

# Big New Lightship For Hatteras Shoals

Sailors say that there are two graveyards in the Atlantic, one off Sable Island and the other at Cape Hatteras. The wrecks that strew the sea bottom around the little piece of land between the Grand Banks and the mainland are mostly caused by the dense fogs that prevail most of the year, misleading skippers westward and eastward bound, until too late they find

of work, the treacherous quicksands have engulfed the most solid foundations and sometimes a single night of storm has demolished the structure. Floating buoys of various kinds have been tried, but these have also been quickly washed away. After careful consideration, the United States Lighthouse Board decided to have a lightship constructed, which would be strong

hull and machinery and to take time enough to drive every bolt and every rivet home. She is 112 feet in length and quite shallow, being about twenty feet in depth. The hull, made of the best steel, is divided into five water-tight compartments by bulkheads of the same material, so that if the water should fill three of these, the other two would keep her afloat. Partly to strengthen her hull, she is provided with three decks built almost as strongly as those of a warship, in order to resist the tremendous strain when rocking in the waves. The quarters for the captain, officers and crew are on the main deck, while the coal bunkers and other supplies are below. As the officers and men must remain sometimes for five or six weeks without seeing anyone or being relieved, the government has tried to make their surroundings as homelike as possible.

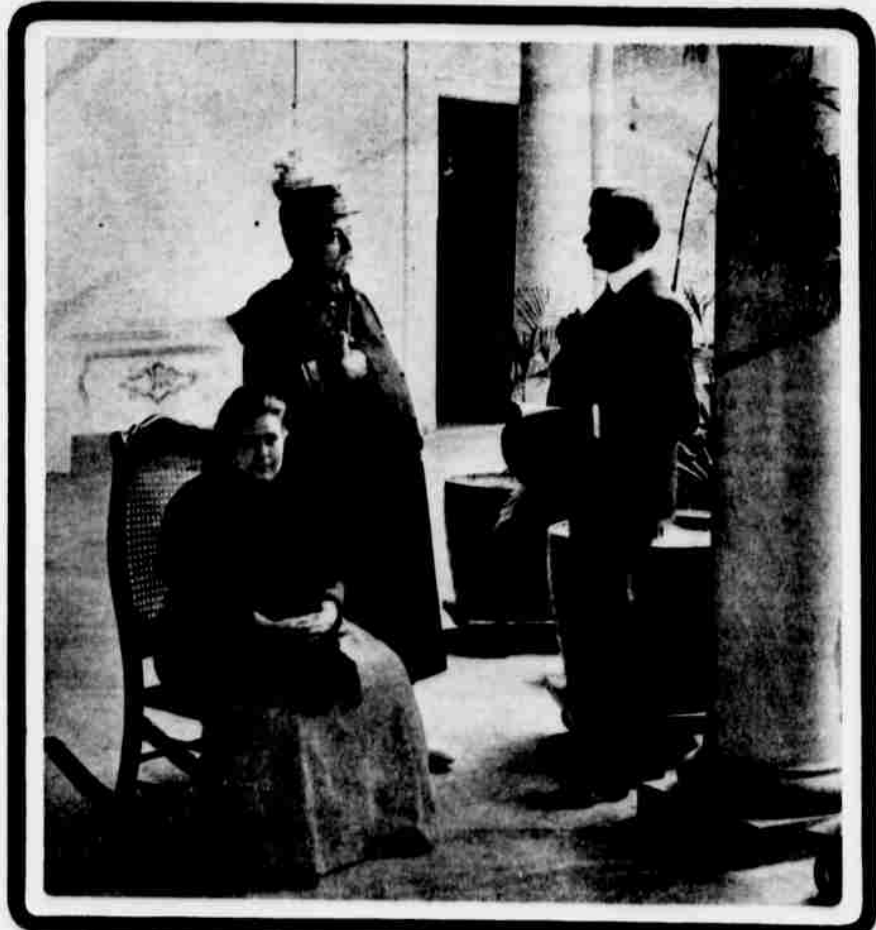
Steam heat and electric lights are provided in each cabin and the furniture, carpets and fittings would be a credit to a mansion. The ship is equipped with refrigerating apparatus and has also a plant for distilling water so that an ample supply of ice can be maintained in the summer months as well as an abundance of pure water.

