(Built in 1881, at Baltimore. Tonnage 314.59.)
Sept. 1900, " gross, 257.08, net, 154.88.

"(These steamers are twins, and this is a description of
1880 each.) An iron side-wheel steamer. Built, from an appropri-
ation of $90,000 made 16 June, 1880, to build two steam-tenders,
--by Malster and Reany of Baltimore,--for $37,500--on a con-
tract made on 30 July 1880, to be delivered 1 March 1881: but
1881 the contract was extended, and the Holly was launched 26 May
1881; the Jessamine was launched 18 June 1881.

Dimensions.

Length from rabbet to rabbet on 4 foot water line	146' 3"
Breadth of beam, moulded	23' 8"
Breadth from out to out of guard facings	39' 6"
Depth, top of floors to top of deck beams	9' 6"
Sheer forward	2' 8"
Sheer aft	1' 2"
Crown of deck in width of hull	5"
Height of promenade deck amidships	7' 3"

Tonnage (carpenter's) 346. Official registered, 314.59.

She has one mast forward for a derrick and to carry a fore-
sail and stay-sail. The deck frame is of wood. The iron
plating is run up to the top of the beams. The center of the
water-wheel shaft is 49' 3" forward of the stern post.

She has a marine condensing beam engine, 37 inch cylinder
and 7 foot stroke piston,--a cylindrical, lobster back, return
flue boiler, with steam chimney.

The Holly went into commission on 1 Sept.'81, as Inspector's
tender, 5th District, and the officers and crew of the Helio-
trope were transferred to her.

The Jessamine went into commission on 1 Oct.'81 as Engin-
1881 eer's tender 5th District, when the officers and crew of the
Tulip were transferred to her."

1881 The two new tenders, Holly and Jessamine, contracted for by Messrs. Malster and Reaney, are not yet ready for delivery. The delay was a source of serious inconvenience, owing to the increasing demands for the services of light-house tenders, which it was impossible to satisfy, owing to the slow speed of the Heliotrope and Tulip. 5th Dist.

1882 The steamer Jessamine has been constantly employed on works of repair and construction. Like the Holly, she is poorly constructed, but, on the whole, an efficient vessel. Do. do.

1883 *Jessamine.*—This tender, except while undergoing necessary repairs, was kept constantly employed on the repairs of light-stations, the most important of which were those in North Carolina. She was also used during the construction of the new light-houses at Bloody Point Bar, Drum Point, and Sandy Point, in making the soundings and borings at sites for proposed new light-houses, and in carrying material for the new depot at Point Lookout. Do. do.

1884. 5th Dist.

The Jessamine.—This steamer, with the exception of intervals for necessary repairs and for the substitution of a new boiler for the old one, was continuously and advantageously employed during the year. She has assisted in the erection of the new light-houses at Drum Point and Sandy Point, the rebuilding of the superstructure of Craney Island light-house, and the construction of the new wharf at Lazaretto depot, transporting the working parties and most of the material employed on the works and remaining at the stations until operations were well advanced towards completion. She has made, or assisted in making, most of the repairs received by the light-stations of the district, and she has made borings and soundings at localities where new works were proposed. She has also visited many of the stations to ascertain the character and extent of needed repairs. The new boiler was constructed during the winter and placed in the vessel in March.

An. Rep. 1885. Do. do.

Jessamine.—This steamer was principally engaged during the year in making repairs to the light-stations and in assisting in the erection of Great Shoals light-house, a keeper's dwelling at Fort Washington, Maryland, and the rebuilding of the wharf at Portsmouth depot. Much repairing of light-houses was done, as many were in urgent need of them. In July the hull of the vessel was scraped and painted; in September her saloon and ward-room were painted; in January necessary repairs were made to her boiler, and the bottom scraped, cleaned, and painted, and in June she was again in dry-dock and her hull scraped and painted.

An. Rep. 1886. Do. do.

The Jessamine.—This steamer was chiefly employed during the year in making extensive repairs at Cape Charles, Hog Island, New Point Comfort, and Smith's Point, and smaller improvements at thirty-two other light-stations. She also assisted in the rebuilding of Roanoke River light-house and in the repairs of Long Point light-station, beacon No. 8, Currituck Sound. The repairs necessary to keep her in proper running order were made. She is at present in good order.

An. Rep. 1887. Do. do.

The Jessamine.—This steamer during the year assisted in the construction of Old Plantation Flats, Roanoke River and Croatan light-houses, making repairs at 23 light-stations, erecting new fog-bell towers at Cove Point and York Spit light-stations, and in the repairs at Point Lookout buoy-depot. In March she was employed, under the direction of the assistant engineer of the district, in making the necessary arrangements in the lanterns of Chesapeake Bay light-stations for carrying into effect the proposed system of red sectors. Slight repairs were made to her boiler in September, and in April thorough repairs were made to her boiler, machinery, and wood-work, and she was repainted. It was found necessary to dock her for hull cleaning but once during the year, the use of the German anti-fouling paint proving effective. She is in good condition.

An. Rep. 1888

The Jessamine.—This steamer was continuously employed during the year except at short intervals for necessary repairs. Her principal work was in connection with the erection of new light-houses at Croatan and Harbor Island and the repair of the 39 light-stations and the Portsmouth and Washington depots. She also assisted in the erection of fog-bell towers at Blakistone Island and Turkey Point light-stations and in preliminary arrangements for placing red sectors in the Chesapeake Bay and Potomac River lights. Repairs were made to her boilers, she was docked, and her hull was twice scraped and painted. Her boiler, which was built in 1884, is faulty in construction and in need of frequent repairs. More than half the surface of the combustion chambers and back connections on the bottom is covered with soft patches. It is impracticable to carry enough steam to produce the speed desirable in a steam tender. To put the boiler in thorough repair would require a considerable outlay, besides the loss of valuable time. It is therefore proposed to build a new boiler better adapted to the needs of the vessel. She is otherwise in good condition.

