
3	Highland	1 man from wrecked motor boat.
19	Manomet Point	2 men whose dory capsized in heavy surf.
Oct. 12	Humboldt Bay	Boy stowaway found on board British steamship Eastern City.
Nov. 16	Great Egg	2 men from stranded barge Seneca.
18	Bois Blanc	1 man from motor boat Dora.
23	White Head	2 men whose boat was wrecked on shore.
Dec. 2	Eagle Harbor	51 persons from stranded steamers Thomas Maytham and City of Bangor.
15	Cape Disappointment	2 fishermen who were wet and exhausted.
1927		
Jan. 2	Cahoons Hollow	7 men from wrecked motor ship A. Roger Hickey.
14	Hatteras Inlet	2 men from motor boat which became lost in fog.
26	Oak Island	4 members of crew of motor boat Student Prince.
Feb. 17	Harvey Cedars	9 survivors of wrecked schooner Cecil P. Stewart.
Mar. 2	Portsmouth	4 men from stranded schooner Lorena D.
2	do	3 members of crew of yacht Pamlico.
3	do	3 men from stranded schooner Lacey.
5	Island Beach	3 automobilists whose car became stuck in surf sands.
13	Cleveland	2 men in rowboat that sank.
25	Oregon Inlet	3 men from wrecked motor fishing schooner George Roberts.
May 10	Golden Gate	Aged man who fell in the surf.
12	Highland	Fisherman who was picked up adrift in a dory.
June 8	Eagle Harbor	3 men whose canoe capsized.

LEAGUE OF COAST GUARD WOMEN

This organization will complete its third year in November next. It is composed of service women and friends, and was instituted for the purpose of ministering to the general welfare of the service personnel by knitting together all men and women whose lives are identified with the Coast Guard in ties of mutual interest and helpfulness, by contributing to the morale, contentment, and happiness of the service personnel, by visiting and aiding the sick and distressed, by standing behind the men and being "always ready," in fulfillment of the motto and the standards of the service with whatever form of good fellowship, assistance, and kindness the situation may demand—all elements so necessary, so assuring, so convincing in a service partaking of the nature and qualities and spirit of the Coast Guard.

The league will pass its third anniversary with a record of real accomplishment in the directions it is designed to serve. It deserves the fullest interest of every service woman.

The commandant felicitates the good women of the league on their worthy and successful work and commends their endeavor to the notice of the service personnel.

COAST GUARD WORLD WAR MEMORIAL

Responding to many suggestions received from within the service since the signing of the armistice on November 11, 1918, the members of the Coast Guard, through their own personal contributions and

those of friends of the service, have undertaken the erection of a memorial, to be known as the United States Coast Guard World War Memorial, as a tribute to those of the service who made the supreme sacrifice during the World War.

The memorial is being erected in Arlington National Cemetery upon a prominent triangular plot of about one-third of an acre set aside for the purpose by the War Department. It will be symbolical and historical in structure and will consist of a pyramid of white marble, about 10 feet high, with a granite base, and a 34-foot circle of paving set on a granite foundation, the base of which will be made of blocks of pink Stony Creek granite. A bronze seagull, measuring 5 feet from tip to tip, made by Gaston Lachaise, the well-known sculptor, will be placed in front of the pyramid on a base projecting and rising from the foot of the pyramid. The name, United States Coast Guard, and the service insignia will be carved on the front face of the pyramid, and the names of those lost in the war will be carved on the other faces of the pyramid. The idea of a pyramid was suggested to the designer from his observation of the pyramidal rocks rising from the sea along the coasts and of beacons marking dangers to navigation. The white pyramid silhouetted against a background of evergreen trees and shrubbery to be planted on the plot, and flanked by a treatment of mixed shrubbery, should produce a strikingly beautiful effect. The design has the approval of the Commission of Fine Arts.

Good progress is being made in the construction work. Its completion may be expected some time in early winter. The unveiling will not take place until spring.

The interest with which the personnel has taken hold of this undertaking in honor and in memory of their dead comrades evinces a high conception of service ideals.

DISCIPLINE

The state of discipline throughout the Coast Guard, generally, during the year is considered to have been very satisfactory, and, it is believed, compares favorably with that of the other military services of the country.

There were reviewed during the year 758 general Coast Guard court cases, final action being as follows:

General Coast Guard courts

Imprisonment.....	145
Dishonorable discharge and forfeiture pay.....	161
Dishonorable discharge only.....	19
Bad-conduct discharge and forfeiture pay.....	77
Bad-conduct discharge only.....	15
Forfeiture pay only.....	95
Forfeiture pay and other punishment.....	41
Punishment other than forfeiture pay.....	3
Probation.....	161
Withdrawn.....	5
Deserted before trial.....	1
Acquitted.....	27
Disapproved.....	8
Total.....	758

Of the sentences involving imprisonment the unexpired portions of said sentences were remitted by the department in 24 of the above cases. All Coast Guard enlisted men sentenced to terms of imprisonment by Coast Guard courts are confined, almost invariably, in naval prisons, where all matters affecting their physical health and their sanitary and hygienic surroundings receive the most efficient attention. Furthermore, the mental and moral welfare of these prisoners is not neglected, but every effort is made to afford them an opportunity to rehabilitate their character and to gain some practical knowledge of occupations that may prove of value to them upon their return to civil life. The Coast Guard deeply appreciates the helpful cooperation of the Navy Department in extending these important facilities. Forfeiture of pay was remitted, subject to the conditions specified in article 12, Coast Guard Courts and Boards, in 41 of the above cases.

There were reviewed during the year 353 summary Coast Guard court cases, final action being as follows:

Summary Coast Guard courts

Dishonorable discharge and forfeiture pay.....	27
Dishonorable discharge only.....	24
Bad-conduct discharge and forfeiture pay.....	35
Bad-conduct discharge only.....	22
Forfeiture pay only.....	101
Forfeiture pay and other punishment.....	104
Punishment other than forfeiture pay.....	9
Probation.....	8
Acquitted.....	9
Disapproved.....	14
Total.....	353

Forfeiture of pay was remitted, subject to the conditions specified in article 12, Coast Guard Courts and Boards, in 75 of the above cases.

