(Built at Philadelphia, in 1873~~4~~ Tonnage 333, new.)

1873 "An appropriation of $90,000 for an iron steam tender for use in the 10th District, approved March 3d, 1873.

" A contract was made June 11,'73, for her construction with Neafie & Levy of Philadelphia for $81,800 to be completed May 20, 1874.

" October 13,'73, the Supt. of Construction, Mr. Copeland, reported the frame completed and strakes being put on, and all work progressing satisfactorily except that the boiler is being single rivetted instead of double rivetted as called for by the specifications.

" Oct. 10,'73, the contractors asked to be allowed to finish the boiler with single revitting and deduct the difference in cost from the general amount, or do extra work of equal value.

" Oct. 13, the Board informed the contractors that the boiler must be according to specifications, but subsequently permitted the boiler to be "batten riveted."

? Dimentions; length 141' 6", beam molded 25', hold from top of floor 10' 6".

Mr. Copeland reported the successful launch of this vessel; draft 3' forward, 5' 7½" aft; the boiler was put in and she drew 3' 5" forward and 6' aft. Tonnage 333, new.

1874 The vessel left Philadelphia May 16, and reached Buffalo, N.Y., in 16 days, making the trip in 12½ days sailing time, average speed at sea 9 knots per hour, with 25 lbs. steam. She carried 103 tons of coal in sacks as ballast.

She collided with a vessel in the canal at Montreal and with another in the Welland Canal above St. Catherine, but without injury to herself.

She proved to be a most excellent boat.

1882 Statement of <u>total cost of repairs and alterations</u> made to tender Dahlia, estimates of April 25, 1882.

John Oades for general repairs as per original specifications	-$7,445.00
J.P.Donaldson & Co. steam windlass - - - -	863.38
Saml. Hanman, smoke stack - - - - - -	139.50
Dry Dock Engine Works, repairing pump, &c. - -	74.13
John Oades, extra repairs and alterations found necessary and not included in original specifications	1,001.39
Martin & Co., painting - - - - - - -	289.00
Total cost -	$9,812.40

1874-'75 on duties in 11th Dist.

1876 The steam-tender Dahlia, used for inspection, supply, and buoyage, has been constantly employed during the season of navigation, is in an efficient condition, and meets the wants of the district. 11th Dist.

1877 The steam-tender Dahlia, which is used in inspecting and supplying light-houses, and in keeping up the buoyage of the district, has received some slight repairs, is in good condition, and is able to do all that is required of a tender for the district. Do. do.

1878. The steamer Dahlia and steam-barge Warrington are in good condition. They have been in constant service during the season and have been able to perform all the service required of them. Do. do.

1879. The steamer Dahlia has been actively engaged, during the season, in delivering supplies to the light-stations, attending to the buoyage of the district, and conveying the inspector on his regular tours of inspection. She is in good condition, and well adapted to the work she has to perform. Do. do.

1880 The steamer Dahlia is in good condition, except in her upper works and decks, which will soon require repairs. Do. do.

1881 The steamer Dahlia was constantly and profitably employed during the season of navigation in inspecting and supplying light and fog-signal stations, testing and repairing fog-signals, and attending to the buoyage of the district. Heavier upper works are required; otherwise she is in good condition. Do. do.

1882. The steamer Dahlia was constantly employed during the season of navigation in supplying light and fog signal stations and in working buoys. During the past winter she was thoroughly repaired, having new and stronger upper works, heavier deck, steam-windlass, new spars, and increased accommodations for the officers and crew. Slight repairs were made to the engines, and she is now in a good and serviceable condition. Do. do.

1883. *Dahlia.*—This vessel was kept constantly and actively employed from the opening to the close of navigation, and, as heretofore, her work has been satisfactorily performed. She is in excellent condition. Do. do.

1884. *The Dahlia.*—This steamer was constantly employed during the season of navigation in supply and inspection, attending buoys, and carrying coal to the fog-signal stations. The increase in the number of the fog-signals will render the assistance of another supply vessel in this district necessary, unless the district is divided, which has already been earnestly recommended by the Board. Do. do.

An. Rep. 1885.

The Dahlia.—The steamer Dahlia is in a thoroughly efficient condition and was constantly employed, during the season of navigation, in the supply and inspection of stations, attending to buoys, and in carrying coal to fog-signals. Her boilers and machinery were thoroughly overhauled by her engineers and firemen during the winter months. The capstan, bitts, and chain-stoppers were transferred from the forecastle to the upper deck, so that the anchors are now handled in sight and conveniently. The forecastle is now roomy and comfortable for the crew.

