Ri (Copy) New Orleans, Feb'y 9, 1869. 1

Sir;

In reply to the inquiries of the L. H. Board in relation to the Steamer "Geranium", I beg leave to submit the following remarks.

1. The Geranium was sent out to this district in the fall of 1865, being then just repaired, and has been in continuous service since. The hull of the vessel is iron fastened, and considered by the constructors and seamen who have examined her, as originally too weak for sea-service. The vessel is now not considered safe in any but the smoothest sea, by her present master, Capt. Tillbergh, notwithstanding a model which is regarded as very excellent, and great buoyancy, when light or moderately loaded.

Her carrying capacity is too small for the service by one half. Her Engine, excepting the Boiler and wood-work supporting the walking beam, is very good. The Cylinder is 34" diameter, 8' stroke, cutting off at 5/8, making with a pressure of 20-23 lbs. steam, 13 to 21 revolutions per minute, and the engine may be deemed capable of exerting from 65 to 80-horse-power with a daily expenditure of 8 to 10 tons of coal. Her water-wheels are 21' 8" dia. carrying buckets 6 feet long.

2. The vessel if to be sold, should be sold as she is.

3. The vessel may bring at public or private sale, as she now is, from 10--18 thousand dollars. If she was sold without the engine, I doubt that more than $500 could be obtained for her hull, and perhaps not more than $6000 for her engine if it was removed from the boat.

4. I am of opinion that the proper draft of a side-wheel steam tender for this district should be 5' light and 7' deep loaded. "The"Geranium"lacks in an eminent degree suitable accommodations for the Inspector and for her own proper officers. There is not a table on board, to spread out a chart of the usual dimentions except the dining table, which is in so dark a place as to render it useless. A Donkey Engine for hoisting buoys and sinkers would be a great improvement, save much labor and delay, and render the steamer much more efficient.

Very respectfully,
Your obt. sevt.
(Signed) M. F. Bonzano.

Capt. F.M.Brasher, U.S.N.,
L.H.Inspector,8th Dist.
New Orleans.

(Built at Newburgh N.Y., in 1863. Tonnage 250.60.
Rebuilt in 1879, Tonnage 356.)

1865. "A side-wheel steamer built at Newburgh N.Y., in 1863, and in Oct. 1865 was purchased from the Navy Dept. for $13,500. Measurement, length 125', beam 23', hold 8' 3", draft light 6' 6". On duty of the 8th district Inspector. Tonnage 250.60.

1873. In Sept. 1873 a survey of her boilers and engines was ordered. Oct. 6, 1873 a violent hurricane swept over Key West and this vessel was injured by collision with another.

Jan. 1874. Was employed by the Inspector of the 7th district.

" A survey for repairs was requested by the Inspector.

" Oct. 22d, a new cylinder was sent from New York by the Fern. Jan'y 5, new rims for the water-wheels were sent from New York

A new connecting rod was ordered.

1878. Reported almost unseaworthy and hardly worthy of repair, by 7th Engineer, 3 Jan'y 1878.

1879. Contract was made with Wm. E. Woodall & Co., 3 Jan'y 1879, to repair (in effect to rebuild the hull of) the vessel in 6 months for $14,500. The work was done. The vessel was rec'd by the Engineer in person. She sailed for Key West 3 Aug. '79. (See 7th Eng'rs letter 5 Aug., '79.)

1880. The re-built vessel is side-wheel,--356 tons,--oak frame, fastened with copper and galvanized iron. Length 155' 6", beam 23', hold 10' 6", color black and white; length of cabin 19', berths in cabin 3; draft forward light 6', loaded 7',--draft aft light 6' 9", draft aft loaded 7' 6"; beam engine, return tubulor boiler. (See Description form of 30 June 1880.

Sailed for Key West Aug. 3,'79, fully repaired. (See 7th Eng'rs letter of 5 Aug.,'79.)

1866 The steam tender provided for the ninth district was fitted and sent to New Orleans early in the season, and rendered efficient service in transportation of supplies, building materials, workmen, &c.

8th Dist.

Buoy tenders.

1867 The steamer Geranium, schooner Florida, and launches Susan and Pharos have been constantly engaged as tenders upon the works of construction and restoration, being particularly occupied in transporting men and materials, in which capacity they have been of great service. In July last a new foremast was put in the Florida, and the two launches thoroughly repaired, including a new set of sails.

