Clover,--sailing-tender. Tonnage 268.13. 1

(Built at Boston in 1889. Tonnage 440.)

1889. "A schooner built in 1889 by contract with Wm. McKie of East Boston, Mass. under the supervision of the Engineer of of the 2d L.H.Dist. Contract price was $20,600.

The windlass and boiler were furnished by Copeland and Bacon, price $1,150.

This vessel is a two-masted center-board schooner, built with white oak frames; ceiled and planked with yellow pine, copper-fastened, etc.

? She is 115 ft. long, 29 ft. beam, moulded; 9 ft. deep; tonnage 440 tons.

She was finished in Sept. 1889, and placed on duty in the 8th Dist. 8th Dist.

Note:--The Clover was intended to replace the Mignonette, which was lost in the cyclone of 21 Sept. 1887, off Brazos Santiago. She was furnished with a naptha launch, a short account of which will be found below. Built from appropriat'n "Tender for the Gulf Coast" approved Mch. 30,1888, $27,000.

Blue-bell,--naptha launch of Clover.

1889. This launch was invented and built by Frank W. Ofeldt, in October, 1889 at a cost of $1,500, under the supervision of the 3d Engineer. Length 25 ft. 3 in., breadth 5 ft. 10 in."

TENDER FOR THE GULF COAST.

An. Rep. 1889. *The Clover.*—This sailing tender, for use by the engineer of the eighth light-house district, was built by contract in East Boston, Mass., under the supervision of the engineer of the first and second light-house districts. The description will be found in that part of this report which relates to the eighth light-house district.

An. Rep. 1889. *The Clover.*—An appropriation of $27,000 was made by the act of March 30, 1888, to build a schooner to take the place of the *Mignonette*, which was lost with all on board in the cyclone of September 21, 1887, off Brazos Santiago, Texas. Plans were made in the office of the Light-House Board, and the vessel was especially designed for the climate and the duties she is designed to perform. Bids were called for by advertisement, and the contract was awarded to the lowest bidder. As his ship-yard is in Boston, Mass., the supervision of the work devolved upon the engineer of the second light-house district, whose office is also in Boston. The following is the description:

8th Dist.

This vessel is a two-masted center-board schooner, built with white-oak frames; ceiled and planked with yellow pine, copper fastened, and sheated with yellow metal to 8 feet 6 inches above the garboard strake; with white-pine decks and spars. She is 115 feet 6 inches from rabbet to rabbet, on the 7½-foot water-line; 29 feet beam, molded; 9 feet deep from deck to top of floors, and has a displacement of about 440 tons. She is fitted with all the best modern appliances, has a steam-hoisting

1889 contd, engine for handling the sails, anchors, and heavy cargo. A naphtha launch is to be carried, which can be used for towing the schooner in calm weather in the shallow bays of the eighth light-house district. 8th Dist.

NOTE.—She was finished and turned over to the engineer of the eighth light-house district in September, 1889, and will be sent to New Orleans as soon as she receives her equipment.

1889. *The Clover.*—The plans of a hoisting machine and of the boiler and hoisting-engine were prepared for this schooner. An. Rep.

TENDER FOR THE GULF COAST.

1890 *The Clover.*—This tender, for the eighth district, was built and equipped in East Boston, Mass., under the supervision of the engineer of the first and second districts. Do. do.

1890 *The Clover.*—Many improvements were made to this schooner to fit her for sea, and she was supplied with a naphtha steam-launch fitted complete. She is now in the eighth district. Do. do.

1890 *The Clover.*—The new schooner *Clover*, built to take the place of the sailing tender *Mignonette*, which was lost off Brazos Santiago, Tex., in the hurricane of September 21, 1887, arrived at Port Eads, La., March 20, 1890, discharged most of her cargo of coal, then came to West End, Lake Pontchartrain, where she was loaded with supplies, material, and employés for the erection of Gasparilla Island and Charlotte Harbor screw-pile light-stations. Do. do.

1891. *The Clover.*—This schooner was actively engaged in making repairs to the various light-stations in the seventh and eighth districts until the completion of repairs at Key West light-station during April, 1891, when she sailed for West End, La., in Lake Pontchartrain, where the crew was discharged and the tender was left in charge of two watchmen. She will probably be put in commission again in August, 1891. A few slight repairs were made and a steam windlass was furnished for use in hoisting the anchor. The tender is in good condition. 7th & 8th Dists. p. 118. p 116.

1892. *The Clover.*—~~This schooner was~~ actively employed in making repairs to light-stations in the seventh district until December 26, 1891, when she was transferred to the fourth light-house district. pp. 118, & 123. 7th Dist.

1892 p. 89. *The Clover.*—This schooner arrived at Edgemoor Buoy Depot on January 21, 1892. After her sails, running rigging, and outfit were stored for safe keeping and the vessel was secured in the basin at the Edgemoor Depot, all the officers and crew, except the mate, were paid off and discharged. 4th Dist

1893. *The Clover.*—The sailing tender *Clover* was thoroughly repaired.

1894 *The Clover.*—This schooner was used for construction, repairs, and general service in the First and Second districts from February 20, 1894, to June 30, 1894, when she was temporarily turned over to the Coast and Geodetic Survey. 1st & 2d Dists.

