

Name changed to "ROSE", Aug., 1892.

Ri

Grace Darling,--tender.

1

(Built at Booth Bay, Me., in 1873. Tonnage 60³⁸/100.)

"Jan. 3, 1883--Board authorized purchase.

1883.

" 30 " Sec'y Treas'y " "

Feb. 13 " Purchase made by 3^d Engr. from G. S. Allyn & Co., Charged to following approp's:

Throg's Neck Lt. sta ⁿ .	-	-	-	\$2000.
Wickford Harbor	-	-	-	1000.
Whale Rock	-	-	-	1000.
Stamford Harbor	-	-	-	850.
				<u>\$4,850.</u>

Screw-propeller, 77 feet long, 17²/₃ feet beam and 6¹/₂ ft. hold; 60³⁸/100 tons. Was built at Booth Bay, Me., in 1873. 9 knots.

Keel-condensing engine, cylinder 17 inches by 17 inches. Pitch of wheel 13 ft., diameter 6 ft., No. of revolutions 90 per minute

Boiler, upright tubular: 11 ft. high, and 6¹/₂ ft. in diameter. Grate surface 28²/₇/100, no. of tubes 458, diameter of tubes 1³/₄ inches inside.

Draft of water aft, 7 ft. light, 8 ft. loaded."

1883 Grace Darling.—This launch has been actively occupied since her purchase and equipment in attending upon works of construction in the different parts of the district.

3^d Dist.

1884. The Grace Darling.—This little steam launch was advantageously employed during the year upon the works of construction in the district. The heavy work done during last season somewhat injured her machinery and hull. These were repaired fully in time for her to resume duty last spring, since which time she was employed upon the light-house work at Sakonnet Point, Rhode Island.

Do.

1885. An. Rep. The Grace Darling.—This steam-launch was kept busy, and has rendered good service in making short trips and carrying light loads, thus releasing the tender Mistletoe for heavier work. Her exposure to heavy weather was sometimes quite severe, and both the vessel and her machinery suffered. This made it necessary to have her overhauled and thoroughly repaired.

Do.

1886. An. Rep. The Grace Darling.—This steam-launch was overhauled and repaired, and is now in good working order.

Do.

1887. An. Rep. The Grace Darling.—This little steamer was employed upon the work of repairs in the district until the close of the working season of 1886. Since then she has been undergoing repairs to her machinery, and alterations and repairs to her interior fittings and upper works. These will be completed before the close of the present season.

Do.

The Grace Darling.—The general repairs and alterations commenced in the previous year were completed in October, 1887. Since then this little steamer has been constantly employed on works of repairs and construction. The accommodations for officers and crew were much improved, and the capacity for transporting and storing material for repairs much enlarged. During the year this steamer ran 2,943 miles and consumed 143.11 tons of coal.

An.
Rep.
1888.

3^d Dist.

An. Rep.
1889.

Grace Darling.—This steamer received a new boiler. The condenser pipes were removed, and some repairs made to her hull and engine. Except when lying idle while the above work was in progress, she was constantly employed on works of repair and construction. During the year this steamer ran 5,097 miles, and consumed 207 tons of coal.

Do.

1890

The Grace Darling.—The new boiler supplied to this little steamer was so badly built that it already shows signs of giving out and will soon have to be condemned. All work done for the Light-House Establishment by the contractors for this work, Messrs. Albertson & Douglas, of New London, Conn., has proved defective and has caused expense, trouble, and delay. This boat has been constantly employed on works of repair and construction. During the year she ran 9,094 miles and consumed 342.23 tons of coal.

Do.

1891

The Grace Darling.—This steamer was constantly employed on works of repair and construction. Some damage was done to her copper and machinery when she was caught in the ice while establishing the fog signal at Esopus Meadows, Hudson River, New York. During the year she ran 6,684 miles and consumed 264.4 tons of coal.

Do. do.

1892

The Rose, formerly the Grace Darling.—This steamer was constantly employed on works of repair and construction. Some repairs were made on the condenser and filter box. Contracts were made for cutting her in two and lengthening her 15 feet. A new boiler and engine of approved pattern, with shaft and wheel, are to be put in. During the year she ran some 5,483 miles and consumed about 264 tons of coal.

Do. do.

1893

The Rose.—The new boiler and engine put in this steamer, after she was lengthened 15 feet, have not yet given satisfaction. As a consequence she has been of but little use during the year.*

Do. do.

* The boiler and engine are now in proper order and the tender is doing good work.

1894

The Rose.—The boiler and engine put in last year do not yet work satisfactorily. Breakdowns were frequent. Repairs and alterations have recently been made to the boiler, but it is too soon to say that they will be effective. During the year she ran 37 miles with a consumption of 50 tons of coal.

Do. do.

1895

The Rose.—This little screw steamer is, at the end of the year, out of commission on account of the unsatisfactory condition of her boiler and engine. Proposals have been received for furnishing and installing a new boiler and engine. During the year she has run 1,665 miles, with a consumption of 107.1 tons of coal.

Rose, formerly Grace Darling,--tender.

3

1896 *The Rose*.—This little screw steamer was fitted with a new boiler and engine by contract, and was again placed in commission June 17, 1896. Since then she has run some 296 miles with a consumption of about 11 tons of coal.

