

U. S. Life-saving Service.



INSTRUCTIONS TO MARINERS

IN CASE OF

SHIPWRECK.

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LIFE-SAVING SERVICE.

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INSTRUCTIONS TO MARINERS

IN CASE OF


SHIPWRECK,

WITH INFORMATION CONCERNING THE

LIFE-SAVING STATIONS

UPON THE

COASTS OF THE UNITED STATES.

WASHINGTON:  
GOVERNMENT PRINTING OFFICE.  
1881.

TREASURY DEPARTMENT, }  
Document No. 75.  
*Life-Saving.* }

GENERAL INFORMATION.

TREASURY DEPARTMENT,  
U. S. LIFE-SAVING SERVICE,  
WASHINGTON, D. C., *January 15, 1881.*

The following pages contain such information and instructions as the experience of the Life-Saving Service has shown it desirable that navigators should possess, with the view of securing their effectual co-operation with the station crews in efforts to rescue persons from their vessels when wrecked or imperiled.

The book is prepared in a form convenient to be carried always upon the person for ready reference if necessary, but it is hoped that the part required to be performed on shipboard in operating with the breeches-buoy or life-car may be thoroughly learned by masters of vessels and also by their subordinate officers, if not their crews, in order that they may act with the greatest promptitude.

SUMNER I. KIMBALL.

*General Superintendent.*

GENERAL INFORMATION.

Life-saving stations, life-boat stations, and houses of refuge are located upon the Atlantic and Pacific seaboard of the United States, the Gulf of Mexico, and the Lake coasts, as shown in the list in the latter part of this book, the latitude and longitude being given so far as determined.

All stations on the Atlantic coast from the eastern extremity of the State of Maine to Cape Fear, North Carolina, are manned annually by crews of experienced surfmen from the 1st of September until the 1st of May following.

Upon the Lake coasts the stations are manned from the opening until the close of navigation, and upon the Pacific coast they are open the year round, but, with the exception of stations Nos. 3 and 7, are not manned, depending upon volunteer effort from the neighboring people in case of shipwreck.

All life-saving and life-boat stations are fully supplied with boats, wreck-gun, beach apparatus, restoratives, &c.

Houses of refuge are supplied with boats, provisions, and restoratives, but not manned by crews; a keeper, however, resides in each throughout the year, who after every storm is required to make extended excursions along the

coast with a view of ascertaining if any shipwreck has occurred and finding and succoring any persons that may have been cast ashore.

Houses of refuge are located exclusively upon the Florida coast, where the requirements of relief are widely different from those of any other portion of the seaboard.

Most of the life-saving and life-boat stations are provided with the International Code of Signals, and vessels can, by opening communication, be reported or obtain the latitude and longitude of the station where determined, information as to the weather probabilities in most cases, or, if crippled or disabled, a steam tug or revenue cutter will be telegraphed for, where facilities for telegraphing exist, to the nearest port if requested.

All services are performed by the life-saving crews without other compensation than their wages from the Government, though, in view of the meagerness of their pay, they are not prohibited from receiving such rewards for labor performed or risks incurred at wrecks as owners or masters of vessels or other persons may see fit to voluntarily bestow upon them, but they are strictly forbidden to solicit such rewards.

Destitute seafarers are provided with food and lodgings at the nearest station by the Government as long as necessarily detained by the circumstances of shipwreck.

The station crews patrol the beach from two to four miles each side of their stations four times between sunset and sunrise, and if the weather is foggy the patrol is continued through the day.

Each patrolmen carries Coston signals. Upon discovering a vessel standing into danger he ignites one of them, which emits a brilliant red flame of about two minutes' duration, to warn her off, or should the vessel be ashore to let her crew know that they are discovered and assistance is at hand.

If the vessel is not discovered by the patrol immediately after striking, rockets or flare-up lights should be burned, or if the weather be foggy guns should be fired to attract attention, as the patrolman may be some distance away on the other end of his beat.

