

PATROL BOATS.

As the development of the fishery resources of Alaska grows from year to year, new localities are fished, and new canneries and other fishery establishments are built. With each extension of activities, the territory that must be patrolled by the field agents of the Bureau is increased, but the facilities for covering the various districts ~~are~~ ^{remain} extremely inadequate. Until 1917, the Osprey (23 tons) was the only government boat engaged in a patrol of the fisheries of Alaska, being assigned to the southeastern district. In October 1916, this vessel was brought to Seattle for repair of boiler, and did not return to Alaskan waters until ~~July, 1917,~~ ^{January, 1918,} where ~~it~~ ^{she} remained only a few weeks when it became necessary to bring her back to Seattle for general repairs.

In December, 1916, a contract was made for the construction of two patrol boats, each to be 43 feet in length, 12½ feet in breadth, and equipped with a 25-30 horse power heavy duty Standard engine. These boats were completed and put in Commission in July, 1917, and immediately proceeded to Alaska where they were engaged in patrol work during the remainder of the season.

The schooner Nimrod (8 tons) was chartered for work along the central coast of Alaska from Cook Inlet to False Pass during the summer months. The launches Angelus and Buzzard were chartered at different times for use in patrol work on Prince William Sound.

The agents in central and western Alaska are not able to cover the districts to which they are assigned without some assistance from the canning companies. As usual, several of the companies furnished free transportation to the agents ⁱⁿ those districts. Were it not for these gratuities, much of the territory could not be visited, as suitable boats cannot be chartered.

PATROL BOATS.

As the development of the fishery resources of Alaska grows from year to year, new localities are fished, and new canneries and other fishery establishments are built. With each extension of activities, the territory that must be patrolled by the field agents of the Bureau is increased, but the facilities for covering the various districts ^{remain} are extremely inadequate. Until 1917, the Osprey (23 tons) was the only government boat engaged in a patrol of the fisheries of Alaska, being assigned to the southeastern district. In October 1916, this vessel was brought to Seattle for repair of boiler, and did not return to Alaskan waters until July, 1917, where it remained only a few weeks when it became necessary to bring her back to Seattle for general repairs.

In December, 1916, a contract was made for the construction of two patrol boats, each to be 48 feet in length, 12½ feet in breadth, and equipped with a 25-30 horse power heavy duty Standard engine. These boats were completed and put in Commission in July, 1917, and immediately proceeded to Alaska where they were engaged in patrol work during the remainder of the season.

The schooner Nimrod (8 tons) was chartered for work along the central coast of Alaska from Cook Inlet to Flase Pass during the summer months. The launches Angelus and Buzzard were chartered at different times for use in patrol work on Prince William Sound.

~~The agents~~ central and western Alaska are not able to cover the districts to which they are assigned without some assistance from the canning companies. As usual, several of the companies furnished free transportation to the agents ⁱⁿ those districts. Were it not for these gratuities, much of the territory could not be visited, as suitable boats cannot be chartered.

Patrol Boats

As the development of the fishery resources of Alaska grows from year to year, new localities are fished and new canneries and other fishery establishments are built. With each extension of activities, the territory that must be patrolled by the field agents of the Bureau is increased, but the facilities for covering the various districts are extremely inadequate. Until 1917, the Osprey (23 tons) was the only government boat engaged in a patrol of the fisheries of Alaska. The vessel was used in the southeastern district. She was brought to Seattle in the ^{October} fall of 1916 for

(2) repair of boiler, and did not return to Alaskan waters until July 1918. In December, 1916, a contract was made for the construction of two patrol boats ^{in Seattle} each to be 48 feet in length, 13½ feet in breadth, and equipped with a 25-30 horsepower heavy duty standard engine. These boats were put in commission in July and early in the month proceeded to Alaska, where they were engaged in patrol work during the remainder of the season.

~~She~~ spent only a few weeks in Alaska when it became necessary to bring her back to Seattle for general repairs.