PROBATION

The system of probation inaugurated by the department 15 years ago has been continued with satisfactory results. It has been the practice in cases where there are any mitigating circumstances, or where, after careful consideration, it has been deemed advisable to give the offender an opportunity to redeem himself, to defer action upon the sentence and place him on probation for a period of a certain number of months, depending upon the gravity of the offense, and to hold up the pay due him to the date the said department action had been taken. The commanding officer of the unit to which the person is assigned renders monthly reports relative to his conduct while on probation and a special report prior to the expiration of the period of probation, with his recommendation. To a great extent the final action taken by the department on the sentence depends upon the monthly reports of conduct and the final recommendation.

During the fiscal year 169 cases were placed on probation. Of this number, the sentences of 6 were remitted; the probation was terminated in 46 cases; and 17 deserted before the period of probation expired. Satisfactory reports have thus far been received in the cases

of 100 whose periods of probation have not expired. In 15 cases the disability of desertion was remitted on the recommendations of boards of officers, approved by the department.

ARTICLE 12, COAST GUARD COURTS AND BOARDS

In addition to the procedure of probation as above set forth, provision has been made by article 12, Coast Guard Courts and Boards, for the remission of forfeitures of pay by sentences of Coast Guard courts, subject to certain conditions therein specified. If a man receive an honorable discharge, he is entitled to a refund of all amounts deducted during the enlistment pursuant to sentences of general, summary, or deck courts which have been conditionally remitted in accordance with said article. If he receive a dishonorable discharge, bad conduct, or an ordinary discharge for undesirability, inaptitude, or physical disability due to his own misconduct, or is discharged with an ordinary discharge before the expiration of his enlistment for causes other than those above enumerated with a mark below good in either proficiency in rating, sobriety, or obedience, he will not be entitled to a refund of any of the pay deducted during his enlistment pursuant to sentences of general, summary, or deck courts which have been conditionally remitted in accordance with said article.

COAST GUARD ACADEMY

There were 47 cadets under instruction at the Coast Guard Academy, New London, Conn., at the close of the fiscal year. The resignations of 26 cadets were accepted during the year. On January 28, 1927, 22 cadets were graduated, and commissions were issued to them as ensigns in March, 1927, three months before the usual time, owing to the emergent need for additional commissioned personnel. As a result of the examination held in June, 1926, 54 cadets were appointed, and 1 cadet who had previously resigned was reappointed, making a total of 55 appointed during the year. Entrance examinations were held June 21, 1927, and it is expected that appointments will issue to the successful competitors during August, 1927.

As stated in last year's report, the practice cruise for 1926 of the *Alexander Hamilton* was in progress at the close of the fiscal year 1926. The vessel visited Parris Island, S. C.; Hamilton, Bermuda; Halifax, Nova Scotia; Shelburne, Nova Scotia; Bar Harbor, Me.; Rockland, Me.; Portland, Me.; Boston, Mass.; Provincetown, Mass.; New Bedford, Mass.; Newport, R. I.; and New York, N. Y., arriving at the academy, New London, Conn., on the return voyage, August 26, 1926. The cruise was very successful and of marked benefit to the cadets.

The *Alexander Hamilton* entered upon the practice cruise for 1927, leaving the academy June 1, 1927. When only a few days out, however, she lost her propeller and had to be towed back to New London. The Coast Guard cutter *Mojave* took up the cruise, leaving New London on June 25. The cruise was in progress at the close of the fiscal year.

These annual practice cruises are made with the object of affording the cadets practical training in the theoretical subjects they pursue at the academy and of instructing them in their professional duties. They also provide an excellent opportunity to observe and to study the inclinations of the cadets away from their accustomed land environment, their propensities and fitness for a seagoing occupation, and to instill into them the traditions and standards of the service at sea.

The annual reports for the fiscal years 1924, 1925, and 1926 pointed out the extremely unfavorable physical conditions prevailing at the academy, with respect to the inadequacy, unsuitability, and dilapidation of the buildings on the grounds, and expressed the hope that means might be found to remedy the situation. It is desired again to invite attention to the matter. It is important that something be done to correct these very unsatisfactory and discouraging conditions.

COAST GUARD REPAIR DEPOT

The following-named Coast Guard vessels were overhauled during the year at the Coast Guard repair depot at Curtis Bay, Md.: *Gresham*, *Carrabasset*, *Manhattan*, *Manning*, *Kickapoo* (outfitted), *Seminole*, *Tuscarora*, *Apache*, and *Pequot*. Repairs were also made to harbor cutters and launches of the service.

The boat-building shops at the depot constructed 57 standard boats, as follows, for distribution to units of the service: Ten 36-foot motor lifeboats; two 30-foot motor boats; twelve 26-foot motor self-bailing surfboats; two 26-foot motor launches; two 20-foot motor dinghies; ten 25½-foot self-bailing surfboats; six 26-foot Monomoy surfboats; one 24-foot Monomoy surfboat; two 27-foot whaleboats; four 19-foot 4-inch surfboats; and six 12-foot dinghies.

The depot also constructed six surfboats for power for the Navy Department, ready to receive the engines which were to be installed by the Navy.

The reconditioning of a number of 75-foot patrol boats, and the overhauling and repair of a number of 100-foot patrol boats were also undertaken by the depot in the course of the year.

The manufacture of small supplies and articles of equipment for service use was continued by the depot during the year.

PERSONNEL

On June 30, 1927, there were on the active list of the Coast Guard 287 regular commissioned officers and 72 temporary commissioned officers, 47 cadets, 22 chief warrant officers, 388 regular warrant officers, 444 temporary warrant officers, 9,924 enlisted men, and 36 civilian employees in the field.