*Masters are particularly cautioned, if they should be driven ashore anywhere in the neighborhood of the stations, especially on any of the sandy coasts where there is not much danger of vessels breaking up immediately, to remain on board until assistance arrives, and under no circumstances should they attempt to land through the surf in their own boats until the last hope of assistance from the shore has vanished.* Often when comparatively smooth at sea a dangerous surf is running which is not perceptible four hundred yards off shore, and the surf when viewed from a vessel never

appears as dangerous as it is. Many lives have unnecessarily been lost by the crews of stranded vessels being thus deceived and attempting to land in the ships' boats.

The difficulties of rescue by operations from the shore are greatly increased in cases where the anchors are let go *after entering the breakers*, as is frequently done, and the chances of saving life correspondingly lessened.

## INSTRUCTIONS.

### *Rescue with the Life-Boat or Surf-Boat.*

The patrolman after discovering your vessel ashore and burning a Coston signal hastens to his station for assistance. If the use of a boat is practicable, either the large life-boat is launched from its ways in the station and proceeds to the wreck by water, or the lighter surf-boat is hauled overland to a point opposite the wreck and launched, as circumstances may require.

Upon the boat reaching your vessel, the directions and orders of the keeper (who always commands and steers the boat) should be implicitly obeyed. Any headlong rushing and crowding should be prevented, and the captain of the vessel should remain on board, to preserve order, until every other person has left.

Women, children, helpless persons, and passengers should be passed into the boat first.

Goods or baggage will positively not be taken into the boat until all are landed. If any be passed in against the keeper's remonstrance he is fully authorized to throw the same overboard.

### *Rescue with the Breeches-Buoy or Life-Car.*

Should it be inexpedient to use either the life-boat or surf-boat, recourse will be had to the wreck-gun and beach apparatus for the rescue by the breeches-buoy or the life-car.



A shot with a small line attached will be fired across your vessel.

Get hold of the line as soon as possible and haul on board until you get a tail-block with a whip or endless line rove through it. This tail-block should be hauled on board as quickly as possible to prevent the whip drifting off with the set or fouling with wreckage, &c. Therefore, if you have been driven into the rigging where but one or two men can work to advantage, cut the shot-line and run it through some available block, such as the throat or peak halliards block or any block which will afford a clear lead, or even between the ratlines, that as many as possible may assist in hauling

Attached to the tail-block will be a tally-board with the following directions in English on one side and French on the other:

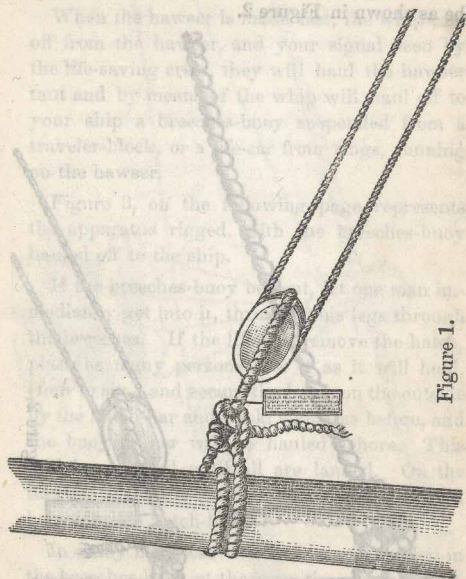
“Make the tail of the block fast to the lower mast, well up. If the masts are gone, then to the best place you can find. Cast off shot-line, see that the rope in the block runs free, and show signal to the shore.”

The above instructions being complied with the result will be as shown in Figure 1 on the following page.

As soon as your signal is seen a three-inch hawser will be bent on to the whip and hauled off to your ship by the life-saving crew.

If circumstances will admit, you can assist

the life-saving crew by manning that part of the whip to which the hawser is bent and hauling with them.



When the end of the hawser is got on board a tally-board will be found attached, bearing the following directions in English on one side and French on the other:

“Make this hawser fast about 2 feet above the

tail-block, see all clear, and that the rope in the block runs free, and show signal to the shore."

These instructions being obeyed the result will be as shown in Figure 2.