5th Dist.

An. Rep. 1889.

The Jessamine.—This steamer was principally employed in the repairs of light-stations, and in making borings and examinations of the sites of authorized new light-houses. In October, and again in April, she was docked and her hull was cleaned and painted, when she received general repairs. The construction of the new boiler was commenced in December, and in May it was placed in the vessel; it was tried in June, and the result was satisfactory. By the difference in shape of the new boiler, a space was left in the rear of the pilot-house, and it was utilized for the erection of a chart-room, which is a great convenience. The tender is in excellent condition.

Do. do.

1890

The Jessamine.—This steamer was chiefly employed in connection with the construction of Cob Point Bar, Tangier Sound, Holland's Island Bar, and Great Wicomico River light-houses, and with many of the repairs specified in this report, among which may be mentioned the work done at Dutch Gap Cut-off, Virginia, and the North Carolina stations. From October 19 to 25, she was hauled on the ways and cleaned and painted, and some repairs and alterations made to her wood-work. She was again docked in May and her hull coated with American germicide paint, to test its value as an anti-fouling composition. During the year she steamed about 5,495 miles, and consumed about 520 tons of coal. She is in good condition.

Do. do.

1891.

The Jessamine.—This steamer was occupied in transporting material for and assisting in the erection of Gull Shoal and Pamlico Point light-houses; in setting the lens, fog bell, and machinery, boat-hoisting apparatus and davits at Newport News light-station; in making repairs or assisting in the repairs at twenty-three light-stations; in connection with the rebuilding of the wharf at Point Lookout depot and the placing of red sectors in Croatan and Roanoke Marshes lights, and in making examinations, borings, etc., at the sites of Maryland Point, Pages Rock, and the new Cape Charles stations. During two days in November, twenty-five in May, and fifteen in June she was laid up for repairs to her hull, boiler, and machinery, and for painting. She steamed about 8,170 miles, and consumed 632 tons of coal during the year.

Do. do

1892 5th Dist.

The Jessamine.—This steamer was engaged in the active prosecution of her duties during the entire year, except for 3 days in July, 3 in April, and 8 in May, when her boiler and machinery were being repaired and her hull and woodwork were being painted. She was employed in the erection of Greenbury Point Shoal and Sharkfin Shoal light-houses and of the lighted beacons at Cape Charles City; in the repairs at Old Point Comfort, Havre de Grace, Turkey Point, Pooles Island, Seven-Foot Knoll, Craighill Channel, Wolf Trap, Windmill Point, Cape Henry, Cove Point, Cape Hatteras, Long Point, Laurel Point, Currituck Beach, Ocracoke, and Hatteras Inlet light-stations; in making borings at Pages Rock light-house site; in placing a red sector in the Bells Rock light; in moving property at Fort Monroe and from the discontinued station at Greenbury Point, and in making inspections at light-stations in Chesapeake Bay and tributaries. While thus employed she steamed about 6,640 miles and consumed some 509 tons of coal. In June she was furnished with a new steam launch 27 feet long and 6 feet wide, to replace the gig.

1893 Do. do.

The Jessamine.—This steamer was chiefly employed during the year in construction of Sharkfin Shoal and Maryland Point light-houses and North River Bar beacons; in the repairs of Seven-Foot Knoll, Craighill Channel, Cape Charles City, Point Lookout, Blakistone Island, Choptank River, Piney Point, Lower Cedar Point, Upper Cedar Point, Mathias Point, Old Plantation Flats, Solomons Lump, Janes Island, Wades Point, North River, Croatan, Roanoke Marshes, Cape Hatteras, Hatteras Inlet, Ocracoke, Southwest Point Royal Shoal, Neuse River, Pamlico Point, Craney Island, Watts Island, Deep-Water Shoals, Jordan Point, Point of Shoals, and White Shoal light-stations, and beacon lights Nos. 4, 6, 7, and 8. She was also employed in transporting commissioners to Smith Island to value and survey the new Cape Charles light-house site; in transferring the illuminating apparatus and other portable property from the Clay Island and Lambert Point discontinued stations to Lazaretto depot, and in making borings at Wolf Trap, Solomons Lump, and Hog Island to ascertain the character of the foundations for the proposed new works. In August, October, February, April, and May short intervals were occupied in necessary repairs to the vessel, including twice docking, cleaning and painting the hull with germicide paint, repairs to keel shoe, hoisting engine, steering gear and wheel buckets. The greater part of January she was ice bound in the harbor of Baltimore. During the year she steamed 6,589 miles and consumed 554 tons of coal.

1894 Do. do.

The Jessamine.—The principal work of this steamer was in connection with the construction of new light-houses. She assisted in the transportation of materials for Cape Charles, Hog Island, Pages Rock, and Wolf Trap light-stations, making five trips to the first-named station. She assisted in making repairs at Mathias Point Shoal, Upper Cedar Point, Seven-Foot Knoll, Cutoff Channel, Smith Point, Laurel Point, Back River, Fort Carroll, and Sharps Island light-stations. She was used in arranging for the exhibition of red sectors in Cob Point Bar and Pooles Island lights; in taking borings at the proposed sites for Cedar Point and Lower Cedar Point light-houses, and in driving mooring piles at Wolf Trap foundation pier. In this work, and the numerous inspections to ascertain the condition of stations with reference to needed repairs, she steamed some 6,202 miles and consumed about 468 tons of coal. Her hull was cleaned and painted with germicide paint, her keel shoe was partly renewed, and small repairs were made to her hull, wheels, and coal bunkers. Repairs were made to the boiler, and she was docked and her hull was scraped and painted. Repairs were also made to her engine, and she was provided with a new rudder.