1897 *The Rose*.—This little screw steamer received extensive repairs and alterations during the year which may be summarized thus: The boiler was riveted throughout with wrought-iron rivets, braced, stayed, patched, etc.; the engine, deck house, hull, gratings, rail, towing bitts, awnings, etc., were repaired. A new derrick and boom, new awnings and railing around the top of the deck house and a new water tank and knees were furnished and fitted, and stern bolts in the planking were refastened. With the exception of the time occupied in the foregoing work and minor repairs, etc., a total of about four months in all, this vessel was almost constantly employed in the general work of the district pertaining to inspection, construction, repairs, fog signals, etc. During this time she ran about 4,965 miles, with a consumption of some 243 tons of coal.

1898 *The Rose*.—This wooden screw steamer was built in 1873, and is of about 80 tons burden. Owing to the poor condition of her hull, the repairs were confined to such as were absolutely necessary to enable her to do the light work assigned her during the last half of the year. The following is a summary of the repairs made: Four holding-down bolts were put in to secure and steady the engine; the stern bearings were secured; the planking was refastened; the seams were calked; the rudder supports were repaired; two sheets copper were fitted; an iron strap was made and fitted to secure and steady the steam chest; new lugs and bridge walls were fitted in the boiler; the boiler rivets and seams were calked and patched. The condition of the hull is such as to prohibit her from doing any work east of Sands Point or below the Narrows, New York Harbor. Within these limits, except in the best of weather, she can not be relied upon for any but the lightest duty. The hull is rotten throughout, and is only held together by the outside planking and timbers. She was employed in the general work of the district, in connection with works of inspection, construction, repairs, fog signals, buoyage, patrol duty in the Lower Bay, and in the receipt and shipment of freight, stores, and apparatus. During the year she steamed about 5,637 miles and consumed some 424 tons of coal.

1899 *Rose*.—This wooden screw steamer was built in 1873, and is of about 80 tons burden. Only such repairs were made as were absolutely necessary to enable her to perform the light duties assigned her within her restricted limits, i. e., Sands Point to and including the Narrows, New York Harbor, and these were made by her crew and the depot force. A new surface blow-off valve was fitted, three braces in the boiler were repaired, and the furnace bridge walls were braced; the crank-pin brasses were rebabbitted, the engines were lined up, and the guard rail was repaired. As her hull was so rotten and weak as to render her unfit for service, she was placed out of commission on April 30, 1899. Her boiler, engine, and machinery are in good condition and can be used in another vessel. The *Rose* was engaged in the general work of the district in connection with works of inspection, repairs, and construction, the freighting and shipment of stores and apparatus. She steamed some 3,742 miles during 538 hours, with a consumption of about 164 tons of coal; an average of 610.78 pounds for each hour of steaming.

1900 Rose.—This wooden, screw steamer, of about 107 tons gross burden, built in 1873, having become rotten and worn out, was, on September 25, 1899, sold—without mast and hoisting engine—at auction.

R.

COPY.

Treasury Department,
Office of the Light-House Board,

Washington, D.C., 25 Aug.'99.

The Honorable,

The Secretary of the Treasury.

Sir:

The Board has the honor to state that the tender Rose under the charge of the Engineer of the Third Light-House District, has been inspected by the Inspector of that district, in accordance with the regulations adopted by the Board at its meeting of 7 Nov. '98.

The Inspector of the Third Light-House District, under date of 11 Aug.'99, recommends the sale of the tender at public auction, without the mast and hoisting engine, which appear to be in fair condition and may be advantageously utilized on some other vessel.

The Board approves the recommendation of the Inspector of the Third Light-House District, and asks that authority be granted to sell the tender Rose, without mast and hoisting engine, at public auction, after due advertisement in the newspapers and by circular letters and posters, as provided for in the act approved 23 June, '74, vol. 18, U.S.Statutes, p. 217, and that a public auctioneer be employed for its sale.

Respectfully yours,

R. L. Hoxie, Major, Corps of Engineers, U.S.A
Engineer Secretary. A.B.J.

Endorsements.

Light-House Board,

25 Aug. '99.

Asks Department authority to sell the tender Rose, at public auction after due advertisement in accordance with recommendation of the Inspector of the Third Light-House District, as provided for in the act approved 23 June, '74; and that a public auctioneer be employed for its sale.

Office of the Secretary,

25 Aug. '99.

The recommendations of the Light-House Board, made herein, are approved.

L. J. Gage.

T. Secretary.

R.L.H.

Ri

Grace Darling,--tender, 3d District.

(Copy)
D.I.A.

U.S. General Light-House Depot,
Office of U.S. Light-house Engineer, Third District,
Tompkinsville, N.Y., August 28, 1892.

Subject: Tender Grace Darling,
Change of name.

The Light House Board,
Washington, D.C.

Sirs:

As most of the Light-house tenders are called after flowers I respectfully recommend that the name of the Grace Darling be change and would suggest "Rose" as a suitable name.

This boat was originally a fishing boat and when bought her name was "Grace Darling." Now that she has become a light-house tender, and I trust with her recent improvements, a very serviceabl one, I would like her name to conform to the custom of the service.

This course was pursued in the case of the Gardenia which was originally a fishing boat called the George W. Beale.

Very respectfully,

D. P. Heap,
Major of Engineers, U.S.A.,
Engineer Third L.H. District.

Rose
sold at auction
on 25 Sept 99
for \$3625-
as per Sept
Auction of 25 Aug
99 copy herewith
G. B.