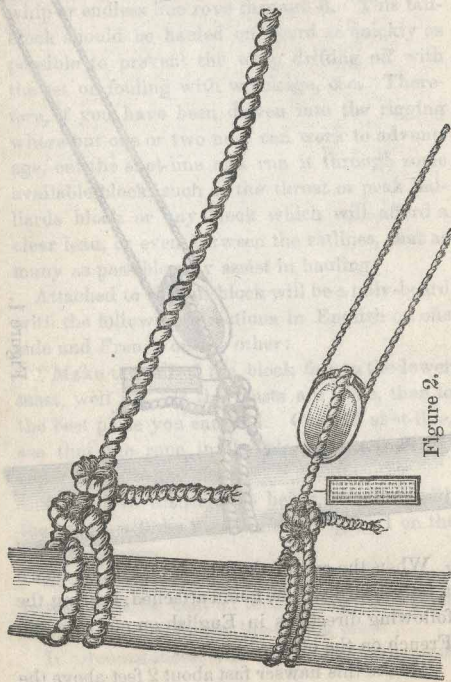


Figure 2.

*Take particular care that there are no turns of the whip-line round the hawser before making the hawser fast.*

When the hawser is made fast, the whip cast off from the hawser, and your signal seen by the life-saving crew, they will haul the hawser taut and by means of the whip will haul off to your ship a breeches-buoy suspended from a traveler-block, or a life-car from rings, running on the hawser.

Figure 3, on the following page, represents the apparatus rigged, with the breeches-buoy hauled off to the ship.

If the breeches-buoy be sent, let one man immediately get into it, thrusting his legs through the breeches. If the life-car, remove the hatch, place as many persons into it as it will hold, (four to six,) and secure the hatch on the outside by the hatch-bar and hook, signal as before, and the buoy or car will be hauled ashore. This will be repeated until all are landed. On the last trip of the life-car the hatch must be secured by the inside hatch-bar.

In many instances two men can be landed in the breeches-buoy at the same time by each putting a leg through a leg of the breeches and holding on to the lifts of the buoy.

Children when brought ashore by the buoy should be in the arms of older persons or se-

curely lashed to the buoy. Women and children should be landed first.

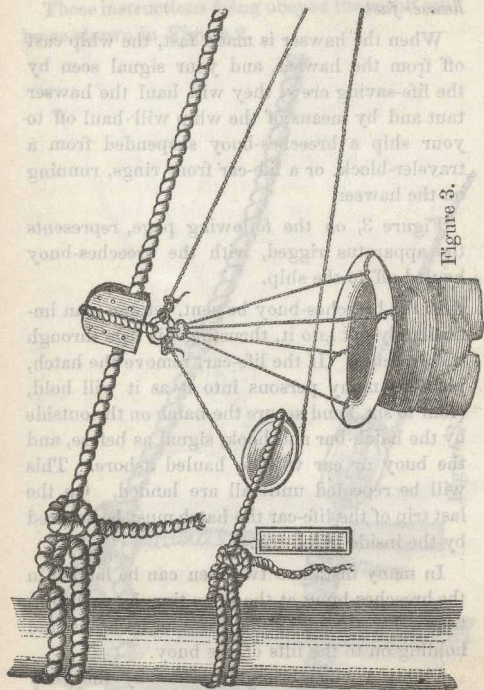


Figure 3.

In signalling as directed in the foregoing instructions, if in the daytime, let one man separate himself from the rest and swing his hat, a handkerchief, or his hand; if at night, the showing of a light, and concealing it once or twice, will be understood; and like signals will be made from the shore.

Circumstances may arise, owing to the strength of the current or set, or the danger of the wreck breaking up immediately, when it would be impossible to send off the hawser. In such a case a breeches-buoy or life-car will be hauled off instead by the whip, or sent off to you by the shot-line, and you will be hauled ashore through the surf.

If your vessel is stranded during the night and discovered by the patrolman, which you will know by his burning a brilliant red light, keep a bright lookout for signs of the arrival of the life-saving crew abreast of your vessel.