1895 *The Jessamine.*—This iron, side-wheel steamer was employed in the construction of Wolf Trap, Cape Charles, and Hog Island light-houses; in putting up the fog-signal machinery at Wolf Trap and the lens apparatus at Cape Charles light-stations; in making borings at the sites of the proposed light-houses for Baltimore entrance, Point No Point, Swan Point Bar, and Smith Point, and of the day beacon for Tobago Middle Ground; in accurately marking out the location of the new Solomons Lump light-house; in the repairs of 10 light-stations, and in the inspection, with a view to ascertaining the repairs needed, of 26 others. While employed in this work she steamed some 6,213 miles and consumed about 520 tons of coal. In September, 1894, and June, 1895, she was hauled out on a marine railway, when her hull was scraped and painted. Between January 31 and February 18, 1895, her keel was repaired, and from February 27 to May 2, 1895, she was laid up to receive extensive repairs to her woodwork, much of it being entirely renewed.

1896 *The Jessamine.*—This iron side-wheel steamer was employed except while under repair and during 14 days in January, when, because of storms and low tides, she was detained in the Albemarle and Chesapeake Canal. Her chief work was in connection with the repairs of light-houses. She carried materials, cared for working parties, and assisted in other ways in the repairs and improvements made at forty stations. She inspected the majority of the light-stations in the district in order to ascertain their needs. She transported and assisted in the installation of the illuminating apparatus at Solomons Lump, Cape Charles, and Hog Island stations, and conveyed some of the materials used in the construction of the last-named work. She was used to make examinations and test borings at Northwest Point Royal Shoal light-house preliminary to the strengthening of that structure. In the performance of the work above outlined she steamed about 7,534 miles on a consumption of some 572 tons of coal. Between October 11 and 14, November 6 and 9, 1895, and from May 28 to June 11, 1896, she was laid up for repairs.

The Jessamine.—From November 1 to December 8, 1896, this steamer was laid up to receive necessary repairs to the boiler and woodwork. She was also docked and the bottom was cleaned and painted. During the rest of the year she was constantly employed in the inspection

1897 of light-stations with a view to needed repairs and of new works in process of construction; in making borings at Ragged Point, Potomac River, in connection with the proposed establishment of a light-house; in setting up illuminating and fog-signal apparatus at Cedar Point light-station, Maryland; in making examinations for proposed beacon lights in the Scuppernong and Neuse rivers, North Carolina; in staking out the site of Smith Point light-house, Virginia; in changing the lens at Old Plantation Flats light-station, Virginia, and in the transportation of tramway rails from the Cape Charles station to Portsmouth, Va., for use on the new wharf for the depot there. She assisted in the rebuilding of the Lower Cedar Point light-house, Maryland; in the erection of beacons at Reeds Point, Johnson Point, Upper Green Spring, and Lower Green Spring, North Carolina, and of the oil house at Leading Point, Maryland; in the repairs of 28 light-stations, and in driving a test pile at the new site of the Baltimore light-house, Maryland. On this duty she ran about 5,029 miles and used some 454 tons of coal.

1898 p. 117.

The Jessamine.—This iron side-wheel steamer was built in 1881 and is of about 346 tons burden. She assisted in the repair of 16 light-stations, in the erection of lighted beacons in Queenstown Creek, Maryland; in rebuilding the wharf at Annapolis, Md., depot; in transporting materials for repairing the wharf at Point Lookout depot, Maryland; in extending the wharf at Portsmouth, Va., depot; in the installation of the illuminating, fog-signal, and boat-hoisting apparatus at Smith Point, Virginia, light-house, and in placing mines for the defense of Baltimore Harbor. She was used in the inspection of 60 light-stations; in the transportation of materials and working plant from Hog Island, Virgina, light-station to the light-house depot at Baltimore; in testing the audibility of the fog signals at Cove Point, Maryland, and Smith Point, Thimble Shoal, Wolf Trap, Newport News Middle Ground, and York Spit, Virginia, light-stations, and in making borings at Wade Point, North Carolina, light-house site in connection with the proposed rebuilding of that light-house. She steamed some 6,238 miles and consumed about 510 tons of coal. She was laid up for nearly three months during the year for repairs to her hull and engine.

1899

Jessamine.—This iron side-wheel steamer was built in 1881 and is of about 315 tons burden. She was employed during the year in installing new model lamps at 52 light-stations; in the inspection of 73 stations; in making borings and locating the sites of Hooper Island light-house, Maryland, and Western Branch Beacon, Elizabeth River, Virginia; in testing fog-signals at Wolf Trap, Old Plantation Flats, and Cape Henry, Virginia; in putting up new lenses at Stingray Point, Virginia, and Wade Point, North Carolina, light-stations; in an examination by members of the Light-House Board of Diamond Shoals, off Cape Hatteras, North Carolina, and in buoying a wreck on Tail of the Horseshoe, Virginia. She assisted in repairs and improvements at 18 light-stations and in the attempt to sink a disk pile at the site of the Baltimore light-station, Maryland. She was laid up forty-one days for necessary repairs to boiler, engine, guards, and steering gear. During the year she steamed about 8,530 miles with a consumption of some 631 tons of coal.

