Fifth District.

1897 *Iron ladders for light-stations.*—A large number of the stations built on submerged sites are provided with one set of landing ladders only. It frequently happens, during visits of inspection by the district officers, that, owing to rough weather or other causes, it is difficult or impossible to make a landing on the side of the light-house supplied with ladders. To obviate this, each of these stations will be furnished with another set of ladders, so placed as to make landing feasible under all conditions. Arrangements have accordingly been made for the purchase of these ladders for 25 light-stations. They are now in course of construction under contract and will be placed as opportunity offers.

1897 *Working plant.*—In July a new bottom was placed on the 16-foot row-boat, and slight repairs were made to the pile driver. In August one of the small flatboats was repaired. In October a merchandise truck and a pile-driver pulley were repaired. In November the yawl boat, the boiler frame on the pile-driver scow, the saw, mortising and drilling machines, and the blacksmith's forge were repaired, and one of the flat-boats was calked. Extensive repairs to the woodwork, copper work, calking, steering gear, etc., of the large scow are now being made by contract.

1899 The two scows used for transportation of materials, the pile driver and the scow upon which it is mounted, the working boat and the flat boat for general service were all put in thorough order. The pile driver and scow received extensive repairs.

WORKING PLANT.

Large scow.—The galley was transferred from below to the deck. The vessel was docked, the bottom scraped, and 10 sheets of new

Fifth District.

copper were put on. Insect screens were made for the workmen's bunks. In August 8 canvass hatch covers were made.

Small scow.—Three bottom planks were replaced, the joints recalked, and the bottom scraped.

1900 *Piledriver scow.*—This vessel was hauled out, the old copper sheathing on the sides was patched where broken, and 5 sheets of copper were put on one end. The fenders on the sides and ends were scraped and a fender 27 feet long was fastened to one side.

Working boat.—This was painted inside and outside.

Large flatboat.—Six new timbers and 2 ribbons were put on the sides, the boat was scraped and calked, and 2 coats of paint were applied, inside and outside.

Small flatboat.—One coat of paint was put on inside and outside.

1900 *Bramble.*—This twin-screw launch was built in 1879, and is of about 32 tons gross burden. She attended to the gas beacons in the sounds of North Carolina, and in so doing was under steam 934 hours and steamed about 1,436 miles on a consumption of some 39 tons of bituminous coal. During the year 70,660 cubic feet of gas was made at the gas plant at Long Point and transported to the different beacon lights by the *Bramble*.

The *Bramble* being so much deteriorated as to be beyond repair, Congress by sundry civil appropriation act dated June 6, 1900, appropriated $20,000 with which to build a vessel to replace her. Plans and specifications for that purpose are now in hand.

1901 *Bramble.*—This twin-screw launch, built in 1879, is of about 32 tons gross burden. During the year she attended to the gas beacons in the sounds of North Carolina, and in so doing was under steam 620 hours and ran about 1,803 miles, consuming some 39 tons of bituminous coal. She delivered about 82,640 cubic feet of gas to different beacon lights. In June she was hauled out, the boiler was repaired, cleaned, and painted, and the propeller shaft was straightened.

1901

The large scow.—This vessel was hauled out of the water in October, the bottom cleaned, and 10 sheets of new copper put on. The rudder plug was repaired, a new windlass and facing pieces were put on, the deck was calked, the seams were filled with red-lead putty, and antiseptic wash was injected into all the openings below the deck. A new screw bolt was put in the tiller. Eight large and three small rope

fenders were made. The deck was painted two coats and the sides one coat. In November the pilot house, companion way, galley, and water-closet were painted, inside and outside, and the waist inside. Eight scow poles, 20 feet long, and two sounding irons, 25 feet and 16 feet, were made. In December four white-oak rudder chocks, 7 inches by 10 inches by 4 feet, were made. In February a hatchway cover, with glass panels, was made for the galley.