11th Dist.

An. Rep. 1886.

The Dahlia.—The tender Dahlia is in good repair, and is constantly employed in supplying light and fog-signal stations and in attending to buoys. Early in the spring extensive repairs were made to her boiler, which is now in excellent condition.

Do. do.

TENDERS.

An. Rep. 1887.

The Dahlia.—On April 1, 1887, the steamer *Dahlia* was transferred to the inspector of the ninth district. She was then in good condition as to hull and machinery.

9th Dist.

An. Rep. 1887.

The Dahlia.—This steamer was constantly employed on supply and inspection duty and in placing and attending to buoys. Her hull, engine and donkey-boiler are in good condition, and the main boiler will probably last two or three years longer. The vessel has not been in dock for over three years, and, as her speed has diminished about one mile an hour, she will be docked as soon as the work of the district will permit.

Do. do.

An. Rep. 1888.

The Dahlia.—This steamer was constantly employed during the season of navigation on supply and inspection duty and in placing and attending buoys. The hull, engine, and boilers will require only slight repairs, and most of these can be made by the ship's company during the winter.

Do. do.

An. Rep. 1889.

The Dahlia.—This steamer was constantly employed during the season of navigation on supply and inspection duty and in attending to the buoyage of the district. The side and throat sheets of the furnaces and the legs of the main boiler were replaced and various minor repairs were made on the hull and engines. The steamer ran 7,010 miles and burned about 427 tons of coal.

Do. do.

1890 *The Dahlia.*—This steamer was laid up during the winter at the buoy depot of the eleventh district at Detroit, Mich. Some twenty-four buoys were taken up in November and twenty-seven were placed in position in the spring, the shoals being marked until the close of navigation by temporary buoys that were allowed to remain in place until nipped or swept away by the ice. The buoys maintained by contractors, as well as those already referred to, were frequently examined and their positions verified. Some sixty-one light-stations, with eighty-one lights and eleven steam fog-signals, were supplied with stores and coal. When inspection trips were made the tender communicated with different stations 170 times; 328 gross tons of coal were landed and 464 gross tons were consumed in steaming 8,315 miles, the total number of miles run. Minor repairs were made to her rigging, hull, boilers, and machinery. A number of defective parts of her machinery were replaced.

9th Dist.

1891 *The Dahlia.*—This steamer has been in service for so many years without any considerable repair that it is necessary now to have her completely overhauled, and a new boiler put in to make her fit for service. Last year bids were asked for, but all that were received were rejected. This year bids will be asked for earlier, and intending bidders will have the chance to examine the vessel thoroughly before putting in their bids.

Do. do.

1891 The *Dahlia*, which was built in 1873 and has seen quite hard service, has nearly outlived her usefulness. The district has outgrown her powers. She has neither the speed, the power, nor the carrying capacity needed. Beside that, she burns too much coal in running her old-fashioned engines to be an economical boat.

It is deemed desirable to build a larger and faster vessel, which shall be able of herself to do the work of the district within the not too long season of navigation, and which shall be strong enough to keep at work in the young ice as long as the merchant steamers are making their trips. The number of vessels on the lakes on June 30, 1890, was, according to the Commissioner of Navigation, 3,510; and their documented tonnage was 1,063,064. The number of vessels on the lakes on June 30, 1891, was 3,600; and their documented tonnage was 1,154,870. This increase in lake tonnage calls for an increased number of aids to navigation and increased ability in the light-house tender which must care for them. It is also deemed requisite that she shall embody all the improvements in vessel construction, fittings, and the like, that have been found to be peculiarly applicable to vessels on the Great Lakes. In view of the fact that the Columbian Exposition is to be held at Chicago, the headquarters of the ninth light-house district, and the port from which the tender would hail, she should be a model light-house tender, as she would be subject to the critical examination of many officers of foreign navies, and others interested in light-house affairs, for she would of herself be one of the most characteristic exhibits of the Light-House Board. It is hoped that the *Dahlia* may be kept in working order until the new tender can be built. It is estimated that such a vessel could be built for $95,000, and it is recommended that an appropriation of this amount be made for that purpose.

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1892 9th Dist.