1900

Jessamine.—This iron side-wheel steamer was built in 1881, and is of about 257 tons gross burden. She inspected 49 light-stations; installed the new model lamps at Choptank River, Piney Point, Upper Cedar Point, Bowlers Rock, Mathias Point Shoal, and North River light-houses; set up the new lens at Stingray Point light-station; changed the illuminating apparatus at Northwest Point Royal Shoal light-station, and removed the fog-bell, machinery, etc., from that station on the discontinuance of the fog-signal. She assisted in making repairs and improvements at 17 light-stations; in the repair of the light-house wharf at Washington, D. C.; in the erection of new beacon lights at Sewell Point and Willoughby Spit, and in the establishment of a second-class Daboll fog-signal at Smith Point. Hull plates were renewed, wheels were altered, the rudder was repaired, and the vessel was painted. New stearing gear was installed, the air compressor and derrick mast were set up, the boiler was cleaned, and minor repairs were made to the hull and machinery. The steering gear was altered and the boiler and machinery, gallows frame, and wheel buckets were repaired. An electric-light plant was installed and the damages caused by collision with a coal barge were repaired. During the year she steamed about 6,217 miles and consumed some 564 tons of coal.

1901

Jessamine.—This iron side-wheel steamer was built in 1881, and is of about 257 tons gross burden. She was engaged during the year in the inspection of 39 light-stations and 2 light-house depots; in the installation of fog signals at Lambert Point, Virginia, and Roanoke Marshes, North Carolina, and of fifth-order lamps at Jones Point light-house, Virginia; in making borings at the sites of Point No Point light-house and Hambrook Bar beacon, Maryland, and in locating the sites for Cambridge Harbor lights and Clubfoot Creek and Point of Marsh beacons, North Carolina. She helped to make repairs at 29 light-stations. She was laid up 41 days for necessary repairs to her boiler and machinery and for completing the installation of her electric-lighting plant. During the year she steamed some 8,406 miles and consumed about 727 tons of bituminous coal.

1902

Jessamine.—This iron side-wheel steamer was built in 1881 and is of about 257 tons gross burden. She was employed in making repairs at 34 light-stations; in erecting oil house and installing a new fog-signal at Cove Point, Maryland; in locating sites for and erecting two day beacons at Nomini Creek, Virginia; in removing the wreck of the Western Branch beacon, Virginia, and making boring in that locality; in installing fog-signal at Cape Charles City light-station, Virginia; in making measurements and landing materials for the new fog-signal at Thimble Shoal light-station, Virginia, and in making boring at the site of the new light-house at Bluff Shoal, North Carolina. She inspected 37 light-stations and two light-house depots to ascertain what repairs or improvements were required, and she rendered assistance to two disabled schooners—one dismasted off the mouth of Great Wicomico River, Virginia, and the other ashore at North River Bar, North Carolina. In doing this work she steamed about 8,600 miles and consumed some 660 tons of bituminous coal, being under steam 275 days. She was laid up 49 days for repairs to her boiler and engine and in connection with the construction of a new boiler and condenser, 6 days for repairs to her keel, and 6 days for cleaning and painting her hull.

1903

See, Treas

Jessamine.—This iron side-wheel steamer was built in 1881 and is of about 257 tons gross burden. She was employed in installing an electric apparatus for the fog-signal at Cape Charles City Harbor, Virginia, northern light-station, and a fog-signal operated by an oil engine at Thimble Shoal, Virginia, light-station; in rebuilding the Sewall Point Spit, Virginia, beacon; in transporting materials for the erection of Cambridge Harbor, Maryland, range lights; in making repairs and improvements at 55 light-stations; in repairing the light-house wharf at Washington, D. C.; in the inspection of 58 light-houses and beacon lights; in the examination of sites for proposed beacon lights; in locating the position of the new light-house at Bluff Shoal, North Carolina, and in making borings in connection with a project for improved aids to navigation for Norfolk, Va., Harbor. She steamed some 7,536 miles and consumed about 633 tons of coal. She was under steam 258 days, and her machinery was in motion about 1,011¼ hours. She was laid up 31 days for repairs to her hull and joiner work and for 38 days for the installation of a new boiler and surface condenser.

1904

Jessamine.—This iron side-wheel steamer was built in 1881 and is of 257 tons gross, or 154.88 net tonnag. She was employed in making repairs at 57 light-stations, in the inspection of 69 light-houses and beacon lights, and in locating the sites for 12 beacon structures. She was engaged 19 days in loading and unloading material for light-stations; 9 days outfitting the new light-house at Bluff Shoal, North Carolina; 2 days removing light-house property from Northwest Point Royal Shoal discontinued light-station; 15 days erecting new stands for range post lights in the James River; 15 days installing the new oil engine and compressor for the fog-signal at Thimble Shoal Station, Virginia, and removing the old one. She was 7 days occupied in the placing in position of a new donkey boiler, 12 days cleaning and painting hull, and 12 days cleaning boiler. She steamed 10,014 miles and consumed 829¾ tons of coal. She was under steam 335 days, and her machinery was in motion about 1,441 hours. She received needed fitments, supplies, and repairs.