1st & 2d Dists.

1895.

The Clover.—This schooner, which had been loaned to the United States Coast Survey, was returned to the Light-House Establishment on October 16, 1894. She made a trip to Key West, Fla., delivering supplies at various light-house depots on her way south. On her way back she stopped at the Portsmouth, Va., light-house depot, where buoy chain, etc., were taken on board and delivered at the Woods Hole, Boston, and Portland light-house depots. On May 15 she was transferred to the engineer of the First and Second light-house districts for use while the steamer *Myrtle* was laid up for repairs. During the part of the year she was in commission she ran some 4,726 miles, at a cost of about $4,711.03.

7th & 8th Dists.

1897

p. 123.

The Clover.—This schooner assisted in making repairs, etc., at light-stations, such as scaling, scraping, and painting the Florida reef towers, inspecting the South Florida reef beacons, making repairs at Fort Barrancas Range, Fort McRee Range, at Pensacola light-station, Florida, and at Cedar Keys, Florida, and in construction of a temporary beacon at Catfish Shoal Point, Florida. She was docked twice during the year and received a few minor repairs. During the year the schooner sailed about 5,027 miles. She was of the greatest assistance in making repairs at various light-stations in both the Seventh and Eighth light-house districts.

Do. do.

1897

p. 130.

The Clover.—This tender assisted in repair work at the light stations. She delivered materials and the working party at Biloxi light-station, Round Island light-station, Horn Island light-station, and Southwest Reef light-station. The following-named beacons in Mobile Bay were repaired during the year: Nos. 5, 9, and 49, old pile-cluster beacons and beacon No. 27, and the Sixth Bend beacon, Dog River Bar Range.

Do. do.

1898

p. 136.

The Clover.—This wooden schooner was built in 1889, and is of 268 tons burden. She was engaged in assisting in repairs to light-stations. She was docked once, and repairs were made to the copper planking on her stern, the coaming of her hatchways, and the ceiling inside of her cabin companionway. Repairs were also made to the inside of the centerboard well, and she was fitted with a new centerboard complete. The tender was furnished with an entire new suit of sails and ensigns.

Do. do.

1898

p. 145.

The Clover.—This schooner was employed for a part of the year in connection with repairs in this district. She delivered materials and working parties and assisted in repairs at West Rigolets, Chandeleur, Lake Borgne, Mobile Point, Sand Island, Pass a Loutre, Sabine Pass, Round Island, Head of the Passes, East Jetty light-stations, and in the survey and borings at the site of the proposed light-station on Sabine Bank, Texas.

1899

Clover.—This wooden schooner was built in 1889 and is of 268 tons burden. She was engaged during a part of the year in delivering materials and assisting in repairs to light-stations, being used principally in connection with repairs at outlying stations as quarters for workmen, the working party going to and from the tender to the light-stations daily. The stations thus repaired by the tender were Sombrero Key, Key West, American Shoal, Alligator Reef, Carysfort Reef, Sand Key, Fowey Rocks, Northwest Passage, Tortugas Harbor, and Rebecca Shoals. With the exception of the month of August, 1898, when the tender was laid up, this vessel was engaged in making repairs to stations in the Seventh district. She is therefore not mentioned in the annual report for the Eighth light-house district. The tender sailed 3,460 miles during the year.

1900

p. 125.

Sailing-tender.—This wooden schooner was built in 1889, and is of 268 tons gross burden. She was engaged during a short time only in this district. She visited and brought materials away from Key West, Rebecca Shoal, Northwest Passage, Anclote Key, Cedar Keys, St. Marks, and Crooked River light-stations. She sailed 2,301 miles during the year, was docked once when slight repairs were made, was laid up on January 30, 1900, and was sold after being stripped of her furniture and fittings.

1900

p. 136.

Clover.—This wooden schooner was built in 1899 and is of 268 tons burden. She was employed most of the year in delivery of materials and assisting in repairs to stations in this district. She delivered materials at the followingnamed light-stations: Horn Island and Round Island, Mississippi; Calcasieu, Timbalier, Sabine Pass, and Sabine Pass Jetty light-stations, Louisiana; and Galveston Jetty, Bolivar Point, Fort Point, and Halfmoon Shoal light-stations, Texas. She delivered materials and built 24 day marks in Mobile Bay. The schooner was docked and repaired. Mention of laying her up and selling her is made in that part of this report which relates to the Seventh light-house district.

Sold Feb. 1900, for $4,026

No. 19. TREASURY DEPARTMENT

When were the following named launches built?

Leal Prior to 1894, June 8.

Snowdrop 1896

Water Lily 1895

June 8, '94 "The Sch. schooner Clover, which has two naphtha launches of sufficient size for work in fairly smooth water, is about to go out of commission. The Bd wishes to know if you can make economical advantageous use of one of these launches in the work of your district." (over)

Major Raymond July 11, '94.

The Bd has been informed by the Engr of the 2d L. N. Dist., under date of 10 July, '94, that a naphtha launch belonging to the tender Clover has been sent to the Engr of the 4th L. N. Dist, in accordance with the directions of the Bd."

Machiavelli