1901

The small scow.—In June the bottom and worm-eaten timbers and parts of the sides were renewed. The bottom and side seams were calked. Two new white-oak bitts were provided. The bottom was given two coats of carbolineum, inside and outside.

1901

The pile-driver scow.—In October the water tank was cleaned, the bulkhead was repaired, and the tank was refilled. A brick floor was laid in front of the boiler. The engine was overhauled and cleaned, and rubber gaskets were put in the head of the steam chest. Six wooden fenders, one rope fender, eight screw rings for securing them, three iron hooks, and three staples were made. In June the scow was docked, new fore-and-aft sills were put on, and part of the sand boards were renewed. Openings in the end were filled, calked, and covered with sheet copper laid on felt. Two new anchor chocks were made and secured to the upper part of the vessel. The sills and sand boards were treated with carbolineum.

1902

The large scow.—In August and September this vessel was thoroughly cleaned, inside and out, and the sides, beams, and under part of deck were coated with indurine.

The pile-driver scow.—In July four angle irons were put on the side of the ladder and bitts, 4 winches were fitted in place, 20 anchor chocks were spiked on, and 22 pieces of timber were set in to strengthen the vessel. The new wood was treated with carbolineum avenarius. In September the engine was overhauled and cleaned and the boiler and winches were painted.

The yawl.—In July a new footboard and seats were made and the outside of the boat was repaired and painted. In October two iron grapnels were made.

1903

See Ivy.

The barge or large scow.—This barge is built of white pine, yellow pine, and oak, and is used for transportation of men and material for repairs of light-stations, and is generally towed by the tender *Thistle*. She is about 100 feet long, 28 feet wide, and 8½ feet high. Her draft, when light, is about 6 feet 3 inches; when loaded, about 7 feet 9 inches; and her capacity is about 200 tons. She was in frequent use during the year and received such repairs, stores, and fitments as were found necessary.

The small scow.—She is about 50 feet long by some 16 feet in width. She draws, when light, about 10 inches, and when loaded, about 2 feet 4 inches. She has a capacity of about 30 tons. She is built of white pine, yellow pine, and oak. She is used for transportation of material for repairs to light-stations and as a platform for carrying on work in the water, also for beaching material. She received such repairs, stores, and fitments as were found necessary.

Pile-driver scow.—She is about 50 feet long by some 21 feet wide

WORKING PLANT.

1903

See Ltr

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Pile-driver scow.—She is about 50 feet long by some 21 feet wide and of about 5 inches depth, with a draft of 2 feet 10 inches. She has no carrying capacity beyond the weight of the pile driver and engine, which alone the scow is designed to support. She is built of white and yellow pine and oak. She was towed by light-house tenders and was used for driving piles at Long Point, North Carolina, light-station, for Point of Marsh, North Carolina, and Swan Quarter, North Carolina, beacons; for the wharf at Point Lookout, Maryland, and for hoisting in place the caisson for Hambrook Bar, Maryland, beacon.

The yawl.—It is about 25 feet long, built of white oak, and was used for the transportation of men and material for repairs of light-stations.

The small boats.—These are flat boats about 14 feet long, built of white pine, and were used for carrying workmen short distances.

WORKING PLANT.

1904

This consists of a barge or large scow, a small scow, and a pile-driver scow. They were towed by tenders and did good service. They all received more or less repairs.

WORKING PLANT.

1905

The barge was docked and various repairs were made. The scow and the piledriver scow were repaired and the latter received various fitments and supplies.

(Built at Baltimore in 1879. Tonnage 30.)

"A steel, steam launch, 45 ft. long, 11 ft. beam, and 4½ ft. hold, to be used as a dwelling for the light-keepers who attend the lights on the Albemarle Canal. A contract was made with H.A. Ramsey & Co., of Baltimore on Dec. 24, 1878, to build her in 90 working days from delivery of contract, for $5,935."

Appropriated by act of Congress, for beacon-lights in North Landing River, Currituck Sound, and North River, N.C., on the line of Atlantic inland navigation, and Edenton Harbor, Albemarl Sound, June 20, 1878, $20,000.