Do.

1879 The steam-tender Geranium is now being thoroughly repaired. In her former condition she was useless.

1880 The steamer Geranium has been thoroughly repaired and is now in good condition, and well adapted for light-house purposes. 7th Dist.

1881. The steamer Geranium is in good order.

1882. The steamer Geranium was sent north, and the Arbutus sent south to relieve her. The latter is a good sea-boat, suitable for the work required, but will need some repairs to her boiler during the coming fiscal year. 4th Dist.

1882 *Geranium.*—This vessel arrived at Wilmington, Del., from New Orleans in March, 1882, and was exchanged for the tender Arbutus. She was actively engaged as the tender in this district, except while under repairs. When the most important work of the district was done, it became urgently necessary to lay up the Geranium until certain repairs and alterations were made. The engine is good, but was much in need of a general overhauling and packing, which was done by the engineer force of the vessel. Towing bitts, which were absolutely necessary, were placed aft, and such other repairs were made as were found to be necessary. Do.

1883. *Geranium.*—This vessel was hauled out on a marine railway in August, 1882, when her connections were overhauled and made secure, and such calking was done as was found necessary. While on the railway, her bottom was cleaned and her metal renailed, so far as was needed, by her crew. In April last she received a new boiler, her engine was thoroughly overhauled, and certain minor repairs were made. She is now in good condition. Do.

1884. *The Geranium.*—This steamer was constantly employed attending to the buoyage of the district, supplying and towing light-vessels, supplying light-stations with provisions and fuel, and in conveying the inspector to light-stations and light-ships. The Geranium is an old wooden steamer, very crank, a poor sea-boat, and unfit for a tender in this district. There were periods covering weeks last winter when important buoys were out of place, and, although the ordinary iron tugs were towing vessels up and down the river through the floating ice, it was impossible to get the Geranium out to attend to her proper work. The attempt that was made resulted in breaking her wheels and damaging her hull. This state of affairs exposed the commerce of the bay and river to much danger, and was discreditable to the light-house service. It is suggested that a strong iron vessel should be built, to draw 8 feet of water, with a tank in her bow to tip her so that she would draw 7 feet aft when necessary. She should have a single screw, as twin screws, or rather their after bearings, are much exposed to danger from the ice. Do.

An. Rep. 1884. p. 12.

The side-wheel steamer Geranium, which was purchased from the Navy Department in 1865 for $13,500, and is now about twenty-one years old, has a wooden hull, is very crank, a poor sea-boat, and is decidedly unfit to perform the duties to which she is assigned as a tender in the fourth light-house district. There were periods covering weeks in the winter of 1883–'84 when important buoys were out of place and ordinary iron tugs were towing vessels up and down the river, through the floating ice, when the tender could not be got out of her dock to attend to her proper duties. The attempts made only resulted in breaking her wheels and damaging her hull. This condition of affairs resulted in danger to the commerce of the river and bay and discredit to the Light-House Service. This vessel should be replaced by an iron screw-steamer of sufficient size and power to tow either of the four light-ships in the fourth district, and to set or rescue a buoy or inspect a light-house in spite of young or rotten ice, and in fact to go to sea when the river and coasting steamers are making their regular passages. The Board will need $60,000 to build and fit out such a steamer.

4th Dist.

An. Rep. 1885.

The Board begs leave to repeat the recommendation, made in its Annual Report of last year, that a new tender be provided for the fourth light house district:

The side-wheel steamer Geranium, which was purchased from the Navy Department in 1865 for $13,500, and is now about twenty-one years old, has a wooden hull, is very crank, a poor sea-boat, and is decidedly unfit to perform the duties to which she is assigned as a tender in the fourth light-house district. There were periods covering weeks in the winter of 1883–'84 when important buoys were out of place, and ordinary iron tugs were towing vessels up and down the river, through the floating ice, when the tender could not be got out of her dock to attend to her proper duties. The attempts made only resulted in breaking her wheels and damaging her hull. This condition of affairs resulted in danger to the commerce of the river and bay, and discredit to the light-house service. This vessel should be replaced by an iron screw-steamer of sufficient size and power to tow either of the four light-ships in the fourth district, and to set or rescue a buoy or inspect a light-house in spite of young or rotten ice, and, in fact, to go to sea when the river and coasting steamers are making their regular passages. The Board will need $60,000 to build and fit out such a steamer

Do.