1905

Jessamine.—This iron side-wheel steamer was built in 1881, and is of about 257 gross tons burden. She was employed during the year in making repairs and improvements at 58 light-stations and in inspecting 50 light-houses and 18 lighted beacons. She erected a pole and ladder for the new light at Hospital wharf, Fishermans Island, Virginia, and located and marked the site for the Baltimore light-house. She was engaged 17 days in loading and unloading materials for light-stations; 4 days fitting out for service the new light-station at Point No Point, Maryland; 3 days investigating into the cause of damage to Croatan and Blockade Shoal light-stations by passing vessels; 6 days at Lambert Point and 11 at Cape Henry, Virginia, making improvements in fog-signal apparatus; and 3 days removing obstructions from the Brewerton Channel range, Maryland. She was inactive during 74 days spent in overhauling machinery, 7 days in repairing, cleaning, and painting hull, and 12 days in cleaning boiler. She steamed 7,583 miles, consuming 701 tons of bituminous and semibituminous coal.

1906

Jessamine.—This iron side-wheel steamer, built in 1881, of about 257 tons gross burden, was employed during the year in the inspection of 75 light-houses, 15 lighted beacons, and a light-house depot, and in making repairs and improvements at 66 light-stations and 1 light-house depot. She made soundings around 4 light-houses to ascertain the extent of scour. She removed and transported to Baltimore the lantern and supplies of the Cape Hatteras beacon after the discontinuance of that light. She towed the repair barge from Portsmouth, Va., to Baltimore when the tender *Thistle* was not available for that purpose. She assisted two merchant vessels in distress. She was engaged in loading materials for light-stations 10 days, in cleaning and painting tender 5 days, in cleaning boiler 6 days. She was laid up for repairs to hull and machinery during 77 days. She was under steam some 152 days, during which she traveled 5,571 miles, consuming 550 tons of soft coal.

1907.

Jessamine.—This vessel was employed during the year in making repairs and improvements at 69 light-stations and two light-house depots and in the inspection of 60 light-stations and two light-house depots. She made borings at the sites of Ragged Point and Pungoteague Creek light-station, Virginia, to determine the character of the foundation. She rendered assistance to a schooner in distress off Pamlico Point, North Carolina. She sounded around four light-houses to ascertain the extent of erosion of the shoal. She was used in the investigation of the damage done to two light-stations by colliding vessels. She was engaged in loading and unloading materials for light-stations 16 days, in cleaning and painting tender 63 days, in cleaning boiler 7 days, and was undergoing repairs 29 days. She steamed about 7,086 miles during the year, consuming some 675 tons of soft coal.

Ri Holly, and Jessamine,--steam-tenders. 1

(Built in 1881, at Baltimore. Tonnage 314.59.)

"(These steamers are twins, and this is a description of each.) An iron side-wheel steamer. Built, from an appropriation of $90,000 made 16 June, 1880, to build two steam-tenders, --by Malster and Reany of Baltimore,--for $37,500--on a contract made on 30 July 1880, to be delivered 1 March 1881: but the contract was extended, and the Holly was launched 28 May 1881; the Jessamine was launched 18 June 1881.

Dimensions.

Length from rabbet to rabbet on 4 foot water line	146' 3"
Breadth of beam, moulded	23' 8"
Breadth from out to out of guard facings	39' 8"
Depth, top of floors to top of deck beams	9' 6"
Sheer forward	2' 8"
Sheer aft	1' 2"
Crown of deck in width of hull	5"
Height of promenade deck amidships	7' 3"

Tonnage (carpenter's) 346. Official registered, 314.59.

She has one mast forward for a derrick and to carry a foresail and stay-sail. The deck frame is of wood. The iron plating is run up to the top of the beams. The center of the water-wheel shaft is 49' 3" forward of the stern post.

She has a marine condensing beam engine, 37 inch cylinder and 7 foot stroke piston,--a cylindrical, lobster back, return flue boiler, with steam chimney.

The Holly went into commission on 1 Sept.'81, as Inspector's tender, 5th District, and the officers and crew of the Heliotrope were transferred to her.

The Jessamine went into commission on 1 Oct.'81 as Engineer's tender 5th District, when the officers and crew of the Tulip were transferred to her."

1881 The two new tenders, Holly and Jessamine, contracted for by Messrs. Malster and Reaney, are not yet ready for delivery. The delay was a source of serious inconvenience, owing to the increasing demands for the services of light-house tenders, which it was impossible to satisfy, owing to the slow speed of the Heliotrope and Tulip. 3-th Dist.

1882. The steamers Holly and Violet have been constantly employed in working buoys and in inspecting and supplying stations. The new tender Holly, although poorly constructed, is, on the whole, an efficient vessel. Do. do.

1883. *Holly.*—This tender, although comparatively a new boat, was several times under repair, and it seems probable that other repairs will be required to keep her in serviceable condition. She will soon need a new boiler. Do. do.

1884. *The Holly.*—This steamer was from time to time repaired and has done much useful work. The new boilers being built for her under contract will be finished some time in August. 5th Dist.

1885. *Holly.*—This steamer received her new boiler in the early part of the year. Do. do.

An. Rep. 1886. *The Holly.*—This steamer has had occasional slight repairs, and was constantly employed inspecting and working buoys. She now leaks somewhat, and soon will require extensive overhauling. The Holly during the year steamed 16,267 miles, inspected 263 lights, replaced 400 buoys, built 98 pile-buoys, and planted 74 stakes. Do. do.

An. Rep. 1887. *The Holly.*—This steamer was constantly employed, except when undergoing repairs. She is now in fair order and will probably not need any extensive repairs for some time. She steamed during the year 14,399 nautical miles, inspected 284 lights, and replaced 540 buoys. Do. do.