From one to four hours may intervene between the burning of the light and their arrival, as the patrolman will have to return to his station, perhaps three or four miles distant, and the life-saving crew draw the apparatus or surf-boat through the sand or over bad roads to where your vessel is stranded.

Lights on the beach will indicate their arrival, and the sound of cannon-firing from the shore may be taken as evidence that a line has been

fired across your vessel. Therefore upon hearing the cannon make strict search aloft, fore and aft, for the shot-line, for it is almost certain to be there. Though the movements of the life-saving crew may not be perceptible to you, owing to the darkness, your ship will be a good mark for the men experienced in the use of the wreck-gun, and the first shot seldom fails.

#### RECAPITULATION.

Remain by the wreck until assistance arrives from the shore unless your vessel shows signs of immediately breaking up.

If not discovered immediately by the patrol, burn rockets, flare-up, or other lights, or, if the weather be foggy, fire guns.

Take particular care that there are no turns of the whip line round the hawser before making the hawser fast.

Send the women, children, helpless persons, and passengers ashore first.

Make yourself thoroughly familiar with these instructions, and remember that on your coolness and strict attention to them will greatly depend the chances of success in bringing you and your people safely to land.

LIST OF  
LIFE-SAVING DISTRICTS AND STATIONS  
ON THE  
COASTS OF THE UNITED STATES.

# LIFE-SAVING DISTRICTS AND STATIONS ON THE COASTS OF THE UNITED STATES.

## FIRST DISTRICT.

EMBRACING COASTS OF MAINE AND NEW HAMPSHIRE.

No.	Name.	State.	Locality.	Approximate position.	
				Lat. N.	Long. W.
1	West Quoddy Head	Me.	Carrying Point Cove	44 48 25	66 58 25
2	Cross Island	Me.	Off Machiasport	44 37 28	67 16 20
3	Crumple Island	Me.	Off Jonesborough	44 28 30	67 37 00
4	Little Cranberry Island	Me.	Off Mount Desert	Not determined.	
5	Whitehead Island	Me.	Near Whitehead light	43 58 41	69 07 37
6	Biddeford Pool	Me.	Fletcher's Neck	43 26 32	70 20 08
7	Locke's Point	N.H.	Rye Beach	42 59 31	70 45 00

20

## SECOND DISTRICT.

EMBRACING COAST OF MASSACHUSETTS.

1	Plum Island	Mass	Near Newburyport, 3 miles distant	42 47 05	70 48 41
2	Davis Neck	Mass	Near Annisquam light	42 40 03	70 40 03
3	Scituate	Mass	South end of fourth cliff	Not determined.	
4	Gurnett's	Mass	8 miles northeast of Plymouth	42 00 10	70 35 50
5	Manomet Point	Mass	7 miles southeast of Plymouth	41 55 29	70 32 18
6	Race Point	Mass	$\frac{3}{4}$ mile northeast of Race Point light, Cape Cod.	42 04 12	70 13 58
7	Peaked Hill Bar	Mass	$2\frac{1}{2}$ miles northeast of Provincetown, Cape Cod.	42 04 34	70 08 54
8	Highlands	Mass	$\frac{5}{8}$ mile northwest of light, Cape Cod.	42 02 47	70 04 05
9	Parment River	Mass	$3\frac{1}{4}$ miles south of Highland light	41 59 59	70 00 53
10	Cahoon's Hollow	Mass	$2\frac{1}{2}$ miles east of the town of Wellfleet	41 56 38	69 58 40
11	Nausett	Mass	$1\frac{3}{4}$ miles south of lights	41 50 29	69 56 20
12	Orleans	Mass	Abreast of Ponchet Island	41 45 31	69 55 31
13	Chatham	Mass	2 miles north of Chatham light	41 42 12	69 56 34
14	Monomoy	Mass	2 miles north of Monomoy light	41 36 00	69 58 41
15	Surfside	Mass	$2\frac{1}{2}$ miles south of the town of Nantucket	41 14 33	70 08 36

21

THIRD DISTRICT.

EMBRACING COASTS OF RHODE ISLAND AND LONG ISLAND.