REPAIRS AND IMPROVEMENTS TO VESSELS

In addition to the overhauling at the Coast Guard depot of the *Gresham*, *Carrabasset*, *Manhattan*, *Manning*, *Kickapoo* (outfitted), *Seminole*, *Tuscarora*, *Apache*, and *Pequot*, and repairs to harbor cutters and launches, the *Kickapoo*, during the year, was recondi-

tioned and converted into an icebreaker, under contract with a private shipyard. The beam of the *Kickapoo* was increased in width from 27 feet 6 inches to 35 feet, thus reducing her draft and making her suitable for work in shallow harbors. The quarters on the vessel were also improved.

The work of reconditioning the five 1,000-ton destroyers under the supervision of Coast Guard personnel at the navy yard, Philadelphia, Pa., for Coast Guard duty, to which matter reference was made in last year's report, was completed early in the fiscal year.

REPAIRS AND IMPROVEMENTS TO STATIONS

Repairs, improvements, alterations, and additions, more or less extensive, were completed in the course of the year at 27 Coast Guard stations and 6 other shore units.

Minor repairs, etc., were made to the buildings and accessories at 196 Coast Guard stations and at 21 other shore units.

Contracts were awarded or work was begun during the year in connection with construction projects at seven Coast Guard stations and one other shore unit.

Attention has been invited in former reports to the need of rebuilding, repairing, and improving existing Coast Guard (life-saving) stations. It is very necessary to rebuild some of the stations and to repair and improve others that have fallen into a state of dilapidation on account of age and usage. A number of the stations are more than 50 years old. Existing physical conditions at some of the stations are detrimental to the important life-saving interests concerned, and must seriously interfere with their efficient operation. These conditions, too, reflect unfavorably upon the service and the Government. The moneys appropriated from year to year have been used to the best advantage but they are not ample to meet the actual pressing requirements of modernization and sanitation of which many of the stations are sorely in need. The appeal can not be too strongly stated, and it is earnestly hoped that means may be found to correct these very unfavorable conditions.

These stations constituted the Life-Saving Service of the United States, which long ago by universal accord took its place at the head of all kindred institutions of the world. It is believed that no life-saving institution in the world enjoys greater distinction and greater successes in rescuing the shipwrecked than the American service. Since 1915 this service has been a part of the United States Coast Guard.

It is also desired to state that on account of the lack of funds the service is unable to go ahead with the construction of new stations the establishment of which has been specifically authorized by law. This matter has been the subject of comment in previous reports.

FLOATING EQUIPMENT

On June 30, 1927, there were in commission in the Coast Guard 17 cruising cutters, first class; 16 cruising cutters, second class; 25 Coast Guard destroyers; 37 harbor cutters and launches; thirty-three

125-foot patrol boats; thirteen 100-foot patrol boats; one hundred and ninety-eight 75-foot patrol boats; 7 other patrol boats, viz, *Cook*, *Oygan*, *Patrol*, *Smith*, *Swift*, *Tingard*, and *Vaughan*; 73 cabin picket boats and 39 open picket boats. There were also in commission 16 small craft that have been seized and forfeited. The foregoing floating equipment, it should be stated, does not include the primarily life-saving boat equipment attached to Coast Guard cutters and stations.

The thirty-three 125-foot patrol boats mentioned in last year's report as being under construction were completed during the fiscal year.

Three special 34-foot shallow-draft cabin picket boats, from specifications prepared by the Coast Guard, were built for the service during the year by a private boat builder.

The Congress by act approved June 10, 1926, authorized the construction and equipment of 10 Coast Guard cutters, to be designed and equipped for Coast Guard duties, at a cost not to exceed \$9,000,000. In the second deficiency act, fiscal year 1926, approved July 3, 1926, the sum of \$1,000,000 was appropriated to commence the construction of three of these cutters. Subsequently funds were appropriated to complete the three cutters and to commence the construction of two more of the cutters. The design plans and specifications for five of the cutters (Nos. 45-49) were completed and forwarded to prospective bidders. Bids for the construction of the hulls of these cutters and the installation of the machinery were received June 21, 1927. It is earnestly hoped that funds will be provided at the earliest possible date to the end that the entire program of 10 cutters authorized by the Congress may be brought to completion. This is a matter of great importance to the service. The additional equipment is urgently needed for the general duties of the Coast Guard.

By act approved January 7, 1925, the Congress authorized the construction and equipment of a Coast Guard cutter at a cost not to exceed \$925,000, of appropriate design and special construction for Coast Guard duty in Alaskan waters and for cruises into the Arctic Ocean, to replace the cutter *Bear*, no longer suitable for such service. The "second deficiency act, fiscal year 1925," approved March 4, 1925, made the necessary appropriation for constructing and equipping the new cutter. The technical study of requirements and design of the proposed new cutter was entered upon and completed before the close of the fiscal year 1925, and the other necessary work preliminary to the construction of the vessel was being dispatched. Contract was entered into on May 8, 1926, and the cutter was completed May 5, 1927. The name *Northland* was given the cutter.

The *Northland* is 216 feet long overall, 39 foot beam, and about 15 foot draft, with a trial speed of about 11.6 knots. The hull is of steel, with extremely heavy framing and plating and with extensive water-tight subdivisions for strength and safety under severe ice conditions. The propelling machinery is of the Diesel electric type, designed for the utmost reliability and economy on long cruises. The Diesel engines and generators for propelling machinery and auxiliaries are in duplicate and the main propelling motor has a

double armature. A unique device in the propeller shaft is an electric disc clutch which can be regulated to limit the power delivered to the propeller wheel and thus minimize likelihood of damage to the propeller blades. In addition to the propelling machinery, the vessel is brigantine rigged, with sufficient sail spread to obtain progress if the machinery is disabled in the ice. The *Northland* has been subjected to special trials after delivery, and it is confidently expected that this cutter of unusual design will prove a most effective and valuable unit of the Coast Guard fleet and give an excellent account of herself in contending with the rigors and difficulties of the northern service.

It is a matter of great satisfaction to record that the designing and planning throughout of this unusual vessel are the conception and product of the construction and engineering branches of the Coast Guard at headquarters.

