

REAR ADMIRAL RAYMOND STANTON PATTON

(After the Obituary Notice kindly supplied to the International Hydrographic Bureau by the U. S. Coast and Geodetic Survey).

Rear Admiral Raymond Stanton PATTON, Director of the Coast and Geodetic Survey, died after a long illness at his home in Washington, D. C., on November 25, 1937. He was born at Degraff, Ohio, December 29, 1882, the son of Oliver and Ida M. (CLONINGER) PATTON. His early education was in the public schools of Sydney, Ohio. He received his technical training at Adelbert College of Western Reserve University, from which he graduated in 1904.

Within a month after graduation he was appointed an officer in the United States Coast and Geodetic Survey and began his first field work in August, 1904, when he was assigned to duty on the Ship *Hydrographer*, and assisted in coast pilot revision on the Atlantic Coast. His next assignment was to a shore party engaged in topographic surveying in Virginia.

Many of his early assignments were in remote localities where surveying was a pioneering task. In 1906 he was sent to southeastern Alaska where, serving as a subordinate officer on the ship *Gedney*, he was engaged in combined surveys. In the spring of 1907 he arrived in the Philippine Islands and was assigned as a junior officer on the Ship *Research*, then stationed on the north coast of Negros Island. He subsequently made surveys in various localities in the Islands, including Tanon Straits, the southeast coast of Luzon Island on the Steamer *Romblon* and later on shore parties on the Island of Bohol, on the coast of Mindanao Island and on Camiguin Island.

At the time of Admiral PATTON's duty, as a junior officer, in the Philippine Islands, conditions varied considerably from those at present. It was not long after the Insurrection, and the Filipinos, especially in the outlying districts, were in a state of unrest and often were resentful toward Americans. Living conditions were far from satisfactory, often being unhealthy and generally even ordinary comforts were lacking. It required the spirit of the true pioneer to undergo, without complaint and as a matter of course, the conditions existing at that time, and Admiral PATTON possessed the desire to see beyond the horizon and the determination to accomplish his task, no matter how difficult.

After his return to the United States from the Philippines in 1910 he was variously engaged surveying on the Atlantic Coast, including triangulation in the vicinity of Monomoy Point, Massachusetts, in cooperation with the hydrographic survey party on the Ship *Bache*. Later during that same year he was engaged on resurveys in Delaware Bay. Early in 1911 he was assigned to the Ship *Bache* as executive officer, and engaged in surveys along the coasts of the United States bordering the Gulf of Mexico. In the summer of 1911 he went to Alaska as executive officer of the Ship *Patterson* and later in that same year was engaged on surveys on the Pacific Coast of the United States and the western approaches to the Panama Canal.



Contre-Amiral Raymond STANTON PATTON
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In 1912 he was made commanding officer of the Ship *Explorer* and until 1915 made surveys in Alaska waters, including a survey of the approaches to the Kuskokwim River. In 1915 he was recalled to Washington and from then until 1917 was Chief of the Section of Coast Pilot. During the world war from September 1917, to March 1919, he served as a Lieutenant and Lieutenant-Commander in the United States Navy on special duty at the U. S. Naval Observatory.

At the expiration of his Naval service in 1919 he returned to duty in the Coast and Geodetic Survey and was assigned as Chief of the Division of Charts in the Washington office. He occupied this position until the spring of 1929, when he was commissioned by President Hoover as Director of the Coast and Geodetic Survey. At that time he held the rank of Captain. In March, 1936 he was promoted to the rank of Rear Admiral.

During Admiral PATTON's directorship great progress was made in modernizing methods of surveying due to his own progressiveness and the leadership and encouragement he gave to those of his colleagues who had charge of the various classes of surveys. Many of these new methods were of such nature as to appear quite experimental at first, but Admiral PATTON believed in progress. He was a man of sound vision and after he had convinced himself of the advantage and feasibility of a new method he encouraged the efforts of his subordinate officers in perfecting the method.

A few of the improvements made in methods and instruments during his administration are: the use of the British taut-wire apparatus for traverse-control of offshore hydrography; the Dorsey Fathometer for sounding in shoal water; and the new nine-lens air camera used in photographing areas of which topographic surveys are to be made; the Parkhurst theodolite; the BROWN gravity apparatus; and various improvements in cartographic and lithographic methods.

Soon after Admiral PATTON's appointment as Director of the Coast and Geodetic Survey the recent depression started in which unemployment in his country was unprecedented. Among the unemployed were many competent civil engineers and when the President requested plans for the relief of this class of valuable citizens, Admiral PATTON recommended a temporary expansion of the activities of the Bureau. His recommendation was approved and his plan executed with the excellent result that not only were many deserving engineers provided with necessary work but many valuable surveys were made and with an accuracy and efficiency quite comparable to that obtained under normal conditions. Outstanding results of this temporary expansion were the complete surveying and charting of the Atlantic and Gulf Intercoastal Waterway and great progress made in the expansion over the country of the first and second order horizontal and vertical control nets. A result of this temporary employment was that large numbers of engineers gained a better understanding of the value and use of accurate surveys for all purposes.

During this period of depression Admiral PATTON worked ceaselessly to an extent that his health was then undermined and this was no doubt a contributing factor in the illness which ultimately caused his death. He was active in numerous engineering and scientific societies and was a recognized authority

on beach erosion problems. He was past president of the Washington Society of Engineers; life trustee of the National Geographic Society; trustee of the Woods Hole Oceanographic Institute; director of the American Shore and Beach Preservation Association and a member of the Engineering Advisory Committee on Coast Erosion to the New Jersey Board of Commerce and Navigation; member of the National Research Council; Association of American Geographers; American Society of Civil Engineers; American Geophysical Union, and the American Astronomical Society. He was also a member of the Cosmos Club.

In 1912 Admiral PATTON married Virginia M. MITCHELL, who survives him. He is also survived by a son and two daughters: Raymond Stanton PATTON, Jr., Helen MITCHELL PATTON and Virginia MITCHELL PATTON.

Admiral PATTON had a brilliant mind and was unusually gifted as an executive. Honorable Daniel C. ROPER, Secretary of Commerce, pays the following tribute to him:

"In the death of Admiral PATTON the Government has lost one of its most capable officials and the engineering profession one of its outstanding leaders. He was held in the highest esteem by his associates and by Members of and committees in the Congress with whom he came in contact, and was recognized as an authority in his work throughout the world. The Coast and Geodetic Survey, over which he has been head for 8-1/2 years, is one of the most efficient and progressive bureaus of our Government. Devotion to service by men of the character, integrity, and standing of Admiral PATTON gives a new assurance to American citizenship; it gives us greater confidence in the future of our country. We grieve over his passing, but we are thankful for his contribution to the service of the Department of Commerce and to the Nation."

