MOVEMENTS OF SHIPS AND CHANGES IN STATIONS

The cutter *Taney* departed from Honolulu on October 3 for her regular quarterly visit to the Equatorial islands. She will put in at Canton Island to deliver airways equipment on this trip.

The *Bonham* and *Nemaha*, 125-foot patrol boats now being repaired at the Coast Guard Depot, Baltimore, have been assigned new permanent stations at Seward and Ketchikan, Alaska, respectively, and will proceed to those points upon completion of repairs.

Other changes of permanent station recently made are the following: *Duane* from Oakland, Calif., to Boston, Mass.; *Ingham* from Port Angeles, Wash., to Boston, Mass.; *Spencer* from Cordoba, Alaska, to New York, N. Y.; *Hamilton* from Oakland, Calif., to Norfolk, Va.

COAST GUARD PERSONNEL WIN MANY AWARDS AT RIFLE AND PISTOL MATCHES

The Coast Guard rifle and pistol detachment which participated in the matches which terminated at Camp Perry, Ohio, on September 9, made an excellent showing in competition with contestants from several other military services including the Army, the Navy, the Marine Corps, the police of several cities and civilians from all parts of the country. Their marksmanship resulted in the award of a number of medals and trophies.

In the rifle matches, the results were as follows: The enlisted men's trophy team match was won by the Coast Guard with a score of 857; the President's match was won by a Marine but with a Coast Guard man in second place; eight Coast Guard men were among the President's hundred in competition with 2,032; the Marine Corps cup match was won by a Marine, with a Coast Guard man second; the Leech cup match was won by an infantryman, with Coast Guard men in second and third places; the Dupont trophy all-around match was won by a Marine with Coast Guard men in second and third places.

In the pistol matches, the results were as follows: The National Rifle Association .22 caliber pistol team match was won by the Coast Guard; the .45 caliber military service pistol match was won by a Coast Guard officer, and seven other Coast Guard men placed in the match; the interstate and interservice .45 caliber automatic pistol team match was won by the Detroit Police, with the Coast Guard first among service teams; in the .22 caliber pistol team match the Coast Guard broke the Camp Perry record and tied the world record.

PORTSMOUTH (NEWCASTLE) LIGHTHOUSE NINTH LIGHTHOUSE TO BE BUILT IN THE UNITED STATES

Portsmouth Lighthouse, or as it is called locally, Newcastle Lighthouse, because it stands on the island of Newcastle, was the first lighthouse to be built upon the shores of the State of New Hampshire. It was also the ninth lighthouse to be built in what is now the United States, and as such, among the last to be erected by the Colonial or State governments before the establishment of a central Federal Government. Built in 1771 it was the last lighthouse but one to be placed in service prior to the outbreak of the Revolution.

The lighthouse originally owed its existence to an act of the Legislature of New Hampshire, approved April 12, 1771. This act recited the dangers to which shipping was exposed in entering the harbor of Portsmouth at night, and directed that a light should be established and kept at Fort William and Mary, at the mouth of the harbor, "for the benefit of vessels arriving or being upon this coast in the night time." It was directed that a large lantern should be provided, to be hoisted at night to the top of the mast that supported the flag staff. The act also imposed a duty or tax upon ships entering the harbor, for the support of the light; it closed with the provision that it was to remain in force 3 years and no longer.

Just when the first light tower at this point was erected is not entirely clear, but such a tower was in existence prior to 1784, for in that year the State legislature passed an act for the immediate repair of the lighthouse by the selectmen of the town of Portsmouth at the charge of the State, and for the appointment of a keeper. In November of that same year, the State, in casting about for sufficient revenue to support the light, added a tax on all ships which entered the harbor even when this was for the sole purpose of anchoring, saying that all such derived a benefit, whether or not they did business in the port.

Portsmouth Lighthouse was ceded to the Federal Government in 1791, and among the documents bearing upon the change of ownership is the following

letter to the keeper of the lighthouse from the Federal collector of customs at Portsmouth:

PORTSMOUTH, *May 5, 1791.*

Captain TITUS SALTER.