On her trip to the west coast to take station the *Northland* called at Washington, lying at the navy yard for several days. She was visited and inspected by hundreds of persons, including Senators and Representatives in Congress, department officials, members of the diplomatic corps, officers of the military and naval services, and others. The ship was the object of much attention and most favorable comment.

SECTION BASES

On June 30, 1927, there were 3 floating section bases (*Colfax*, *Pickering*, and *Wayanda*), 1 destroyer floating flag office (*Argus*), and 18 shore section bases. These bases are established for law-enforcement purposes and service craft attached thereto operate against smuggling activities.

STATIONS

On June 30, 1927, there were 277 Coast Guard (life-saving) stations, of which 252 were in an active status.

AWARDS OF LIFE-SAVING MEDALS

During the fiscal year 1927, 16 life-saving medals of honor (5 gold and 11 silver) were awarded by the Secretary of the Treasury, under authority of the acts of Congress approved June 20, 1874, June 18, 1878, May 4, 1882, and January 21, 1897, to 16 persons, in recognition of bravery exhibited on 12 occasions in the rescue of persons from drowning. Of those receiving medals 1 was a civilian, 2 were serving in the United States Army, 9 in the United States Navy, 1 in the United States Naval Reserve Force, 1 in the Lighthouse Service, 1 on the New York police force, and 1 in the United States Coast Guard. Ten instances occurred in waters of the United States, 1 in Porto Rico, and 1 in France. The following is a statement of the several awards with a description of the service performed in each instance of rescue:

GOLD MEDALS

Medalist	Title, residence, etc.	Date of award	Service performed
Charles B. Scully.....	598 Madison Avenue, New York, N. Y.	1926 Oct. 11	Aug. 21, 1918, two strings of canoes, while being towed from Sheepshead Bay to Rockaway Point, N. Y., were capsized, and the occupants thrown into the water. Notice of the disaster was communicated to Charles B. Scully, who with a dory and a crew of 6 men, proceeded to the scene, and at great personal risk, took aboard the 10 persons. Their small craft, which was greatly overloaded, sunk a short distance from the beach, but all the occupants reached shore.
Frank M. Johnson.....	Chief boatswain's mate, U. S. Naval Reserve Force	1927 Feb. 14	Dec. 26, 1918, a man and 2 women were caught in the undertow while swimming off Redondo Beach, Calif. The man managed to wrap his legs around a pile and grasp both women. Frank M. Johnson responded to his calls for help, and when the man was forced to release one of the women, Johnson caught her and carried her ashore. He then obtained a rope, swam back to the other imperiled persons and assisted them ashore.
Norman C. Manyon....	Master, U. S. light- house tender Colum- bine.	Feb. 16	Nov. 6, 1925, while attempts were being made to rescue a man who had been washed overboard during a storm, off the entrance of San Juan Harbor, Porto Rico, the propeller of Coast Guard patrol boat No. 245 became fouled and the boat was driven on a reef. Capt. Norman C. Manyon, with his tender, the Columbine, hastened to render aid. Efforts to shoot a line across the patrol boat being unsuccessful, Captain Manyon maneuvered the Columbine alongside the wreckage and picked up the boat's crew, who had jumped into the sea.
Herbert Nagel.....	Patrolman, New York City.	May 24	March 5, 1926, Walter Rowe fell from a scaffold into the Harlem River, New York City, which was full of floating ice. Patrolman Herbert Nagel, who was on patrol duty on the bridge, observed the accident and hastily descended from the bridge to the water, a distance of about 150 feet, swam about 200 yards among the broken ice to Rowe and supported him until both were picked up by a tug.
William C. Hart.....	Boatswain (T), U. S. Coast Guard.	do....	Nov. 16, 1926, the CG-213, in charge of Boatswain (T) William C. Hart, stood out toward Abasco Bar to assist the stranded tug Thomas Tracy. Owing to the prevailing heavy seas, accompanied by a 70-mile gale, it was found necessary for the crew to abandon ship. To accomplish this, Boatswain Hart skillfully maneuvered his boat near the tug and took off the crew. While this was in progress, one member of the crew of the tug fell overboard and was in imminent danger of drowning. Boatswain Hart jumped overboard and effected the rescue at great personal risk, as the two vessels were not more than 6 or 8 feet apart in the raging seas.

SILVER MEDALS

Dashiell L. Madeira....	Lieutenant (junior grade), U. S. Navy.	1926 Dec. 8	June 19, 1926, the French seaplane G-1 collided with the foremast of the U. S. S. Lamson, anchored in the harbor of Cherbourg, France, throwing the pilot, Aimes Boileau, into the water between 2 boats secured to the boom, with the wreckage of the seaplane suspended between the boats. Lieut. (Junior Grade) Dashiell L. Madeira, Mack G. Britton, and William Douglas swam beneath the wreckage and hauled the aviator out and onto the bow of one of the boats.
Mack G. Britton.....	Radioman, third class, U. S. Navy.	do....	Do.
William Douglas.....	Seaman, second class, U. S. Navy.	do....	Do.