The Dahlia.—The *Dahlia* was employed during July, 1891, in coaling the steam fog signals in the northern part of the district. The light-vessels which were built at Toledo, Ohio, were to have been delivered by the contractor at Detroit. The *Dahlia* remained there that her crew might assist in fitting out these vessels. The tender left Detroit on October 19 with the light-vessels, and to increase their speed took them in tow from Port Huron up to Mackinac. She arrived in the Straits of Mackinac on October 24 and put all three vessels on their stations the same day. She then proceeded to Chicago, and soon after left again to supply coal for use in the watchrooms of the light-stations and to take up the buoys in the northern part of the district. She completed this work and arrived at Mackinac City on November 20. The three light ships having left their moorings without orders and run in for shelter on November 22, the *Dahlia* replaced them on their stations. She then went to Detroit, and after landing buoys, etc., went to Cleveland, Ohio, where she arrived on November 30. After taking out and storing all the equipment, on December 10 the crew was discharged and the vessel was laid up for the winter. While at Cleveland she received a new boiler, a new main deck, new main rail and covering boards, and other much needed repairs. Advantage was taken of this time to rearrange the quarters for officers and men, storerooms, etc., to make the vessel more comfortable and convenient. The *Dahlia* arrived at Mackinac City on April 16 with buoys for the Ninth Light-House District, which she had taken on at Detroit. The inspector joined the vessel at Mackinac City and commenced placing the buoys in position. The weather being generally favorable, the work was completed and the *Dahlia* arrived at Chicago on May 1. The annual supplies sent by rail from the general depot at Staten Island, New York, were, on May 18, all stowed on board, and the vessel left on May 25 with the inspector to inspect and supply all the light-stations. This was completed and the *Dahlia* reached Chicago again on June 21, where she was engaged until July 1 in shipping empty oil cans to the general depot and rearranging buoy supplies at the Chicago River light-station. During the fiscal year the *Dahlia* steamed some 5,875 statute miles and consumed about 349 tons of anthracite coal. She was under steam for some 166 days during the fiscal year. This excludes 71 days' detention at Detroit and 129 days' stay at Cleveland, which was really the only time she was laid up, as the crew was on board for 237 days. The vessel is now in fairly good condition.

The following recommendation, which was made in the Board's last annual report, is renewed:

(The same as 1891.)

1893 Do. do.

The Dahlia.—This steamer was employed, during the summer and fall of 1892, in delivering fuel and rations to light-vessels, and fuel to fog-signal stations, and in taking up the buoys for the winter. On completion of the latter work, she returned to Chicago, where the crew was discharged and where she wintered. On the opening of navigation in the spring, the district buoys were taken on board and placed in position, after which the tender returned to Chicago to lay the electric buoys on the World's Fair water front. During the fiscal year 1893, she steamed about 4,972 miles and consumed some 473 tons of coal. Her engines are good and the boilers new. She received some minor repairs.

1894

The Dahlia.—This steamer was employed during the summer and fall of 1893 in the delivering of supplies to light-stations and light-vessels, inspection of stations, and attendance on the buoyage of the district. She took up the iron buoys for the winter early in December, after which she returned to Chicago. Her crew was discharged, and, by the courtesy of the Illinois Central Railroad, she laid up at one of the company's wharves for the closed season. On the opening of navigation a crew was employed, and the iron buoys were replaced in the latter part of March. Since that date she was engaged in inspection and supply trips and attendance on buoyage. She steamed during the year some 9,915 miles and consumed about 687 tons of coal. Although calking and minor repairs will lengthen her life and add to the comforts of those on board, she is in condition to meet the requirements of the district for a number of years to come.

9th Dist.

1895

The Dahlia.—This iron screw steamer was sent to Detroit in July, 1894, to have her propeller shifted, two of the blades of the old one having been broken. She was employed during the summer and fall of 1894 in supplying fog signals and light-vessels with fuel, inspecting stations, and in attendance on the buoyage of the district. She returned to Chicago on December 12, 1894, after having taken up the iron buoys for the winter. Her crew was discharged at the end of the year. The officers were given leave of absence, and she was frozen out for two months for sanitary purposes. On the opening of navigation a crew was employed and the iron buoys were replaced. Since then she has been engaged in inspection and supply trips and attendance on buoyage. During the year she steamed 9,366 miles and consumed 512 gross tons of coal.