An. Rep. 1888 *The Holly.*—This steamer was constantly employed excepting when necessarily laid up undergoing repairs. She is at present in fair order but will soon need a new forward deck and other repairs to hull and machinery. During the year she steamed 14,698 miles, burning 831 $\frac{505}{2240}$ tons of coal. She was used in making 216 inspections of lights and in replacing 529 buoys. Do. do.

An. Rep. 1889. *The Holly.*—This steamer was constantly employed attending lights and buoys. She is in need of extensive repairs and should be thoroughly overhauled as soon as her services can be spared. During the year the forward deck was sheathed, and slight repairs made as needed. She steamed during the year about 14,307 miles, and consumed about 842 tons of coal. She was used in inspecting 255 lights, and she replaced or worked 453 buoys. Do. do.

1890 *The Holly.*—This steamer was actively employed during the year. She was docked twice that her bottom might be cleaned and that certain repairs might be made to her engine and hull. During the year she steamed about 14,000 miles, consuming 825 tons of coal. She made 342 visits to light-houses, and replaced and painted 421 buoys. She delivered 172 tons of coal and 107 cords of wood, and also the keepers' rations, and miscellaneous supplies to different light-stations. The fires were hauled in her furnaces for forty-two days. At such times the crew was employed at the buoy depots repairing old buoys, painting new ones, and doing similar work. Do. do.

1891 — 5th Dist.

The Holly.—This steamer was actively employed in attending to buoys and in supplying light-stations. She was docked twice, when her bottom was cleaned and painted and necessary repairs were made to her engine and boilers. Her iron hull, boilers, and engines are in fair order, considering how constantly she is employed, but her upper works will not last much longer without repairs. During the year she steamed about 13,000 miles, consuming about 800 tons of coal. She made 224 visits to light-houses, and delivered 101 tons of coal, 48 cords of wood, and miscellaneous supplies. She attended to 382 buoys during the year, and when not employed cruising her crew was kept busy repairing and painting buoys at the buoy depots. The fires were hauled under her boilers forty-two days during the year.

1892 — Do. do.

The Holly.—This vessel steamed some 13,495 miles and consumed about 970 tons of coal. She made 263 visits to light-houses, delivered 128 tons of coal, and 52 cords of wood. She attended to 272 buoys. The fires were hauled from under the boiler 30 days during the year to make slight repairs to the engines and boilers and to clean her bottom. Her crew were employed in painting buoys at the buoy depot while the tender was being repaired.

1893

The Holly.—This vessel was withdrawn from service as a tender on June 6, preparatory to placing her on duty as a light-vessel off Wolf Trap Shoal, Chesapeake Bay, Virginia. During the year she steamed 12,628 miles, consumed 875 tons of coal, made 275 visits to light-stations, and delivered 125 tons of coal and 54 cords of wood. She also attended to 368 buoys. Fire was hauled under her boilers 30 days during the year. The crew was employed 74 days at buoy depots cleaning and painting buoys.

1894

The Holly.—The vessel was put out of commission as a light-house tender, and was used as a relief light-vessel. She is now stationed off Bush Bluff, Virginia.

1895

Tender Holly.—This old iron side-wheel steamer was used for part of the past year as a relief light-vessel and is still stationed off Bush Bluff Shoal, Elizabeth River, entrance to the port of Norfolk, Va., in that capacity.

1896

Tender Holly.—This old iron side-wheel steamer, used as a relief light-vessel, was on Bush Bluff station until December 9, 1895, when she was towed to the depot at Portsmouth, Va., and placed in charge of a watchman.

1897

Steamer Holly.—This old light-house tender was not in service as a light-vessel during the year, but was kept in charge of a watchman at the buoy depot at Portsmouth, Va., in readiness for service in case she was needed on one of the less exposed stations.

1898

The Holly.—This iron side-wheel steamer is of about 340 tons, was built in 1881. In 1898 contract was made to have her rebuilt. It is expected that she will be ready for service early in November, 1898.

1899

Holly.—This iron side-wheel steamer, sheathed with wood, was built in 1881, rebuilt in 1898, and is of about 340 tons burden. She was received from the contractor in September, 1898. Since then she has been on inspection and supply duty and in working buoys. She steamed some 12,178 miles on a consumption of about 828 tons of bituminous coal. She was employed 134 days on inspection duty, 60 days in working buoys and attending to light-vessels, 45 days in delivering fuel, rations, and supplies to stations, 10 days at depots, coaling, loading supplies and buoys, or doing other necessary work, and was 30 days under repairs. She worked 216 buoys, visited 262 light-stations, delivered 98 tons of coal and 76 cords of wood to stations and vessels, furnished 32 stations with rations, and inspected 262 stations.

1900

Holly.—This iron side-wheel steamer, sheathed with wood, was built in 1881, rebuilt in 1898, and is of about 367 tons gross burden. In August, 1899, she was in the North Carolina sounds and remained there rendering assistance until light-vessel No. 69 was floated, and on her return to Baltimore the crew was employed in stripping light-vessel No. 69 and fitting out No. 71 for service. On October 7, 1899, she was docked, her bottom was cleaned, the old zinc was removed and new zinc was put on, an additional strake of copper was put on forward of the paddle boxes, the copper was refastened where necessary, one set of boat davits was moved, a gangway and ladder were made, the donkey tail of rudder was refastened, the steering gear was overhauled, and new brass bushings were furnished. The condenser tubes were repacked and a number of new tubes put in; the legs of the boiler were calked, and the ventilators were lengthened and new cowls were put on to work from the fireroom. In October, 1899, her crew assisted in building the post light at Old Field Point, Elk River, Maryland. In February, 1900, the old hoisting engine having deteriorated beyond repair, it was taken out and a new one was put in place and the forward bulkhead moved aft enough to make room for it. In May, 1900, her afterdeck and gangways were calked and some leaks around the paddle boxes were stopped. In June, while working buoys in Patuxent River, Maryland, one of the bearings of the walking beam was cracked. During the year she steamed some 12,602 miles on a consumption of about 905 tons of bituminous coal. She was employed 78 days on inspection duty, 135 days in working buoys and attending to light-vessels, 71 days in delivering fuel, rations, and supplies to

stations, 65 days at light-house depots coaling, loading supplies and buoys, and doing other necessary work, and she was 16 days under repair. She worked 405 buoys, visited 264 light-stations, delivered 81 tons of coal to light-stations, furnished 10 stations with rations, inspected 80 stations, and the crew was employed 30 days at the buoy depots.