REPORT OF THE COAST GUARD

SILVER MEDALS—Continued

Medalist	Title, residence, etc.	Date of award	Service performed
William J. Lesso.....	Engineman, first class, U. S. Navy.	1926 Dec. 13	June 27, 1926, Anthony Zito, coxswain, fell overboard from the U. S. S. MacDonough, while that vessel was en route from San Francisco to Pismo Beach, Calif. The proximity of another vessel precluded turning about to effect a rescue, thus making it necessary to back the ship. William J. Lesso jumped overboard, seized a life ring, which had been cast into the sea, and swam with it to Zito. He then supported Zito until the arrival of the MacDonough, which picked them up.
Alex Applebaum.....	Seaman, first class, U. S. Navy.	Dec. 8	Mar. 2, 1926, while the U. S. S. Tennessee was moored in berth B-5, Navy Yard, Puget Sound, Wash., with lighters alongside, both fore and aft, Peter Costaldi fell into the water alongside the ship between the 2 lighters. He apparently was unable to swim. Alex Applebaum and A. C. Hall dived into the water, swam to Costaldi and assisted him to the forward lighter.
A. C. Hall.....	Seaman, second class, U. S. Navy.	...do....	Do.
La Verne R. Jackson.....	Private, first class, U. S. Army.	...do....	June 1, 1926, Private Thomas Carney fell overboard from the U. S. lighter General Canby, a few miles above Yonkers, N. Y., while the vessel was en route northward. La Verne R. Jackson plunged into the river and swam to the aid of his imperiled shipmate. Carney, who had become exhausted, was kept afloat by Jackson until the lighter came alongside and picked up both men.
Emmet M. Partain.....	Storekeeper, third class, U. S. Navy.	...do....	May 7, 1926, while attempting to board the U. S. S. Nevada from the motor launch outside the breakwater at Los Angeles, Calif., Edward F. Wagner fell overboard. Being unable to swim, Wagner went down twice, when Emmet M. Partain and David Viens dived overboard from the main deck, swam to the imperiled man and assisted him to a line that was thrown them. The line was passed around Wagner and he was hoisted on board.
David Viens.....	Coxswain, U. S. Navy.	...do....	Do.
Harold A. Silvers.....	Sergeant, U. S. Army..	1927 Mar. 31	Nov. 8, 1926, Private Michael Zolomy, a mental incompetent, jumped from Pier A into the bay, New York Harbor, with suicidal intent. Sergt. Harold A. Silvers, who was standing on the pier, jumped into the icy water, fully clothed, and struggled with Private Zolomy, a much larger man, holding him up against his will, until persons on the pier were able to render assistance. Sergeant Silvers himself was on the verge of collapse when he was taken from the water.
Walter L. Vogelsang....	Ship's cook, second class, U. S. Navy.	...do....	Nov. 30, 1926, Walter L. Vogelsang, attached to the U. S. S. S-9, moored at Broadway pier, San Diego, Calif., observed Irvine McFarland, attached to the same vessel, slip on the gangway and fall a distance of 10 feet. McFarland struck the side of the ship and the pile at the dock, which dazed him to such an extent that he was unable to help himself. Walter L. Vogelsang, fully clad, jumped into the water through a narrow space between the dock, seized McFarland, and with great difficulty brought him alongside, where both men were assisted on board.

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, 1927

APPROPRIATIONS

Salaries, office of Coast Guard, 1927, office of the commandant: For personal services in the District of Columbia in accordance with "the classification act of 1923" (act of Mar. 2, 1926) ----	\$230,000.00
The services of skilled draftsmen and such other technical services as the Secretary of the Treasury may deem necessary may be employed only in the office of the Coast Guard in connection with the construction and repair of Coast Guard vessels and boats, to be paid from the appropriation "Repairs to Coast Guard vessels and boats": <i>Provided</i> , That the expenditures on this account for the fiscal year 1927 shall not exceed \$10,000. A statement of the persons employed hereunder, their duties, and the compensation paid to each shall be made to Congress each year in the Budget.	
Supplemental for office of the commandant (act Mar. 3, 1926) ----	6,750.00
	236,750.00
Coast Guard, 1927: For every expenditure requisite for and incident to the authorized work of the Coast Guard, including the expense of maintenance, repair, and operation of vessels forfeited to the United States and delivered to the Treasury Department under the terms of the act approved Mar. 3, 1925, as follows, including not to exceed \$1,000 for purchase, exchange, maintenance, repair, and operation of motor-propelled passenger-carrying vehicles, to be used only for official purposes:	
For pay and allowances prescribed by law for commissioned officers, cadets and cadet engineers, warrant officers, petty officers, and other enlisted men, active and retired, temporary cooks, and surfmen, substitute surfmen, and one civilian instructor, rations or commutation thereof for cadets, cadet engineers, petty officers, and other enlisted men ----	17,100,000.00
For fuel and water for vessels, stations, and houses of refuge ----	2,800,000.00
For outfits, ship chandlery, and engineers' stores for the same ----	1,375,000.00
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 ----	400,140.00
For carrying out the provisions of the act of June 4, 1920 ----	25,000.00
For mileage and expenses allowed by law for officers; and actual traveling expenses, per diem in lieu of subsistence, not exceeding \$4, for other persons traveling on duty under orders from the Treasury Department, including transportation of enlisted men and applicants for enlistment, with subsistence and transfers en route, or cash in lieu thereof, expenses of recruiting for the Coast Guard, rent of rendezvous, and expenses of maintaining the same; advertising for and obtaining men and apprentice seamen, \$270,000: <i>Provided</i> , That hereafter officers of the Coast Guard performing travel by Government-owned vessels for which no transportation fare is charged shall only be entitled to reimbursement of actual and necessary expenses incurred.	270,000.00
For draft animals and their maintenance ----	35,000.00

Coast Guard, 1927, etc.—Continued.

For coastal communication lines and facilities and their maintenance.....	\$60,000.00
For compensation of civilian employees in the field, including clerks to district superintendents.....	79,000.00
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 \$20,000; instruments and apparatus, supplies, technical books and periodicals, services necessary to the carrying on of scientific investigation, and experimental and research work in relation to telephony and radiotelegraphy, not exceeding \$4,000; care, transportation, and burial of deceased officers and enlisted men, including those who die in Government hospitals; wharfage, towage, freight, storage, repairs to station apparatus, advertising, surveys, medals, labor, newspapers, and periodicals for statistical purposes, and all other necessary expenses which are not included under any other heading.....	214,000.00
In all (act Mar. 2, 1926).....	<u>22,358,140.00</u>

Supplemental for Coast Guard, 1927:

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, rations or commutation thereof for cadets, cadet engineers, petty officers, and other enlisted men.....	\$1,218,141.00
For fuel and water for vessels, stations, and houses of refuge.....	336,206.00
For outfits, ship chandlery, and engineers' stores for the same.....	102,700
For carrying out the provisions of the act of June 4, 1920.....	3,000
For mileage and expenses allowed by law for officers, and actual traveling expenses, per diem in lieu of subsistence not exceeding \$4, for other persons traveling on duty under orders from the Treasury Department, including transportation of enlisted men and applicants for enlistment, with subsistence and transfers en route, or cash in lieu thereof; expenses of recruiting; rent of rendezvous and expense of maintaining the same; advertising for and obtaining men and apprentice seamen.....	12,000
For contingent expenses, including communication service, subsistence of shipwrecked persons succored by the Coast Guard; care, transportation, and burial of deceased officers and enlisted men, including those who die in Government hospitals; wharfage; towage; freight; storage; repairs to station apparatus; advertising; surveys; medals; labor; newspapers and periodicals for statistical purposes; and all other necessary expenses which are not included under any other heading.....	20,000
In all (act Mar. 3, 1926).....	<u>1,692,047.00</u>
	<u>24,050,187.00</u>

Repairs to Coast Guard vessels, 1927: For repairs to Coast Guard vessels and boats (act of Mar. 2, 1926)	\$1, 625, 000
Supplemental:	
For repairs to Coast Guard vessels and boats (act Mar. 3, 1926)	143, 410
	<u>\$1, 768, 410. 00</u>

Construction and equipment of Coast Guard cutters, 1927 and 1928:

For commencing the construction of 3 of the Coast Guard cutters authorized in the act entitled "An act to provide for the construction of 10 vessels for the Coast Guard," approved June 10, 1926, fiscal years 1927 and 1928, \$1,000,000, of which not exceeding \$2,000 shall be available for the purchase of such equipment and drafting supplies as may be required at Coast Guard headquarters in connection with the construction of such cutters: *Provided*, That the total cost of these 3 vessels and equipment shall not exceed \$2,700,000, and the Secretary of the Treasury is authorized to enter into contracts for their construction and equipment in sums not to exceed this aggregate amount (act of July 3, 1926)

1, 000, 000. 00

Construction and equipment of Coast Guard vessel, 1925—March 31, 1927:

The appropriation of \$925,000 in the second deficiency act, fiscal year 1925, for constructing and equipping a Coast Guard cutter for duty in Alaskan waters and for cruises into the Arctic Ocean, is hereby made available until Mar. 31, 1927 (act July 3, 1926).

EXPENDITURES

Salaries, office of Coast Guard, 1927:	
Office of commandant	235, 809. 37
Unencumbered balance June 30, 1927	940. 63
Coast Guard, 1927:	
Pay and allowances	16, 855, 749. 19
Fuel and water	2, 941, 411. 81
Outfits	1, 387, 054. 26
Rebuilding and repairing	391, 932. 26
Act June 4, 1920	25, 972. 20
Travel	278, 166. 84
Draft animals	19, 088. 18
Coastal communications	58, 295. 61
Civilian employees	71, 901. 87
Contingent expense	228, 519. 84
Total	22, 258, 092. 06
Unencumbered balance June 30, 1927	1, 792, 094. 94
Repairs to Coast Guard vessels, 1927:	
Repairs to vessels	1, 720, 009. 17
Unencumbered balance June 30, 1927	48, 400. 83
Construction and equipment of Coast Guard cutter, 1925—March 31, 1927:	
Unencumbered balance June 30, 1926	51, 851. 84
Construction and equipment	15, 521. 71
Unencumbered balance Mar. 31, 1927	36, 330. 13

Construction and equipment of Coast Guard cutters, 1927 and 1928:	
Construction and equipment.....	\$325,852.71
Unencumbered balance June 30, 1927.....	674,147.29
Repair and reconditioning Coast Guard steamer for ice breaker, 1926-27:	
Unencumbered balance June 30, 1926.....	100,000.00
Repairs and reconditioning.....	86,558.00
Unencumbered balance June 30, 1927.....	13,442.00
Additional vessels, Coast Guard, 1926—Dec. 31, 1926:	
Unencumbered balance June 30, 1926.....	92,257.43
Additional vessels.....	59,018.48
Unencumbered balance Dec. 31, 1926.....	33,238.95

SUMMARY OF MARINE CASUALTIES OCCURRING TO VESSELS OF THE UNITED STATES DURING THE FISCAL YEAR ENDED JUNE 30, 1927

On June 30, 1927, the total number of United States vessels registered, enrolled, and licensed was 25,778, having a combined gross tonnage of 16,887,501. Of this number 18,384 were steam and motor vessels, 2,137 sailing vessels, and 5,257 canal boats and barges.

The number of American merchant vessels reported as having sustained casualties during the year, involving a loss of \$300 or over in the case of each vessel, was 1,233.

The 1,233 vessels above mentioned were valued at \$266,724,391 and their cargoes at \$96,929,837, the total value of property endangered being \$363,654,228. The losses to vessels amounted to \$18,704,033 and to cargoes \$5,314,693, making the aggregate property loss \$24,018,726. The number of vessels totally lost was 300.

Eighty-seven of the vessels involved in disaster foundered, 263 stranded, 323 were in collision, and 560 sustained miscellaneous casualties, which are classified in the following table under "Other causes." These foundering, strandings, collisions, and "Other causes" were distributed by coasts and localities as follows: On the Atlantic and Gulf coasts, 448; on the Pacific coast, 237; on the Great Lakes, 129; on the United States rivers, 204; at sea and in foreign waters, 215. A total of 38,128 persons were on board the 1,233 vessels, 10,493 of the number being passengers and 27,635 crews. Of the 38,128 persons, 222 were lost, 179 being members of crews and 43 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, 1927