No.	Name.	State.	Locality.	Approximate position.					
				Lat. N.			Long. W.		
				°	'	"	°	'	"
1	Narragansett Pier	R. I.	Northern part of the town	41	25	59	71	27	04
2	Point Judith	R. I.	Near light-house	41	21	38	71	28	54
3	Watch Hill	R. I.	Near light-house	Not determined.					
4	New Shoreham	R. I.	Block Island, east side, near landing	41	10	30	71	33	07
5	Block Island	R. I.	Block Island, west side, near Dicken's Point.	41	09	41	71	36	13
6	Montauk Point	N. Y.	At the light	41	04	07	71	51	00
7	Ditch Plain	N. Y.	3 miles southwest of Montauk light	41	02	19	71	54	38
8	Hither Plain	N. Y.	$\frac{1}{2}$ mile southwest of Fort Pond	41	01	33	71	57	26
9	Napeague	N. Y.	Abreast Nepeague Harbor	40	59	38	72	02	24
10	Amagansett	N. Y.	Abreast of the town	40	58	05	72	07	24
11	Georgica	N. Y.	1 mile south of East Hampton	40	56	35	72	11	19
12	Bridgewater	N. Y.	2 miles south of town	40	54	06	72	17	41
13	Southampton	N. Y.	$\frac{3}{4}$ mile south of town	40	52	13	72	23	07
14	Shinnecock	N. Y.	3 miles from head of Shinnecock Bay	40	50	40	72	27	30
15	Tyana	N. Y.	4 miles east of Quogue	40	49	36	72	31	16
16	Quogue	N. Y.	$\frac{1}{2}$ mile south of the village	40	48	23	72	35	41
17	Tanner's Point	N. Y.	$\frac{1}{4}$ miles southwest of Patunk village	40	47	52	72	39	01
18	Moriches	N. Y.	$2\frac{1}{4}$ miles southwest of Speonk village	40	46	25	72	42	49
19	Forge River	N. Y.	$3\frac{1}{4}$ miles south of Moriches	40	44	56	72	48	12
20	Smith's Point	N. Y.	Abreast of the point	40	43	51	72	52	20
21	Bellport	N. Y.	4 miles south of the village	40	42	42	72	55	46
22	Blue Point	N. Y.	$4\frac{1}{4}$ miles south of Patchogue	40	40	40	73	01	15
23	Lone Hill	N. Y.	$4\frac{1}{4}$ miles south of Sayville	40	39	46	73	04	27
24	Point of Woods	N. Y.	5 miles south of Islip	40	38	55	73	08	11
25	Fire Island	N. Y.	East side Fire Island Inlet	40	37	34	73	13	36
26	Oak Island, east end	N. Y.		40	38	15	73	17	39
27	Oak Island, west end	N. Y.		40	37	16	73	22	24
28	Jones's Beach, east end	N. Y.		40	36	27	73	25	20
29	Jones's Beach, west end	N. Y.	6 miles south of South Oyster Bay	40	36	10	73	28	43

THIRD DISTRICT—Continued.

No.	Name.	State.	Locality.	Approximate position.	
				Lat. N.	Long. W.
30	Short Beach	N. Y.	½ mile east of Jones's Inlet	Not determined.	
31	Discontinued.				
32	Long Beach, east end	N. Y.	2 miles west of Jones's Inlet	40 35 18	73 35 47
33	Long Beach, west end	N. Y.	Near Lucy's Inlet	40 35 03	73 39 09
34	Hog Island, west end	N. Y.	Near Hog Island Inlet	40 35 22	73 43 50
35	Rockaway Beach	N. Y.	Near the village of Rockaway	40 35 25	73 46 55
36	Rockaway Beach	N. Y.	West end	40 34 15	73 51 08
37	Coney Island	N. Y.	Manhattan Beach	40 34 21	73 56 06
38	Eaton's Neck	N. Y.	East side entrance to Huntington Bay, Long Island Sound.	40 57 12	73 23 45

24

FOURTH DISTRICT.

EMBRACING COAST OF NEW JERSEY.