1901

Holly.—This iron side-wheel steamer was built in 1881, rebuilt and sheathed with wood in 1898, and is of about 367 tons gross burden. She was employed during the entire year in work of supply, inspection, and attending of buoys. In July a new pillow block was fitted, the deck was jacked up, stanchions were fitted under the wheelhouse, the steering chains were overhauled, and minor repairs were made. In February, the steering gear having proven unsatisfactory, the monkeytail of the rudder was removed, a quadrant was substituted in its place, and the lead of the steering chains was altered. The vessel was docked, the bottom was cleaned, and the strainers and the pipe connections were overhauled and repaired. A new cast-iron floor was put in the fire room and new ash-pan doors were fitted, the main stop valve and the copper feed and steam pipes of the feed pump were overhauled and repaired, a pump brake was fitted to the after-deck pump, two ring bolts for the hoisting engine were put in the forward deck, deck levers were fitted to the anchor windlass, the cut-off valves to the hoisting engine and windlass were refitted, and the pressure

over

1901

gauge of the vapor launch was tested and repaired. The side of the mast and the joiner work on the starboard side of the vessel were repaired, leaks in the mainrail and covering board around the wheel-house were stopped, the quartermaster's room was fitted up with two berths, and the gig was repaired. At such intervals as her services could be spared, the boiler has been blown off and cleaned, and kept in good condition. Her general condition now is excellent, and the boilers and machinery are in good working order. The condition of the apparatus for extinguishing fires and the bilge pumps is excellent. During the year she steamed some 10,374 miles, and consumed about 794 tons of bituminous coal. She was employed 40 days on inspection duty, 130 days in working buoys and attending to light-vessels; 45 days in delivering fuel, rations, and supplies to light-stations; 115 days at depots coaling, loading supplies and buoys, and doing other necessary work, and was 35 days under repair. She worked 410 buoys, visited 264 light houses and vessels, delivered 152 tons of coal and 88 cords of wood to the stations and vessels, supplied 10 light-stations with rations, inspected 131 light-stations, and the crew was employed 36 days at light-house depots cleaning and painting buoys.

1902

Holly.—This iron side-wheel steamer was built in 1881, was rebuilt and sheathed with wood in 1898, and is about 367 tons gross burden. This tender was employed during the year in inspection, supplying lights, changing and replacing buoys, and towing and attending to light-vessels. In October, 1901, a new set of crank-pin brasses for the main engine were fitted, new buckets for the wheel were furnished, and a new set of grate bars and liners for furnace floors were put in. In February, 1902, she was docked, some graving pieces were fitted in the sheathing, 12 sheets of copper were replaced, and the zinc on the underside of the keelson was renewed. A composition casting was fitted to the stem and 9 angle-iron braces under the guards and 8 wheel braces were repaired or renewed. A new trunk piston was provided for the hoisting engine, a new ash pan for the port furnace was put in, the copper exhaust pipe from the circulating pump and the furnace doors were repaired, the seams of the boiler were calked, and a new fire hose was provided. She steamed some 11,536 miles and consumed about 962 tons of bituminous coal. She was employed 46 days on inspection duty, 139 days working buoys and attending light-vessels, 76 days in delivering fuel, rations, and supplies to light stations and vessels, 74 days at depots, coaling, loading supplies and buoys, and doing other necessary work, 9 days building post lights on the James River, and was 25 days under repair. She worked 401 buoys, visited 215 light stations and vessels, delivered 190 tons of coal and 98 cords of wood to light houses and vessels, supplied 36 stations with rations, inspected 116 stations, and the crew was employed 8 days at depots, cleaning and painting buoys.

1903

Sec. Try.

Holly.—This iron side-wheel steamer was built in 1881, was rebuilt and sheathed with wood in 1898, and is of about 367 tons gross burden. She was employed in inspection, supplying lights, changing and replacing buoys, and towing and attending to light-vessels. During the year she steamed 10,410 miles on a consumption of about 880 tons of bituminous coal. She was employed 31 days on inspection duty, 137 days working buoys and attending light-vessels, 41 days delivering fuel, rations, and supplies to light stations and vessels, 127 days at depots, coaling, loading supplies and buoys, and doing other necessary work, and was 29 days under repairs. She worked 339 buoys, visited 133 light stations and vessels, delivered 64 tons of coal and 44 cords of wood to light houses and vessels, supplied one station with rations, inspected 86 light-stations, and the crew was employed 18 days at depots cleaning and painting buoys.