An. Rep. 1885.

The Geranium.—This steamer was constantly employed, when possible, in attending to the buoyage of the district, supplying and towing light-vessels, supplying light-stations with provisions and fuel, and in conveying the inspector to light-houses and light-ships. The Geranium is so crank and is such a poor sea-boat that she is unfit for a tender in this district. There were periods covering weeks in the past two winters when important buoys were out of place, during which the ordinary iron tugs were towing vessels up and down the river through the floating ice, when it was impossible to get the Geranium out to attend to her proper work. The attempt made resulted in broken wheels and damaged hull. Such a state of affairs caused danger to commerce and was a discredit to the efficiency of the light-house service. A strong iron or steel steamer is needed and should be provided as soon as possible. The following recommendation, made on page 12 of the Board's annual report for 1884, is repeated:

Do.

This vessel should be replaced by an iron screw-steamer of sufficient size and power to tow either of the four light-ships in the fourth light-house district, and to set or rescue a buoy or inspect a light-house in spite of young or rotten ice; and in fact, to go to sea when the river and coasting steamers are making their regular passages. The Board will need $60,000 to build and fit out such a steamer.

TENDER.

An. Rep. 1886.

The Geranium.—This steamer was constantly employed in attending to the buoyage of the district, supplying light-vessels and stations, and conveying the inspector to the light-stations. On May 1 she was hauled out on the ways and was thoroughly repaired. Her timbers were found to be sound and in good condition, but her fastenings were of such wretched character that they accounted for her weakness. She is in better condition now than before, but she is not fitted for the work of this district.

4th Dist.

NOTE.—An appropriation having been made for building a new steam-tender, plans have been prepared and the work will be put under contract as soon as possible.

An. Rep. 1887.

The Geranium.—This steamer was constantly employed attending to the buoyage of the district, supplying light-vessels and stations with rations and fuel, and conveying the inspector to light-stations on ship and shore. During April her boiler gave out, and it was found necessary to put in 25 new boiler tubes with brass thimbles for their ends; 20 double grate-bars were furnished and repairs were made to her water-wheels. It was found necessary, from time to time, to make repairs to her boiler, machinery, and hull. The total amount expended for repairs was $798.08. The vessel is in a fair condition, but she is not fit for the work of this district.

Do.

An. Rep. 1888.

The Geranium.—This vessel was constantly employed during the year in attending to the buoyage of the district, supplying light-vessels and stations with rations and fuel, towing light-vessels to and from stations and conveying the inspector to stations. She steamed about 8,000 miles with an expenditure of 740 tons of coal. The boiler and one boat were repaired. The rotten derrick-mast was replaced by a new one. This vessel is old and poorly adapted to service in this district, where outside buoys and light-vessels must be looked after, and where there is so much ice during the winter season. The metal is torn off from each bow for some 30 feet; the fender plank on her guards is broken in several places; the canvas on the hurricane deck is old, rotten, and leaky, and the sails and awnings are old. The boiler has been in use about five years; 48 new tubes were put in, leaving 97 of the old ones which are in a leaky condition, 3 being plugged up. The legs are soft-patched and there are several patches inside of the furnace. The outside shell of the boiler is in fair order, but the boiler itself will soon need extensive repairs to put it in a safe condition for service. The engine was built in 1863, and has been in service ever since without extensive repairs. The steam-cylinder is badly corroded at the bottom joint and is liable to give out at any time. The lower nozzle-joint was blown out and was repaired by driving a rust joint. The nozzle was patched. The steam-chest is leaky, the engine, keelson, and gallows frame are more or less rotten; the water-wheels are very weak and are unsafe in heavy weather.

Do.

An. Rep. 1889.

The Geranium.—This steamer was constantly employed up to November, 1888, in attending to the buoyage of Delaware Bay and River and sea-coast of this light-house district, supplying the light-vessels and stations with rations and fuel, towing light-vessels to and from stations, and conveying the inspector to stations. She steamed about 3,000 miles, with an expenditure of 310 tons of coal. Temporary repairs were made from time to time on the hull, boiler, and engine, in order to keep her in a condition to do the necessary work of the district, and until such time as the new tender should be available. On January 29, 1889, this steamer left Wilmington, Del., for Boston, Mass., having been relieved by the new steam-tender, *Zizania*.

4th Dist.

An. Rep. 1889.