An. Rep. 1879 p. 37.

"North Landing River. x x The lights will be exhibited on July 15, 1879, and will be regularly kept up by the steam-launch Bramble."

1880 p. 36.

"337-346. Beacon-lights.--The beacon-lights along the line of the Albemarle and Chesapeake Canal were completed and first lighted on July 15, 1879, and the steam-launch Bramble, built for the purpose of tending these lights, was at the station at the appointed time, and has been constantly employed during the year upon this duty."

1881

The steamer Bramble, used exclusively in Currituck Sound, is in good condition. The new boat-house built at Long Point will do much towards the preservation of her upper works, and, with the addition of a railway for hauling her out of water, the necessary means for her care and preservation will be complete.

5th Dist

1883.

Bramble.—This steel steam-launch, used by the keepers in conveying them to and from the beacons lighted by compressed gas in the sounds of North Carolina, was extensively repaired during the last year, and is now in fair condition. The steel plates of her hull had been acted upon, possibly by the acids of the waters of the Dismal Swamp, in which she was mostly employed. On the starboard side, the second strake or water line had been completely eaten through, or honey-combed, for a distance of 16 feet in length and 11 inches to 14 inches in width. On the port side the same strake had been honey-combed for a distance of 27 feet in length and from 10 inches to 14 inches in width. The steel appeared to be in fair condition outside of these limits, except with occasional blisters, which, when broken, left small holes of about half an inch in diameter. The greater part of the steel acted upon, when not eaten through, had been reduced in thickness from $\frac{1}{20}$ to $\frac{1}{40}$ of an inch. The plates in places, however, held their original thickness, $\frac{1}{8}$ inch. The honey-combing was commenced about 12

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(over.)

5-th Dist.

1883 feet from the stem on both sides. Repairs were made by replacing the spoiled plates, and by boring out the blister holes and riveting them. Her hull was then scraped and painted, and the paint was allowed to dry thoroughly before she was put back into the water. It is believed that the paint will resist the action of the acid, and the vessel is being carefully watched, to make sure that this expedient will answer the desired purpose.

Contd.

1884. *The Bramble.*—This steam-launch, used in connection with the gas beacons in North Carolina waters, is in bad condition. To make her thoroughly serviceable will require a new hull. All the steel plates are so far gone as to be unfit for repair. She would not be the kind of vessel required for the work if she were at her best.

An. Rep. 1885. *Bramble.*—During the past winter this steel steam-launch was entirely sheathed with wood, which increased her draught about 7 inches. She will soon need new feed-pumps, but in all other respects is in fair condition for her work.

The scow used during the past four years for supplying Currituck Beach, Body's Island, Cape Hatteras, and other light-stations in North Carolina, is no longer in fit condition for the service.

An. Rep. 1886. *The Bramble.*—This steam-launch has done her work regularly. Some repairs are now being made to her boiler, which will render her serviceable for the next year.

An. Rep. 1887. *The Bramble.*—This steam-launch has attended regularly to the work required of her in the sounds. She was recently repaired and is in fair condition for another year.

An. Rep. 1888 *The Bramble.*—This steam-launch attended regularly to the work required of her in the sounds of North Carolina. She was repaired as the occasion required.

An. Rep. 1889. *The Bramble.*—This steam-launch attended regularly to the work required in North Carolina sounds. During the year she received a new boiler and some slight repairs to deck and house. The hull requires attention. She should be hauled out and carefully examined, sheathing calked, and bolts tightened and replaced where needed. No account was kept of the number of miles she ran, but she consumed about 40 tons of coal during the last fiscal year.

1890 *The Bramble.*—This steamer did the work required of her in the North Carolina Sounds. During the year she received some slight repairs.

1891 *The Bramble.*—This little steamer had her machinery and boilers overhauled during the past year and is now in good order. She is employed towing the gas tank to the Currituck gas beacons.