To hold the lightship on her station powerful apparatus was provided. She has what is known as a harbor anchor, weighing 2,000 pounds, large enough for an ordinary liner. This is connected by a chain whose links are one and one-eighth inches thick, calculated to stand a strain of 79,000 pounds. Besides the harbor anchor, there is what is known as a kedge anchor, weighing 350 pounds, which works as a sort of steering gear to keep the vessel head on to the waves in a heavy storm. In order to give her plenty of room to ride the waves 720 feet of anchor chain is provided. The anchors are raised and lowered entirely by steam, the ship being equipped with special engines. Electricity furnishes the illumination for the lanterns, which are arranged upon two steel masts at a height of fifty feet above water line. Each mast contains a cluster of six arc lamps each of 100 volts. On a clear night their rays can be seen a distance of twenty miles, while in stormy weather it is calculated that the captain of a ship ten miles distant can see them through his field glasses, as they have an attachment which produces a vivid flash every half minute. The electric current is generated by a set of powerful dynamos operated by steam engines.

Number 72 is provided with steam as a motive power, in case she should break loose from her moorings. Her engines are as large as those in an ocean tug of the first class and, it is believed, will enable her to battle successfully with the average northeaster. She is also equipped with a mainsail, foresail and jib, principally to steady her in a gale of wind. There is no danger of her being mistaken for any other craft. The letters on her side are about ten feet in height and on a clear day can be seen at a distance of several miles in themselves.

## A Short Story

Indianapolis Sun: "Tell me a story, papa."  
 "No; go to bed."  
 "No, sir! Tell me a story."  
 "If I do will you go to bed?"  
 "Yea."  
 "Well, once upon a time there was a great big bear that caught a hunter in the woods and started to hug him to death."  
 "In what woods?"  
 "Oh, I don't know—some woods."  
 "Did the bear hug him to death?"  
 "No; just then two big tiger policemen came along and run the bear in for violating the game laws. Now go to bed."



GENERAL LUIS E. TORRES, SENORA TORRES AND JOSE DE OLIVARES.

themselves upon the rocks. Fog is only a lesser peril of the Hatteras weather. The cape is known the seven seas over as the worst of storm centers. The fury of its winds, the sweep of its terrible cross-seas, and the treachery of its lurking shoals are a byword in the mouth of every deep sea sailor. It is here that the government has just set the new and powerful lightship, No. 72, staunchest of its kind, to warn ships from the invisible perils of the coast.

The dangers of Hatteras are generally unseen. Even in fine weather the water at high tide entirely conceals the reefs of jagged rock upon which many a ship has beaten herself to pieces. But fine weather is rare thereabouts. Seldom does the sun rise clear upon the low sand spit running far out into the ocean. Every storm that reaches the coast seems to seek out Hatteras for the display of its greatest violence. During a northeast or southeast gale its rocky seaward stretching ledges turn the ocean currents into a vortex; and then there is no spot in the oceans of the world more to be feared. Tremendous cross-seas rise and sweep the waters for many miles out to sea. A real Hatteras storm often extends its influence between 200 and 300 miles outward.

If the reefs of Hatteras were situated at a different point on the coast line the cape would not have its evil reputation. But they lie in wait at the most easterly point of the South Atlantic coast, and vessels bound to and fro between southern ports of such cities as New York and Philadelphia, as well as the fleet of steamships which load at Gulf cities for Europe and coal at Norfolk and Newport News, must pass close by. The cape is also close to the direct route between South Atlantic ports and Great Britain, and if a ship captain loses his reckoning even by a few miles, he is liable to come dangerously near it.

Since the first American monitor went to the bottom of the sea off Cape Hatteras hundreds of crafts, from the fishing smacks to the liner, have been its victims, and thousands of lives have been lost in its stormy waters. Realizing this constant menace to the navigator, the government has spent millions of dollars trying to find something which will give suitable warning to ships. Time and again lighthouses have been planned, and the work gotten well under way, but sooner or later, often after months

## Cats, Etc.

Detroit Journal: "Why," asked the Unconscious Imbecile, "is a woman dressed up like a cat?"  
 The Lay Figure courteously gave it up.  
 "Well, a cat gets mad if you rub her the wrong way—"  
 "And a woman dressed up?" interposed the Lay Figure, eagerly.  
 "Well, a woman dressed up is offended if people don't rub her just about so!"  
 As for the Others, they smoked violently, but in silence.

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