The Geranium.—On January 29 this steamer was turned over to the sailing master of the *Putnam*, who was sent on for that purpose to Wilmington, Del. Several boiler-tubes gave out while she was on the way to Staten Island. Other tubes gave out while running from Staten Island to Huntington Bay. The tender reached Boston on February 8, but in a state of extreme dilapidation. From the time of her arrival until June 29 she was under repair at East Boston.

1890

The Geranium.—During the year this steamer had her steam-chest, cylinder, machinery, and boilers repaired. She changed and replaced 323 buoys, made and ironed 70, and painted 200 buoys; painted 10 spindles and beacons, and did twenty days' work at the buoy-depot. She also delivered 215 tons of coal and 36 cords of wood to various stations, besides conveying the inspector each quarter to the twenty-nine stations in the northern part of the district. In doing this she steamed 7,072 miles and consumed 756 tons of coal.

2d Dist.

1891

The Geranium.—This steamer was almost constantly employed during the year. In July, 1890, a hard patch was put on the port furnace and a soft patch on the middle furnace. In January, eleven hard and twelve soft patches were put on the furnaces, and a set of gibs for the cross-head of the main engine were supplied. The eccentric hooks were overhauled, new rolls for the rocker-shaft arms were furnished, and the feed pipes and donkey engine were overhauled and repaired. In June, new hawse pipes were put in and davits refitted. A new awning, rubber hose, ice chest, mast band, etc., were supplied. She is now in good condition, but on account of her crankness great trouble is experienced in working buoys and doing like work with her. During the year she steamed 7,669 miles and consumed 768 tons of coal.

Do. do.

1892

The Geranium.—This steamer was constantly employed during the year. In July slight repairs were made to the middle furnace. In September repairs were again made to her furnaces. In April the local inspector of steam boilers made an examination of her boiler and reported that "it was so nearly worn out that the expense to put it in condition to be depended upon for use would not be good economy." Contracts, therefore, were made for making and putting in a new boiler. She had a new derrick boom put in and galley furniture, table linen, etc., were supplied.

Do. do.

1893. 2d Dist.

The Geranium.—This tender is employed in the buoy work, etc., of the northern part of the district. In August, 1892, she was hauled out, her old metal was stripped off, the bottom was calked, and the bottom and keel were remetaled. At the same time extensive repairs were made to her wheel batteries and blow pipes. In October she was laid up and received a new boiler. The engines were lined up and repaired. A steel donkey boiler was put in at the same time. During the year she steamed 4,772 miles and consumed about 415 tons of coal.

1894. Do. do.

The Geranium.—This steamer was employed in buoy service and in inspecting and supplying light-stations. She steamed about 6,870 miles, and in so doing consumed some 786 tons of coal.

New tender.—The *Geranium* is so old and so crank that she can not be safely trusted at sea in bad weather. A first-class twin screw steamer is urgently needed in her place. It is estimated that such a vessel can be built for a sum not exceeding $85,000. Recommendation is made that an appropriation of that amount be made therefor.

1895.

The Geranium.—This side-wheel steamer was kept busy during the year with the exception of 39 days, when she was laid up receiving repairs to her boiler and surface and bottom blow pipes. Her boiler has never been satisfactory, and she must soon be laid up for thorough repairs to it. She steamed some 7,769 miles and consumed about 768 tons of coal. She changed and replaced 286 buoys, painted 30 buoys and 15 beacons, delivered 330 tons of coal and 42 cords of wood to stations, and made 33 trips to light-stations with supplies. Some 59 days' labor were expended in caring for the gas buoys in Boston Harbor and 8 days in laying out navy trial courses. During 25 days the crew was employed at the Lovells Island buoy depot and 115 stations were inspected. She received during the year a new cargo boat, engineer supplies, table linen, galley ware, and bedding.

1896. p. 43.

The Geranium.—This side-wheel steamer, transferred temporarily from the Second light-house district, gave valuable assistance in delivering coal, replacing and painting buoys, etc., from May 3 to July 17, 1896, on which latter date she returned to Boston. She replaced 2 buoys, changed 74, painted 205 buoys and 7 spindles and tripods, worked 2 days at the depot, and in doing this steamed 1,398 miles and consumed 98 tons of coal.

1896. p. 52.