1	Sandy Hook	N. J.	383 yards east of main light	40 27 42	73 59 34
2	Spermaceti Cove	N. J.	East of the upper end of cove	40 25 39	73 58 50
3	Seabright	N. J.	About a mile south of Navesink lights	40 22 46	73 58 11
4	Monmouth Beach	N. J.	3½ miles south of Navesink lights	40 20 30	73 58 07
5	Long Branch	N. J.	Near Green's Pond	40 16 36	73 58 43
6	Deal	N. J.	Near the town, 328 yards north of Great Pond.	40 14 00	73 59 29
7	Shark River	N. J.	Near the mouth of Shark River	40 11 25	74 00 19
8	Wreck Pond	N. J.	2½ miles below Shark River	40 09 20	74 00 56
9	Squan Beach	N. J.	1 mile southeast of Squan village	40 06 52	74 01 43
10	Point Pleasant	N. J.	At the head of Barnegat Bay	40 03 58	74 02 20
11	Swan Point	N. J.	2½ miles below head of Barnegat Bay	40 01 37	74 03 15
12	Green Island	N. J.	5 miles below head of Barnegat Bay	39 59 06	74 03 33
13	Tom's River	N. J.	On the beach abreast of its mouth	39 56 15	74 04 30
14	Island Beach	N. J.		39 53 42	74 04 57
15	Forked River	N. J.		39 51 06	74 05 16

25



FOURTH DISTRICT—Continued.

No.	Name.	State.	Locality.	Approximate position.					
				Lat. N.			Long. W.		
16	South end Island Beach	N. J.	North side of Barnegat Inlet	39	48	08	74	05	40
17	Barnegat	N. J.	South side of Barnegat Inlet	39	45	34	74	06	12
18	Loveladies Island	N. J.	On the beach abreast of the island	39	43	47	74	07	01
19	Harvey Cedars	N. J.		39	40	23	74	08	13
20	Ship Bottom	N. J.		39	38	13	74	10	42
21	Long Beach	N. J.		39	35	03	74	13	03
22	Bond's	N. J.		39	31	59	74	15	16
23	Little Egg	N. J.	Near the light north of inlet	39	30	05	74	17	28
24	Little Beach	N. J.	South side of Little Egg Inlet	39	27	23	74	19	28
25	Brigantine	N. J.	5½ miles above Absecom light	39	25	23	74	20	02
26	Discontinued.								
27	Atlantic City	N. J.	Near Absecom light	39	21	57	74	24	31
28	Absecom	N. J.	3 miles below the light	39	20	45	74	27	27
29	Great Egg	N. J.	6 miles below the light	39	19	02	74	30	51
30	Beazleys	N. J.	South side of the inlet	39	17	10	74	34	30
31	Peck's Beach	N. J.	3¼ miles above Corson's Inlet	39	14	47	74	36	29
32	Corson's Inlet	N. J.	Near the inlet, north side	39	12	59	74	38	06
33	Ludlam's Beach	N. J.	3¼ miles above Townsend's Inlet	39	09	42	74	40	41
34	Townsend's Inlet	N. J.	Near the inlet, north side	39	07	30	74	42	21
35	Stone Harbor	N. J.	3¼ miles above Hereford Inlet	39	03	35	74	44	50
36	Hereford Inlet	N. J.	Near Hereford light	39	00	14	74	46	55
37	Turtle Gut	N. J.	6 miles above Cape Island City	38	58	39	74	50	34
38	Two-Mile Beach	N. J.	4 miles above Cape Island City	38	57	08	74	51	00
39	Cape May	N. J.	2 miles above Cape Island City	38	56	01	74	54	00
40	Cape May	N. J.	Near the light	38	55	50	74	57	36
41	Bay Shore	N. J.	2½ miles west of Cape Island City	38	56	37	74	58	03

FIFTH DISTRICT.

EMBRACING COAST BETWEEN CAPE HENLOPEN AND CAPE CHARLES.