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

	Number of vessels involved	Tonnage	Number of vessels totally 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
ATLANTIC AND GULF COASTS												
Foundering	38	15,170	38	16,170	\$951,000	\$111,486	\$951,000	\$111,486	0	142	0	36
Strandings	99	224,312	26	11,917	20,487,371	7,906,455	1,200,058	176,578	424	2,015	0	10
Collisions	137	327,455	12	7,559	34,069,558	10,323,708	1,719,897	339,650	2,413	3,144	1	16
Other causes	174	280,296	38	7,818	35,298,282	6,306,683	3,158,927	313,740	619	2,777	40	
Total	448	848,233	114	43,464	90,776,211	24,741,422	7,029,882	941,454	3,456	8,078	41	63
Aggregate					115,517,633		7,971,336		11,534		104	
PACIFIC COAST												
Foundering	12	2,443	12	2,443	198,400	4,260	198,400	4,150	1	51	0	5
Strandings	51	69,595	18	11,125	6,644,176	1,263,241	1,135,300	228,000	86	772	0	0
Collisions	71	217,319	4	491	18,794,501	6,008,840	900,275	6,467	970	2,212	0	0
Other causes	163	228,300	27	4,979	20,821,038	10,107,389	975,700	448,623	1,116	2,489	2	14
Total	237	517,717	61	19,038	46,428,175	17,389,830	3,200,675	685,240	2,173	5,524	2	19
Aggregate					63,818,005		3,894,915		7,697		21	
GREAT LAKES												
Foundering	7	4,173	7	4,173	361,000	8,470	361,000	8,470	2	44	0	4
Strandings	35	131,465	5	10,196	12,546,940	1,927,633	1,342,237	184,175	3	1,045	0	0
Collisions	37	135,497	1	10	13,352,480	1,757,022	198,050	30	204	940	0	1
Other causes	50	155,427	7	2,949	14,980,680	2,808,482	921,790	4,541	718	1,257	0	0
Total	129	426,592	20	17,328	41,250,100	6,501,609	2,828,077	107,216	927	3,286	0	5
Aggregate					47,731,700		3,020,293		4,213		5	
RIVERS OF THE UNITED STATES												
Foundering	17	1,810	17	1,810	290,600	35,800	290,600	35,600	4	121	0	17
Strandings	21	96,304	1	7	7,986,500	1,466,710	225,582	0	12	635	0	0
Collisions	59	153,033	4	2,897	13,316,815	6,884,706	401,672	37,280	1,069	1,503	0	0
Other causes	107	70,443	40	3,071	7,124,425	1,384,753	977,500	58,215	67	938	0	7
Total	204	321,590	68	7,285	28,727,340	9,451,971	1,994,354	158,065	1,152	3,217	0	24
Aggregate					38,179,311		2,152,449		4,369		24	

AT SEA AND IN FOREIGN WATERS

Foundering.....	13	11,158	13	11,158	434,040	115,550	5	123	0	51
Strandings.....	57	136,783	18	14,131	12,174,790	10,447,438	855	1,635	0	1
Collisions.....	19	94,212	2	4,356	5,883,500	3,097,100	23	727	0	2
Other causes.....	126	549,756	4	1,577	40,030,235	25,184,927	1,962	5,045	0	14
Total.....	215	791,912	37	31,222	59,542,565	38,845,005	2,785	7,530	0	68
Aggregate.....					38,387,570	5,979,733	10,315		68	
Grand total.....	1,233	2,906,044	300	118,337	296,724,301	96,929,837	10,403	27,635	43	170
Grand aggregate.....					363,654,228	5,314,693	38,128		222	

Foundering.....	87	35,754	87	35,754	2,244,040	275,566	12	481	0	113
Strandings.....	293	658,480	68	47,376	59,839,777	22,810,469	1,380	6,102	0	2
Collisions.....	323	927,516	23	14,813	86,388,914	28,031,566	3,640,255	4,679	1	13
Other causes.....	500	1,284,285	122	20,394	118,253,660	45,792,236	7,114,221	4,422	42	51
Total.....	1,233	2,906,044	300	118,337	296,724,301	96,929,837	18,704,633	10,403	27,635	170
Aggregate.....					363,654,228	5,314,693	38,128		222	

NOTE.—7 vessels met with casualty in the Panama Canal Zone, their combined tonnage being 60,223, value of property involved \$4,972,893, loss \$61,800, persons on board 903, loss of life 5. In addition to the number of lives lost, as shown in the above tabulation, 2 passengers and 37 members of crews lost their lives on documented vessels suffering no casualty, or where the property loss was less than \$300.

Since the closing of the annual report for the fiscal year 1926, a number of reports of casualties occurring within that fiscal year have been received. The following data have been obtained from these reports: Number of vessels involved in casualty, 54; tonnage, 83,468; number of vessels totally lost, 29; value of property involved, vessels \$6,352,900, cargoes \$911,122; value of property lost, vessels \$550,768, cargoes \$38,900. Persons on board, passengers 44, crews 632. Lives lost, passengers 0, crews 2.

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

FUNCTIONS AND DUTIES

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

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

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

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

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

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

1. Rendering assistance to vessels in distress and saving life and property.
2. Destruction or removal of wrecks, derelicts, and other floating dangers to navigation.
3. Extending medical aid to American vessels engaged in deep-sea fisheries.
4. Protection of the customs revenue.
5. Operating as a part of the Navy in time of war or when the President shall so direct.
6. Enforcement of law and regulations governing anchorage of vessels in navigable waters.
7. Enforcement of law relating to quarantine and neutrality.
8. Suppression of mutinies on merchant vessels.
9. Enforcement of navigation and other laws governing merchant vessels and motor boats.
10. Enforcement of law to provide for safety of life on navigable waters during regattas and marine parades.
11. Protection of game and the seal and other fisheries in Alaska, etc.
12. Enforcement of sponge-fishing law.
13. International ice patrol in the vicinity of the Grand Banks, off Newfoundland.

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

During all periods of the year a rigid system of military discipline, drill, and training is maintained to keep 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 this 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 ranking officer of the service is the commandant, who has the rank of rear admiral and is selected from the line officers of the service not below the rank of commander. He is appointed by the President and confirmed by the Senate. The service operates in time of peace under the Secretary of the Treasury, an Assistant Secretary of the Treasury having immediate supervision; it operates as a part of the Navy in time of war or when the President shall so direct.