1896

The Dahlia.—This iron screw steamer was employed during the summer and fall of 1895 in supplying fog signals and light-vessels with fuel and in the inspection of stations and attendance on the buoyage of the district. She returned to Chicago on December 4, 1895, after taking up the iron buoys for the winter. Her crew was discharged on December 31. During the winter her decks were calked and the upper deck was re-covered with canvas. A new foremast was put in and extensive repairs were made to the engine. On the opening of navigation a crew was employed and the iron buoys were replaced. Since then she has been engaged in inspection and supply trips and in attendance on the buoys. She steamed 9,425 miles, and consumed 507 gross tons of coal.

1897

The Dahlia.—This iron screw steamer is in good condition. During the year she placed and took in buoys, delivered supplies, and made inspection trips. She steamed some 9,843 miles, and burned about 580 tons of coal. A new tender is a pressing necessity in this district.

1897

New tender for the Ninth light-house district.—The tender *Dahlia* is too small and too slow to do the work of the district within the time allowed by the winter ice. She is now barely able to carry supplies, so as to deliver them on one trip, by crowding the holds, gangways, and living spaces; but when the gas tanks which are ordered are installed she will not be able to carry even her present load. During the last

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(over.)

1897. supply trip she had to steam about 1,350 miles, and as both this and the buoy trip work had to be accomplished in pleasant weather the tender should be more speedy, so as to cover the distance between the places in proper time. It is estimated that a suitable steam tender can be built for not exceeding $75,000, and it is recommended that an appropriation of this amount be made therefor.

Contd.

screw

The Dahlia.—This iron ~~side-wheel~~ steamer was built in 1874 and is

1898 of about 333 tons burden. She is in good repair. She has taken in and placed buoys, made trips of inspection, and delivered supplies. She has steamed about 12,437 miles, on a consumption of about 644 gross tons of coal. The following-named additions and repairs were made to the tender: Gas tubes and compressor, steam steering engine, and electric whistle pull were installed. The donkey boiler was repaired, a steam-chest cover to the main engine was furnished, a new cylinder head main engine and air-pump piston were furnished, the air pump was bored out, a new piston to the anchor engine was furnished, and the boiler covering was repaired. Hand-hole plates to the boiler were repaired. The new steering-wheel standard installed in the pilot house and the steering engine were moved from the pilot house to the main deck. New bath tubs, washbowls, closets, and plumbing were furnished, and the plumbing was repaired. New gear was furnished for the hoisting engine. New ceilings were put in the holds and coal bunkers. New floors were put in the after hold and forepeak. The water-tight and coal-bunker bulkheads were repaired. The new bulkhead was lined with asbestus to protect the forward hold from the heat of the boiler. A new steel bed was furnished for the anchor engines. The anchor davits were repaired. New davits were provided for the launch. A new foremast was furnished and the old foremast was made into a mainmast. The rigging was shortened and repaired. New iron bands were provided for the masts, and two new preventor backstays for the foremast with new chain plates. The main and spar deck were repaired. New iron pipe rail was furnished on the spar deck. The brass rail around the pilot house was repaired. New hatch coamings were put on the upper and lower decks. New deck houses and a pilot house were built, and general repairs were made to the saloon and the officers' and crew's quarters. The bow was strengthened for ice with additional frames and breast hooks. A gasoline launch was also furnished. The crew was retained during the winter and assisted in making these repairs. The tender *Dahlia* is entirely too small and too slow for the work necessary in this district. To take on the annual supplies for the light-houses and light-vessels it is necessary to block up all the gangways and main and upper decks, which causes much extra labor and delay. Lifting the gas buoys in the fall is attended with considerable danger, as the ice on the buoys adds much to their weight. It is therefore necessary to take advantage of good weather, and a tender with speed is required. All the coast lights and fog signals south of and including South Manitou on the east and Seul Choix Pointe on the west coast of Lake Michigan were kept in operation the entire winter, and the light and fog signal at Old Mackinac Point, Michigan, were kept in operation until January 29, 1898, when the ice in the straits was solid, and the steam ferry running between Mackinac City and St. Ignace, Mich., having made a channel, they were no longer necessary.

1899

Dahlia.—This iron ~~side wheel~~ screw steamer was built in 1874, and is of about 333 tons burden. She has taken in and placed buoys, made trips of inspection, and delivered supplies, in doing which she has steamed about 12,900 miles at a consumption of about 636 gross tons of coal. Additions and repairs were made to the main boiler and the donkey boiler, and various repairs were made to the other machinery. The ship was docked and her bottom was cleaned and well covered with two coats of red lead.