No.	Name.	State.	Locality.	Approximate position.	
				Lat. N.	Long. W.
1	Cape Henlopen	Del		38 46 38	75 04 43
2	Rehoboth Beach	Del		Not determined.	
3	Indian River Inlet	Del		38 36 40	75 04 30
4	Ocean City	Md.	Just north of town	Not determined.	
5	Green Run Inlet	Md.		38 03 15	75 13 15
6	Pope's Island	Md.		Not determined.	
7	Assateague Beach	Va.	Abreast of Assateague light	37 54 10	75 19 35
8	Cedar Inlet	Va.	South end of Cedar Island	37 35 10	75 36 20
9	Hog Island	Va.	South end of Hog island	37 26 45	75 41 00
10	Cobb's Island	Va.	South end of Cobb's Island	37 17 20	75 46 15
11	Smith's Island	Va.	South end of Smith's Island	37 06 20	75 55 00

28

SIXTH DISTRICT.

EMBRACING COAST BETWEEN CAPE HENRY AND CAPE FEAR.

1	Cape Henry	Va.		36 55 30	76 00 30
2	Seatack	Va.		Not determined.	
3	Dam Neck Mills	Va.		Not determined.	
4	Little Island	Va.		Not determined.	
5	False Cape	Va.		36 38 15	75 53 00
6	Deal's Island	N. C.		Not determined.	
7	Old Currituck Inlet	N. C.		Not determined.	
8	Jones's Hill	N. C.	Currituck Beach	36 22 00	75 49 00
9	Poyner's Hill	N. C.		Not determined.	
10	Caffey's Inlet	N. C.		Not determined.	
11	Paul Gamiel's Hill	N. C.		Not determined.	
12	Kitty Hawk	N. C.		Not determined.	
13	Kill Devil Hills	N. C.		Not determined.	
14	Nag's Head	N. C.	8 miles north of Oregon Inlet	35 55 30	75 36 15
15	Tommy's Hummock	N. C.		Not determined.	
16	Bodie's Island	N. C.	1/4 mile south of Oregon Inlet	35 47 30	75 32 60

29

SIXTH DISTRICT—Continued.

No.	Name.	State.	Locality.	Approximate position.	
				Lat. N.	Long. W.
17	Pea Island	N. C.	-----	-----	Not determined.
18	Chicamcomico	N. C.	5 miles south of New Inlet	35 35 '30	75 27 30
19	Cedar Hammock	N. C.	-----	-----	Not determined.
20	Little Kinnakeet	N. C.	-----	35 24 30	75 28 30
21	Big Kinnakeet	N. C.	6 miles north of Cape Hatteras light-house.	-----	Not determined.
22	Creed's Hill	N. C.	4½ miles west of Cape Hatteras light-house.	-----	Not determined.
23	Hatteras	N. C.	3 miles east of Hatteras Inlet	-----	Not determined.
24	Cape Lookout	N. C.	Station not yet built.	-----	-----
25	Cape Fear	N. C.	Station not yet built.	-----	-----

30

SIXTH DISTRICT  
SEVENTH DISTRICT.  
EASTERN COAST OF FLORIDA.

1	Thirteen miles north of Indian River Inlet.	Fla.	-----	Not determined.
2	Gilbert's Bar	Fla.	Saint Lucie Rocks	Not determined.
3	Orange Grove	Fla.	-----	Not determined.
4	Fort Lauderdale	Fla.	-----	Not determined.
5	Biscayne Bay	Fla.	-----	Not determined.

EIGHTH DISTRICT.  
EMBRACING GULF COAST OF UNITED STATES.

1	Sabine Pass	Tex.	-----	Not determined.
2	Galveston, east end of island.	Tex.	Station not yet built.	-----
3	Galveston, west end of island.	Tex.	-----	Not determined.
4	Pass Cavallo	Tex.	-----	Not determined.
5	Aranzas Pass	Tex.	-----	Not determined.
6	Brazos Santiago	Tex.	Station not in operation	Not determined.

31

NINTH DISTRICT.

EMBRACING LAKES ERIE AND ONTARIO.