PERSONNEL

The authorized permanent and temporary commissioned personnel of the Coast Guard, as provided by the act of July 3, 1926, is 455, apportioned among the following grades:

Commandant.....	1
Captains.....	15
Commanders.....	35

Lieutenant commanders	71
Lieutenants	66
Lieutenants (junior grade) and ensigns	85
Engineer in chief	1
Captains (engineering)	8
Commanders (engineering)	11
Lieutenant commanders (engineering)	28
Constructors	5
District commanders	14
Lieutenants (temporary)	50
Lieutenants (junior grade) and ensigns (temporary)	65

On June 30, 1927, there were under instruction at the Coast Guard Academy 47 cadets.

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

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

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

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

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

Lieutenant with captain, United States Army; lieutenant, United States Navy.

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

Ensign with second lieutenant, United States Army; ensign, United States Navy.

On June 30, 1927, there were 22 chief warrant officers, 388 regular warrant officers, and 444 temporary 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, 1927, there were 9,924 petty officers and other enlisted men. 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 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.

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

California 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 Mobile, Ala.

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

FLOATING EQUIPMENT

On June 30, 1927, there were in the service in commission 17 cruising cutters of the first class and 16 of the second class, 25 Coast Guard destroyers, 37 harbor cutters and harbor launches, thirty-three 125-foot patrol boats, thirteen 100-foot patrol boats, one hundred ninety-eight 75-foot patrol boats, 7 other patrol boats, 73 cabin picket boats, and 39 open picket boats. Three floating section bases and one destroyer floating flag office were in commission. There were also in commission 16 small craft that have been seized and forfeited. Cruising cutters in commission are attached to the appropriate divisions or act as independent units. The 25 destroyers constitute the Coast Guard destroyer force, under the immediate command of the commander, destroyer force. The patrol boats are, as a rule, attached to section bases and operate therefrom. The small picket boats are attached to section bases, or to Coast Guard districts, or to other units. In addition to the 3 floating section bases above mentioned there are 18 shore section bases.

The foregoing floating equipment does not include the primarily life-saving boat equipment attached to Coast Guard cutters and stations.

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 commander, who is responsible for the efficiency of the stations in his district. There were on June 30, 1927, 252 active stations and 25 inactive stations.

First district.—Coasts of Maine, New Hampshire, and Massachusetts to the south end of Plum Island. District commander stationed at Portsmouth, N. H. (18 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 commander 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 commander stationed at Wakefield, R. I. (14 active stations.)

Fourth district.—Coast of Long Island, N. Y. District commander stationed at Bay Shore, N. Y. (26 active stations.)

Fifth district.—Coast of New Jersey. District commander stationed at Asbury Park, N. J. (38 active stations.)

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

Seventh district.—Coast from Cape Henry, Va., to Key West, Fla. District commander stationed at Elizabeth City, N. C. (37 active stations.)

Eighth district.—Gulf coast of the United States. District commander stationed at Galveston, Tex. (9 active stations.)

Ninth district.—Embracing the coasts bordering on Lakes Ontario, Erie, and Huron, to Hammond Bay. District commander stationed at Buffalo, N. Y. (19 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 commander 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 commander 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 commander 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 commander 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 Coast Guard. The normal prescribed course for cadets covers three years. Instruction is given in professional, technical, and academic subjects. Appointments to cadetships are made after competitive examinations of applicants.

COAST GUARD REPAIR DEPOT AT CURTIS BAY, MD.

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

COAST GUARD STORES

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

BOARD ON LIFE-SAVING APPLIANCES

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

VESSELS AND BOATS

The development of the most efficient types of vessels and boats is an important problem in the Coast Guard. General characteristics of Coast Guard cutters are determined from a study of the service conditions under which they operate. As a further consideration, use of the vessels for national defense is involved and Navy requirements receive careful study in the endeavor to obtain the requisite features in a consistent design. Inasmuch as the size of an efficient cruising cutter is limited, a combination of desirable qualities in

proper proportions is a real problem. Seaworthiness, length, draft, displacement, speed, steaming radius, and accommodations must all receive attention, and Coast Guard essentials of ample boat equipment, strong anchor gear, towing gear, and wrecking equipment, as well as Navy requirements for battery, ammunition, fire-control, and special devices must all be provided for. The foregoing pertains particularly to the requirements for cruising cutters, but the design of the small craft for inshore patrol duty and for duties in harbors must also receive careful attention. Endeavor is being made by the Coast Guard in developing the designs to simplify and to standardize the vessels in order to reduce the first costs and to minimize upkeep and repair and operation costs.

The standardization of small boats for vessels and stations to be used in wreck and rescue work 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 life boats, 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 custom-houses, 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.

Specifying definitely the distinctive seal and emblem to be used on the flag, the Secretary of the Treasury, under date of February 26, 1927, issued the following order:

It is hereby prescribed that the distinctive seal and emblem of the United States Coast Guard shall be the approved design which accompanies this letter, in general terms, to wit, a shield having 13 vertical stripes and a field—the field and 7 stripes, commencing with the outer stripes, to be in solid color and the remaining 6 stripes in white—to be placed, with the words "Semper paratus," within the inner of two concentric circles, the word "Semper" above and the word "paratus" below the shield, both words to be curved and centered; within the space between the two circles the words "United States Coast Guard, 1790," are to be placed, curved and centered, with the "1790" at the bottom; the whole of the above to be superimposed and centered upon two old-fashioned anchors, flukes downward, stocks in same plane as flukes, said anchors to be crossed so that the shanks are at an angle of 90° with each other.

THE BEACH PATROL AND WATCH

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

The station crew is divided into regular watches of two men each, who during the hours from sunset to sunrise patrol these beats, keeping a sharp lookout seaward at all times. The usual schedule is:

First watch, sunset to 8 p. m.; second watch, 8 p. m. to midnight; third watch, midnight to 4 a. m.; fourth watch, 4 a. m. to sunrise.

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

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

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

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

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

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

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