Holly.—This iron side-wheel steamer was built in 1881, was rebuilt

1904 and sheathed with wood in 1898, and is of about 367 tons gross burden. She was employed on inspection, supplying lights, changing and replacing buoys, and attending to light-vessels. She steamed some 11,576 miles on a consumption of about 950 tons of bituminous coal. She was employed 98 days on inspection duty; 71 days working buoys and attending light-vessels; 31 days delivering fuel, rations, and supplies to stations and vessels; 141 days at light-house depots, coaling, loading supplies and buoys, and doing necessary work, and she was 25 days under repair. She worked 211 buoys, visited 240 light-stations and vessels, delivered 127 tons of coal and 60 cords of wood, inspected 180 light-stations, supplied 18 stations with rations, and her crew was employed 20 days at light-house depots, cleaning and painting buoys. She received needed fitments, supplies, and repairs.

Holly.—This iron side-wheel steamer was built in 1881, was rebuilt

1905 and sheathed with wood in 1898, and is of about 367 tons gross burden. She was employed in inspection, supplying lights, changing and replacing buoys, and attending to light-vessels. She steamed some 9,705 miles on a consumption of about 650 tons of bituminous coal. She was employed 56 days on inspection duty; 107 days working buoys and attending light-vessels; 71 days delivering fuel, rations, and supplies to stations and vessels; 108 days at light-house depots coaling, loading supplies and buoys, and doing necessary work; and she was 23 days under repair. She worked 436 buoys; visited 206 light-stations and vessels; delivered 204½ tons of coal and 93 cords of wood; inspected 124 light-stations; supplied 13 stations with rations, and her crew was employed 26 days at light-house depots cleaning and painting buoys. She received needed fitments and repairs.

Holly.—This iron side-wheel steamer was built in 1881, was re-

1906 built and sheathed with wood in 1898, and is of about 367 tons gross burden. She was employed on inspection, supplying lights, changing and replacing buoys, and attending to light-vessels. She steamed some 10,574 miles on a consumption of about 886 tons of bituminous coal. She was employed 71 days on inspection duty, 97 days working buoys and attending light-vessels, 67 days delivering fuel, rations, and supplies to stations and vessels, 118 days at light-house depots, coaling, loading supplies and buoys, and doing necessary work, and she was 12 days under repair. She worked 376 buoys, visited 228 light-stations and vessels, delivered 183 tons of coal and 101½ cords of wood, inspected 168 light-stations, supplied 16 stations with rations, and her crew was employed 34 days at light-house depots cleaning and painting buoys. She received needed fitments and repairs and supplies.

Holly.—This iron side-wheel steamer was built in 1881, was rebuilt

1907. and sheathed with wood in 1898, and is of about 367 tons gross burden. She was employed on inspection, supplying lights, changing and replacing buoys, and attending to light-vessels. She steamed some 11,773 miles on a consumption of about 955 tons of bituminous coal. She was employed 40 days on inspection duty; 159 days working buoys and attending light-vessels; 65 days delivering fuel, rations, and supplies to stations and vessels; 69 days at light-house depots, coaling, loading supplies and buoys, and doing necessary work; and she was 32 days under repair. She worked 390 buoys, visited 186 light stations and vessels, delivered 167 tons of coal and 102 cords of wood, inspected 117 light-stations, supplied 7 stations with rations, and her crew was employed 41 days at light-house depots cleaning and painting buoys. She received needed supplies, repairs, and fitments during the year.

Ri (Copy)
Cat. No. 564.

Certificate of Admeasurement of American Vessel.

United States Customs Service,
Port of Baltimore, Md.
Collector's Office, Jun. 1, 1898.

I certify that an admeasurement has been made of the U.S.Light-house Steamer (Paddle) called the HOLLY, of ----------
built of Steel, and that her register length is One hundred and sixty-six (166) 5/10 feet; her register breadth is Twenty-four (24) 3/10 feet; her register depth is Eight (8) 7/10 feet; her height under spar deck is ----------feet; and that her tonnage admeasurement is as follows:

	Tons.	1-100.
Capacity under tonnage deck - - - - - - -	239	17
Capacity between decks, above tonnage deck - - - -		
Capacity of inclosures on upper deck, viz: Capt. Cabin,	8	69
Deck house aft, - - - - - - - - - - -	52	38
" " Fr'd - - - - - - - - - - -	66	36
Gross Tonnage —	366	60

Deductions under Sec.4153, Revised Statutes, as amended by Act of March 2, 1895:

Crew space 65.92; Master's cabin 8.69; - - -	74	61
Steering gear--; Anchor gear 5.57; Boatswain's stores 8.56; -	14	13
Chart house ; Donkey engine and boiler; - - -		
Storage of sails ; Propelling power 32% of Gross -	135	64
Total Deductions	224	38
Net Tonnage -	142	22

That she has a stem head, round stern, one deck, one mast. Net tonnage is carried on main beam, and name and port are marked as required by law. (Sig.) Jno.R.King, Atg. Collector of Customs.

Holly Correspondence File # 26
1929 Series
Recommendation for decommissioning
File # 26-E July 24, 1931
History in a Newspaper Clipping
File # 26-E dated Aug 19, 1931
Survey of the Holly
File # 26-E dated Oct 5, 1931
Bids
File # 26-E dated Dec 5, 1931
Sale
File # 26-E dated Dec 12, 1931

Discontinuance of the complement

File # 26-E 1932 series datedJune 9, 1934

Eaw 11/54

Jessamine

File # 117

Recommended sale of the Jessamine

File # 117-E 1920 Series dated Dec 29, 1921

Sale of Jessamine

File # 117-E 1920 Series dated March 1, 1922

Delivery to the Purchaser

File # 117-E 1920 Series dated April 18-19, 1922

EAW 11/54

Jessamine & Holly

together cost $83.82 ~~00~~