The Geranium.—This side-wheel steamer was employed from July until October, when she was laid up at East Boston for extensive repairs. During this time she changed and replaced 54 buoys, steamed about 2,072 miles, and consumed some 200 tons of coal. She also delivered 240 tons of coal to light-stations, and 31 loads of rations and supplies, and was employed 25 days working at Lovells Island buoy depot. She went into commission May 1, 1896, and was sent to the First light-house district for temporary duty.

1897. p. 46.

The Geranium.—This side-wheel steamer, which belonged to the Second light-house district, rendered good service in this district in delivering coal, painting and replacing buoys from July 1 to 16 and from September 16 to October 26, 1896. She was assigned to this district permanently on July 1, 1897. She replaced 11 buoys, changed 5, painted 4 spindles and tripods, landed 83 tons of coal at light-stations, did 18 days' work at the depots, and in doing this steamed 1,464 miles and consumed 102 tons of coal.

1897 p. 54.

The Geranium.—This side-wheel steamer returned July 18, 1896, from the First light-house district. On September 15, 1896, she again went to that district on temporary duty, but on October 29 returned to Boston. She was put out of commission on November 30, 1896, and remained at Woods Hole, Mass., until March 13, 1897, when a crew was shipped and she resumed her regular work. During the time she was employed in this district she changed 182 buoys and painted 16 beacons, delivered 283 tons of coal to stations, and 58 loads of supplies, and worked 71 days at the buoy depots. For 25 days she was under repairs. In June, 1897, repairs were made to the tender's guards and the braces under the guards. She was hauled out on the ways, and her bottom was cleaned and the copper repaired. Repairs were also made to the furnaces, water legs, and steam chest. She was supplied with grate bars, oilcloth, linen, galley ware, etc. Her medicine chest was replenished. She steamed some 4,929 miles, and consumed about 373 tons of coal. On June 30, she was sent to do duty in the First light-house district.

1898

The Geranium.—This wooden side-wheel steamer was built in 1863 and is of about 356 tons burden. She did good service in delivering coal and supplies and painting and replacing buoys. From October 15, 1897, to March 15, 1898, she was laid up for the winter. She was under repairs for 16 days. Her boilers had extensive repairs. She was thoroughly calked, and a sheathing was put on her gangway decks. Excepting her boilers, which are worn thin and liable to leak, she is in good condition. She steamed about 5,096 miles, and consumed some 430 tons of coal. She replaced 136 buoys, changed 75 buoys, painted 229 buoys, and made and ironed 25 buoys. She landed coal at 98 light-stations, and did 38 days' work at the depot.

1899

Geranium.—This wooden side-wheel steamer was built in 1863 and is of about 356 tons burden. She did good service in delivering coal and supplies and painting and replacing buoys. From December 15, 1898, to March 15, 1899, she was laid up for the winter. She was hauled out in March, 1899, when her bottom was cleaned and painted, and minor repairs made. During the year she was hauled off forty-two days at different times, exclusive of one day on the railway, for extensive repairs to her boilers and engines, and for repairs to her hull, which was badly damaged in the gale of December 4, 1898, breaking her guards and paddle box on the port side, also breaking her spring beam, 12 inches by 20 inches. She steamed about 5,756 miles and consumed some 663 tons of coal. She replaced 25 buoys, changed 181 buoys, painted 180 buoys and 30 spindles. She landed some 57 tons of coal at different light and fog-signal stations, and did forty days' work at the depot.

1900

Geranium.—This wooden side-wheel steamer was built in 1863, and is of about 356 tons burden. She did good service in delivering coal and supplies, and painting, changing, and replacing buoys. From January 15, 1900, to March 20, 1900, she was laid up for the winter. She was hauled out in June, 1900, when her bottom was cleaned and painted and repairs made to her shoe. During the year she was hauled off 36 days for repairs to boiler and engine, exclusive of 2 days on the railway for extensive repairs to boiler and machinery. She was laid up for repairs 38 days. She steamed 5,846 miles and consumed 599 tons of coal. She established 5 buoys, replaced 58 buoys, changed 161 buoys, painted 118 buoys and 35 spindles and beacons, landed about 72 tons of coal at the different light and fog-signal stations, and did 56 days' work at the light-house depot on buoys.