1900

Dahlia.—This iron, screw steamer was built in 1874, and is of about 427 tons gross burden. In placing buoys, making trips of inspection, and delivering supplies, she steamed some 11,700 miles on a consumption of about 606⅔ tons of coal. A wild cat, worm wheel, worm and shaft for anchor engine were furnished. Fifty rivets were replaced in her boilers. Ten leaky socket bolts of boilers were replaced with screw bolts and washers. The passover valve was removed from the chest of the main engine and the hole was made steam tight by covering both sides with brass plates. The link and link blocks of the main engine were refitted. She was docked and cleaned and her bottom was painted with red lead and some minor repairs were made.

1901

Dahlia.—This iron screw steamer was built in 1874, and is of about 427 tons gross burden. She has taken in and placed buoys, made trips of inspection, and delivered supplies. She has steamed some 11,763 miles on a consumption of about 666 tons of coal. During the year new bolts were fitted in the cylinder of the engine and boiler; the steam-chest joints on the main cylinder were planed off; the main valve and seat were refitted; 21 steam-chest bolts were removed and replaced with new; a new steam chest was furnished and fitted to the cylinder; a new cut-off valve was furnished; both ends of the carriers to the cut-off and main valves and links were bushed and fitted; the piston, follower, and packing rings were faced off and refitted, and 30 grate bars and 3 bridge walls were furnished. The anchor engine was repaired. She was docked and her bottom cleaned and painted with one coat of red lead, and some minor repairs were made to the hull. Her under-water section is in good condition.

1902

LIGHT-HOUSE TENDERS.

Dahlia.—This iron screw steamer was built in 1874, and is of about 427 tons gross burden. She has taken in and placed buoys, made trips of inspection, and delivered supplies. She has also performed other necessary work, such as locating, sounding, and verifying reported dangers to navigation or changes in seamarks. On November 23, 1901, she convoyed and assisted by towing light-vessels Nos. 55, 56, and 57 from their stations to Sturgeon Bay, Wisconsin, for winter quarters and repairs; and on April 8, 1902, from Sturgeon Bay to their respective stations. She has steamed some 12,432 statute miles on a consumption of about 698 tons of coal. Her bulwarks, fender strakes, and main deck were repaired, and her forecastle deck was calked. A new donkey boiler was installed, and new cast-iron bridge walls were installed in the main boiler. The gas engine was removed from her launch, and a new steam plant installed.

1903

Sec. Dey

Dahlia.—This iron screw steamer was built in 1874, and is of about 427 tons gross burden. She has taken in and placed buoys, made trips of inspection, and delivered supplies. She has also located, sounded, and verified reported dangers to navigation or changes in sea marks. She has steamed some 8,635 statute miles on a consumption of about 557 tons of coal. She received a new supply boat, a hot-water tank, and general repairs.

LIGHT-HOUSE TENDERS.

1904 *Dahlia.*—This iron screw steamer, which was built in 1874, is of about 427 tons gross burden, and is used as an inspection and supply vessel and as a buoy tender. She has steamed some 9,352 statute miles on a consumption of about 636 tons of coal. Minor repairs were made.

1905 *Dahlia.*—This iron screw steamer, which was built in 1874, is of about 427 tons gross burden. She is used as an inspection and supply vessel and as a buoy tender. She steamed some 8,743 statute miles on a consumption of about 583 gross tons of anthracite coal.

1906 *Dahlia.*—This iron single-screw steamer was built in 1874, is of about 427 tons gross burden, and is used as an inspection and supply vessel and as a buoy tender. She steamed about 9,679 statute miles on a consumption of some 124 gross tons of anthracite coal and 523 gross tons of bituminous coal.

1907. *Dahlia.*—This iron, single-screw steamer was built in 1874 and is of about 427 tons gross burden. She is used as an inspection and supply vessel and as a buoy tender. During the year she steamed about 9,582 miles on a consumption of some 604 tons of coal. She visited all light-stations at least once, was detached for supply and buoy work in the Eleventh district from August 6 to October 1, 1906, and attended to the winter and spring buoyage on the west shore of Lake Michigan and in Green Bay. She towed light-vessel No. 77 from her station to winter quarters at Sturgeon Bay, Wis., and replaced her on station in the spring. She received certain repairs, fitments, and supplies, but she will require to be overhauled and extensively repaired.

Lighthouse Tender Dahlia

Sold to the Hill Steamboat Line of Kenosha, Wisc. on February 17, 1909.

(Per- Lighthouse Correspondence File # 905 in the 1901-1910 Series)

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