No.	Name.	State.	Locality.
1	Big Sandy Creek	N. Y.	East side of mouth of Big Sandy Creek, Lake Ontario.
2	Salmon Creek	N. Y.	East side of mouth of Salmon Creek, Lake Ontario.
3	Oswego	N. Y.	Entrance of Oswego Harbor, Lake Ontario.
4	Charlotte	N. Y.	Entrance of Charlotte Harbor, Lake Ontario.
5	Buffalo	N. Y.	In the harbor, Buffalo, Lake Erie.
6	Presque Isle	Pa.	Entrance of Erie Harbor, Lake Erie.
7	Fairport	Ohio	Entrance of Fairport Harbor, Lake Erie.
8	Cleveland	Ohio	Entrance of Cleveland Harbor, Lake Erie.
9	Marblehead Point	Ohio	Marblehead Island, near Quarry Docks, Lake Erie.

32

EVLEKX COVSL DE ERIKIDY  
SEARMLH DISTRICT

TENTH DISTRICT.

EMBRACING LAKES HURON AND SUPERIOR.

1	Sand Beach Harbor	Mich.	Lake Huron. Station not yet built.
2	Point aux Barques	Mich.	Near light-house, Lake Huron.
3	Port Austin	Mich.	Lake Huron. Station not yet built.
4	Ottawa Point (Tawas)	Mich.	Near light-house, Lake Huron.
5	Sturgeon Point	Mich.	Near light-house, Lake Huron.
6	Thunder Bay Island	Mich.	Near light-house, Lake Huron.
7	Middle Island	Mich.	Lake Huron. Station not yet built.
8	Forty-Mile Point	Mich.	Hammond's Bay, Lake Huron.
9	Vermillion Point	Mich.	Lake Superior.
10	Seven miles west of Vermillion Point.	Mich.	Lake Superior.
11	Two Heart River	Mich.	Near mouth of Two Heart River, Lake Superior.
12	Sucker River	Mich.	Near mouth of Sucker River, Lake Superior.
13	Ship Canal	Mich.	Near mouth of Portage Lake and Lake Superior Ship-Canal, Lake Superior. Station not yet built.

33

## ELEVENTH DISTRICT.

## LAKE MICHIGAN.

No.	Name.	State.	Locality.
1	Beaver Island -----	Mich	Near light-house.
2	North Manitou Island -----	Mich	Near Pickard's wharf.
3	Sleeping Bear Point -----	Mich	Station not yet built.
4	Point au Bec Scies -----	Mich	Near light-house.
5	Manistee -----	Mich	In the harbor.
6	Grand Point au Sable -----	Mich	Near light-house.
7	Ludington -----	Mich	In the harbor.
8	Muskegon -----	Mich	In the harbor at Port Sherman.
9	Grand Haven -----	Mich	Entrance of harbor.
10	Saint Joseph -----	Mich	In the harbor.
11	Chicago -----	Ill	In the harbor.
12	Grosse Point. -----	Ill	Evanston, Ill., on Northwestern University grounds.
13	Kenosha -----	Wis	In the harbor, on Washington Island.

34

14	Racine -----	Wis	In the harbor.
15	Milwaukee -----	Wis	Near entrance of harbor.
16	Sheboygan -----	Wis	Entrance of harbor.
17	Two Rivers -----	Wis	Entrance of harbor.
18	Bayley's Harbor -----	Wis	Station not yet built.

## TWELFTH DISTRICT.

## PACIFIC COAST.

1	Neah Bay -----	Wash. T.	On Indian reservation.
2	Shoalwater Bay -----	Wash. T.	Near light-house boat-landing.
3	Cape Disappointment -----	Wash. T.	Baker's Bay.
4	Cape Arago -----	Oreg	Coos Bay, near light-house.
5	Humboldt Bay -----	Cal	Near light-house.
6	Bolinas Bay -----	Cal	Station not yet built.
7	Golden Gate Park -----	Cal	On beach in Golden Gate Park, San Francisco.
8	Point Concepcion -----	Cal	Station not yet built.

35

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*Charles M. Hoop*  
*Bank*