Geranium.—This wooden side-wheel steamer was built in 1863, and is of about 356 tons burden. She did good service in delivering coal

1901

and supplies, and in painting, changing, replacing, and establishing buoys. She was hauled out in October, 1900, when her bottom was cleaned and painted and repairs were made to her hull. During the year she was hauled off 29 days for scaling her boiler and for repairs to her boiler and engine, exclusive of 1 day on the railway for repairs to her hull. She was laid up 30 days. She steamed about 5,944 miles and consumed some 570 tons of coal. She established 8 buoys, replaced 25 buoys, changed 134 buoys, painted 114 buoys, landed 144 tons of coal at the different light and fog-signal stations, and did 85 days' work on buoys at the depot.

1902

Geranium.—This wooden side-wheel steamer was built in 1863, and is of about 356 tons burden. She did good service in delivering coal and extra supplies, and in painting, changing, replacing, and establishing buoys. She was docked in June, 1902, when her bottom was cleaned and minor repairs made to keel, shoe, and sheathing. During the year she was occupied for 65 days in scaling her boiler, putting in a new mast and boom, and in making repairs to her boiler and engines. Exclusive of two days on the railway for cleaning her bottom, she was laid up for repairs 67 days at a cost of $1,301.17. She steamed some 7,731 miles and consumed 589 tons of coal. She has established 4 buoys; replaced 28 buoys; changed 142 buoys; painted 175 buoys; landed some 204 tons of coal at different light and fog-signal stations, and her crew worked 59 days at the light-house depot on buoys.

1903

Sic Ley.

Geranium.—This wooden side-wheel steamer was built in 1863, and is of about 356 tons burden. She did good service, in delivering coal, extra supplies, and in painting, changing, replacing, and establishing buoys. She was hauled out in July, 1902, when her bottom was cleaned and minor repairs made to her keel and shoe. She was laid up 56 days, exclusive of 5 days on the marine railway, for extensive repairs to windlass, hull, and engines. She steamed some 6,843 miles and consumed about 532 tons of coal. She established 1 wooden tripod and 7 buoys, replaced 39 buoys, changed 159 buoys, painted 66 buoys, recovered 8 buoys, landed some 186 tons of coal, and worked 81 days at the light-house depot on buoys.

1904

The Geranium.—This wooden side-wheel steamer was built in 1863 and is of about 356 tons burden. She steamed about 5,739 miles and consumed some 509 tons of coal. She established 6 buoys, replaced 25 buoys, changed 172 buoys, painted 245 buoys and 2 spindles; recovered 4 buoys, and worked 125 days at the light-house depot on buoys. Her deterioration, inefficiency, and unremunerative cost has been frequently mentioned. An ancient wooden side-wheeler of limited use at any season, she is useless during the winter months in these waters, and by reason of slow speed and unseaworthiness she is incapable of doing more than half a tender's duty at any time, while it costs as much to run her as though she was of full value.

1905 — *The Geranium.*—This wooden side-wheel steamer was built in 1863 and is about 356 tons burden. During the year she was laid up 64 days, 41 days scaling boilers and 24 days under repair. She steamed 6,390 miles and consumed 483 tons of coal. She has established 3 buoys, replaced 27 buoys, changed 146 buoys, painted 127 buoys, painted 16 tripods and spindles, recovered 11 buoys, delivered 85 tons of coal to light-vessel No. 74, and worked 982 hours at depot on buoys. She received needed fitments, supplies, and repairs.

1906 *Geranium.*—This wooden side-wheel steamer was built in 1863, and is about 356 tons burden. She steamed some 5,573 miles and consumed about 452 tons of coal. She established 9 buoys, replaced 29 buoys, changed 112 buoys, painted 169 buoys, recovered 16 buoys, delivered 90 tons of coal to light-vessel No. 74, and worked 978 hours at the light-house depot on buoys.

1907 *Geranium.*—This wooden side-wheel steamer was built in 1863 and is of about 556 tons burden. She steamed about 5,706 miles and consumed some 562 tons of coal. She established 3 buoys, replaced 72 buoys, changed 94 buoys, painted 238 buoys and 2 tripods, recovered 9 buoys, delivered 60 tons of coal to light-vessel No. 74, oil and general supplies to 31 light-stations, and worked 713 hours at the light-house depot on buoys. She is so old and frail that she is beyond economical repair, and it is not unlikely that she will, on survey, be condemned, and that her sale will be ordered in the near future.

It is estimated that a new tender, of proper size and ample power suitable to take the place of the *Geranium*, and able to do the needed additional work, can be built for not exceeding $200,000, and the Board recommends that an appropriation of that amount be made therefor.