SIR: The lighthouse at Fort William & Mary, on the Island of New Castle having been ceded to the United States, and the superintendency committed to me, and you having undertaken the attendance thereof, You are hereby requested to continue the same mode of attendance as when you were employed under the State. You will see that the Glass of the Lanthorn is kept clean at all times, that the pan containing the oil is duly supplied therewith and that no Oil is applied to the use, but such as shall appear to you of a good quality, and you will pay particular attention to the Snuffing of the Wicks & see that no wick is used but such as is of a proper Size to afford the best light, and in every respect it is expected that you will fulfill the terms Specified in your Contract for Supplying and Attending said Light House.

The next document is of interest as showing an experiment which the Treasury Department made in having the lights tended by contractors rather than by keepers in the employ of the nation. This method proved to have serious drawbacks and was soon abandoned in favor of the employee system which prevails to the present day.

BE IT REMEMBERED that on this first day of January, in the Year One Thousand, seven hundred and ninety-two.—it is agreed by and between Titus Salter of Portsmouth in the County of Rockingham and State of New Hampshire on the one part,—and Alexander Hamilton Secretary of the Treasury of the United States of America on the other part, in the manner following Viz

The said Titus Salter for the Consideration herein after mentioned, doth for himself, his heirs Executors & Administrators covenant and agree with the said Alexander Hamilton, his successor, or successors in said Office. That he the said Titus Salter, shall and will support maintain and attend the Light-House at New Castle in said State from this day to the last day of June next inclusive—That he will keep the same constantly attended and well lighted during the said term, from the setting to the rising of the sun, that he will keep on hand at all times a Quantity not less than One Hundred Gallons of Oyl, for the use of the saif Light which shall be Oyl of the Fish called Hake.

A new structure for the light was erected in 1804, and from the proposals issued by the collector of customs it is known that this structure was of wood, 78 feet in height. Not many years after the erection of this tower, Portsmouth Lighthouse was the scene of some of the first experiments with lighthouse lamps, for here, about 1809, was used one of the first fountain lamps, an improvement over the simple pan-type lamp in that the maintaining of the oil at a constant level about the wicks greatly improved combustion and hence the brilliance of the light.

The wooden tower of 1804 remained in service until 1877, though the illuminating apparatus underwent many changes, and was removed and a small cast-iron lighthouse built about 1,000 feet easterly. This tower remains today.

CHANGES IN ASSIGNMENTS

September 20 to October 4

Comdr. C. H. Jones, headquarters, promoted to captain, with rank from August 5, 1939.

Comdr. L. E. Wells, detached *Pontchartrain*, effective about October 9, 1939, and assigned as Coast Guard representative at Philadelphia, Pa.

Lt. Comdr. R. B. Hall, detached *Mohawk* and assigned *Pontchartrain* as commanding officer.

Lt. Comdr. G. C. Carlstedt, detached *Mendota* and assigned *Mohawk* as commanding officer.

Lt. Comdr. A. W. Davis, orders of September 13, 1939, canceled; detached *Galatea* and assigned Ellis Island training station as commanding officer.

Lt. Comdr. R. C. Sarratt, detached *Haida* and assigned Port Townsend training station as commanding officer.

Chief Boatswain (L) E. J. Clemens, detached Holland station and assigned Grand Haven station as officer in charge.

Chief Boatswain S. D. LaRoue, detached *Winnisimmet* and assigned *Calumet* as commanding officer.

Boatswain (T) T. A. Bratz, *Colfax*, issued permanent appointment as boatswain, to rank from September 18, 1939.

Boatswain (T) E. M. Chandler, *Pulaski*, issued permanent appointmnt as boatswain, to rank from September 18, 1939.

Boatswain (L) H. S. Haas, detached Grand Haven station and assigned Frankfort station as officer in charge.

Boatswain Ottar Skotheim, detached *Dione* and assigned *Winnisimmet* as officer in charge.

Jesse M. Jenkins, assigned as engineer of Chesapeake lightship *No. 116.*

Thomas W. Wright, assigned as engineer of the tender *Bluebonnet.*

Clifford E. Shrodes, assigned as engineer of the tender *Willow.*

RETIRED

Harold D. King, former Commissioner of Lighthouses, has been retired from active duty.

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