1892 *The Bramble.*—This little steamer is in good order, her hull and machinery having recently been overhauled. She is employed towing the gas tank to the Currituck gas beacons.

1893. *The Bramble.*—The hull and machinery of this steam launch were recently repaired, and she is now in good order. The gas tank for supplying the beacons in Currituck Sound was also thoroughly overhauled and repaired.

1894 *The Bramble.*—This vessel is used to supply gas to the beacons in Currituck Sound. As soon as her services can be spared it is proposed to lay her up for necessary repairs to her boiler and engine.

1895 *The Bramble.*—This steel, twin-screw steam launch is used to supply gas to the beacons in Currituck Sound. In the performance of this work she steamed some 1,635 miles, and consumed about 31 tons of coal.

1896 *The Bramble.*—This steel twin-screw steam launch, used to supply gas to the beacons in Currituck Sound, North Carolina, was constantly employed on her special duty. The engine and boiler were thoroughly repaired in August, a new set of grate bars was furnished in April, and in June she was hauled out and cleaned. During the year she has run 1,761 miles on a consumption of 44 tons of bituminous coal.

1897 *The Bramble.*—This steel twin-screw steam launch was actively employed in attending to the beacon lights in Currituck Sound, North Carolina, and adjacent waters, and in so doing she steamed some 1,351 miles on a consumption of about 32 tons of bituminous coal. In June she transported the supplies required for the beacon lights during the next fiscal year from Portsmouth, Va., to Long Point, North Carolina. Such repairs as were needed were made by the crew.

1898 *The Bramble.*—This steel twin-screw launch was built in 1879 and is of about 30 tons burden. She was actively employed in attending to the beacon lights in the sounds of North Carolina, and in so doing she steamed some 1,612 miles on a consumption of about 328 tons of bituminous coal. She made two trips to Portsmouth, Va., light-house depot, for supplies. In June her boiler and engine were overhauled, and then she took on the annual supplies required for the beacon lights. She was supplied with brooms, rigging leather, paint, and turpentine.

1899 *Bramble.*—This steel twin-screw launch was built in 1879 and is of about 30 tons burden. She was employed in attending to the gas-lighted beacons in the sounds of North Carolina, and in so doing was under way 1,148 hours and steamed about 1,325 miles on a consumption of some 39 tons of bituminous coal. During the year 98,050 cubic feet of gas were made at the gas plant and transported by the *Bramble* to the different lighted beacons, and only five of these lights were reported out from various causes. In June the *Bramble* was taken to Portsmouth, Va., and hauled out, when her hull was repaired, the bottom was cleaned and painted, and the engine and boiler overhauled. She is now in bad condition and can not last much longer for service, as her plates and beams are badly corroded and she is not worth the cost of her repair.

1902 *Bramble.*—This twin-screw launch, built in 1879, is of about 32 tons gross burden. She attended the gas beacons in the sounds of North Carolina, and in so doing steamed some 1,573 miles, consuming about 30 tons of bituminous coal, and delivering 97,330 cubic feet of gas to the beacon lights. In June she was furnished with a new set of grate bars.

1903 Sec. Ivy *Bramble.*—This twin-screw launch, built in 1879, is of about 32 tons gross burden. She attended to the gas beacons in the sounds of North Carolina, and in so doing steamed some 1,372 miles, consuming about 27 tons of bituminous coal. She delivered about 91,850 cubic feet of gas to beacon lights.

1904 *Bramble.*—This twin-screw launch, built in 1879, is of about 32 tons gross burden. During the past year she assisted the *Juniper* in attending to the gas beacons in the sounds of North Carolina, and in so doing steamed some 663 miles on a consumption of about 17 tons of coal. She delivered 15,290 cubic feet of gas to beacon lights.

1905 *Bramble.*—This twin-screw launch, built in 1879, is of about 32 tons gross burden. She was surveyed and condemned, and on May 15, 1905, was sold at public auction, and the net proceeds, after paying the expenses of the sale, were turned into the United States Treasury.