1,019, value $30,000, which was a total loss, with ten persons on board, was rendered assistance by the Life-Saving Station at Cape Fear.

The total value of property involved in the above disasters was $218,200; the total value of property lost was $74,000, and the total number of persons on board was sixty. No lives were lost.

The rescue of the crew of the schooner *Savannah,* which was stranded on the western edge of Frying Pan Shoals, is illustrative of the value of this work. It is indicative of the service of these stations.

On December 27, 1912, the 584-ton, four-masted schooner *Savannah,* bound from Jacksonville, Florida, to Portland, Maine, with a cargo of pine lumber, and carrying a crew of 9 men, all told, stranded about noon on the western edge of Frying Pan Shoals, in a westerly gale and thick weather. The vessel and cargo, valued together at more than $40,000, were totally lost. The ship's crew, however, were saved by the crews of the Cape Fear and Oak Island Stations.

As the schooner lay on the shoals, with the mountainous seas dashing against her and over her, she was discovered by Keeper Brinkman of the Cape Fear Station. To make sure that she was aground the keeper climbed the tower of the Cape Fear Light to get a look at her through a spyglass. On leaving the tower he asked the lightkeeper to set a signal, which, according to a previous understanding, would convey to the station crew at Oak Island and to the revenue-cutter *Seminole* the information that a vessel was in trouble offshore.

The Cape Fear crew put off the beach in their surfboat without loss of time, and covered the eight miles to the schooner in two and a half hours. The Oak Island crew also appeared about the same time in their power lifeboat. It was agreed that Keeper Brinkman should undertake the work of rescue, a boat under oars being more readily and safely handled than a power boat, in broken water about a wreck. This arrangement was duly carried out, the Oak Island crew standing by, ready to assist their comrades should the surfboat meet with misfortune while alongside. "After a hard battle with wind and sea," says Keeper Brinkman in his report, "we took the captain and eight men off."

The rescue accomplished, the sailors were transferred to the power boat, which thereupon proceeded ashore with the surfboat in tow.

The ship's crew were cared for at the Oak Island Station until the following morning, when they were placed aboard the *Seminole,* which had appeared off the station during the night. The cutter and two tugs attempted to float the schooner, but without success.

The total approximate cost of maintaining the Cape Fear and Oak Island Stations and for salaries during the fiscal year which ended June 30, 1913, was $17,430, the expense being about evenly divided between the two stations. The amounts expended for salaries were $7,089.10 and $6,940.80 for the Cape Fear and Oak Island Stations, respectively. The expense for maintaining the stations averaged about $1,700 each during the year. The cost of rebuilding the Cape Fear Station, now under way, will amount to between four and five thousand dollars.

USE OF OIL TO PREVENT BREAKING SEAS.

About the year 1870 the late Alexander Sprunt, founder of the firm of Alexander Sprunt & Son, demonstrated in a magazine article published abroad the efficacy of the use of oil at sea in stormy weather. He subsequently endeavored to induce the British Admiralty to provide every ship with his simple device for protection against breaking seas while lying to, and received some recognition.

At that time, in the winter, he loaded a small brig of about two hundred tons register with a heavy cargo of naval stores for Europe. The captain was induced to provide a barrel of crude oil, two canvas bags perforated with a large needle, and a twenty-foot spar with block and tackle, to be used in case of need. On his return to Wilmington some months later, he gratefully acknowledged that his ship and crew had been providentially saved from destruction by this simple and effective provision.

He was obliged to lay to for several days in a hurricane. The heavy waves smashed the boats and threatened to destroy the vessel. He thought of the oil and at once applied it. Running the spar out on the weather side, he filled the bags with oil and hauled them out to the end of the spar. Immediately a thin covering of oil spread over the advancing waves and, although the brig rose and fell upon the mountainous seas, the water did not break, and the little vessel rode out the gale in safety.