Ri

John Rodgers,--tender

(Built 1882-3,--Price $54,000. Tonnage 260 71/100.)

1882 "Iron side-wheel steamer, built by Ward, Stanton & Co., Newburgh, N.Y. Price $54,000.

Length, 151 ft., Beam 27 ft., Hold 8'8", Tonnage 260 71/100.

Engine, a marine condenser beam-engine of new style. Cylinder 36" diameter; Stroke of piston 8 ft. Revolutions per minute 24.

Boiler, marine return-tubular boiler, length 15' 6", width 10' 3".

Speed in smooth water 10 knots.

1883. Finished, 1st June 1883; Assigned to duty under the Inspector 3d L. H. Dist."

1883. A steam-tender, the John Rodgers, was built for the Atlantic coast, from funds provided by an appropriation made by act of August 7, 1882, and was assigned for duty to the third light-house district. This vessel is 151 feet long, of 27 feet beam, 8 feet 8 inches hold, draws 6 feet 3 inches of water, and is of about 260 tons burden. Her marine condensing beam-engine is of the usual river style, and has a 36-inch cylinder and a piston of 8 feet stroke. This tender is able to do better work, and in quicker time, than any vessel ever before under the control of the Board. She is especially designed for handling the largest buoys in heavy weather. The Board can now replace almost immediately the heaviest iron buoys when carried away by ice from New York Harbor and Bay.

3d Dist.

1883. *John Rodgers.*—This tender was built to the satisfaction of the Board, and went into commission early in July. She is a fine vessel, and is capable of buoy service in seas and weather impracticable to the other tenders of the district.

Do.

1884. *The John Rodgers.*—This steamer is in excellent condition. In the service which she rendered during the past year, she has justified all that was expected of her design and construction. She was able in heavy weather to perform duties which were impracticable with the tenders used in previous years. When buoys were carried away by ice she promptly recovered and replaced them. Her great carrying capacity enabled her to perform distant service in coaling stations and changing buoys with great economy of time. She was hauled out and painted in December last, and she will be hauled out for a thorough cleaning and painting as soon as her services can be spared. Incidental supplies were furnished.

Do.

An. Rep. 1885.

The John Rodgers.—This steamer is a staunch vessel, with ample carrying capacity, and is well adapted to the requirements of the service. She was constantly employed in attending buoys, transporting freight for other districts as well as for this, supplying light ships and stations, and in doing inspection duty and other necessary work. The buckets in her water-wheels were shifted; new cheek-pieces were put on her bows; her steering gear and rudder were altered; her boiler was patched, and she was hauled out, cleaned, and painted. She received incidental supplies, ship-chandlery, and engineer's stores. Among other things, she changed or replaced seven hundred buoys.

3d-List.

An. Rep. 1886.

The John Rodgers.—This steamer was kept constantly at work in attending buoys, making tours of inspection, supplying light-houses and vessels, transporting freight to and from the depot, painting day-marks, and other important work. She changed or replaced 285 buoys. Incidental supplies, ship-chandlery, and engineer's stores were furnished her. She is in good order.

Do.

An. Rep. 1887.

The John Rodgers.—This steamer was in constant service during the year, attending buoys, transporting freight to and from the depot, painting day-marks, making tours of inspection, and doing other important work. She changed or replaced 202 buoys. She steamed during the year 16,096 miles, on a consumption of 627 tons of coal.

Do.

An. Rep. 1888.

The John Rodgers.—This steamer, except for a few weeks when she was laid up for repairs, was kept constantly employed during the year engaged in buoy service, carrying freight to and from the depot, delivering incidental supplies, inspecting lights, painting day-marks, repairing post-lights, changing light-ships, and doing other important work. She changed or replaced 241 buoys, and steamed 15,580 miles on a consumption of 570 tons of coal. She is in good condition. During the year she received new boats, nautical instruments, table-ware, cordage, etc., and such current repairs at the light-house depot as the wear and tear of the service required. She was laid up from October 21 to November 7, 1887, for general repairs.

Do.

An. Rep. 1889.

The John Rodgers.—This steamer met with a few accidents during the year, one of which required the vessel to be hauled out and repairs made to her bottom. The vessel struck on a rock on January 24, 1889, while leaving the harbor of Noank, Conn., in charge of a local pilot. In the other cases the damage was slight and was readily repaired by her crew and the employés of the light-house depot. Her boiler received necessary repairs. She received new steering-gear, binnacle and compasses, and derrick-boom and boat covers. The chart room was refitted and improved. The davits were lengthened and repaired. The vessel was hauled out and had her bottom cleaned, and she was painted inside and outside. The *John Rodgers* is six years old. As regards her hull she is in fair order, while the machinery is very good. The boiler will probably last another year. In the present year, to provide for the ordinary wear and tear, small repairs will be needed. She will also require a new set of side fenders and new chocks, and a new system of steering-gear. This tender was constantly employed in buoy service, delivering contingent supplies, inspecting lights and day-marks, repairing post-lights, serving light-ships, and in other important routine work. She changed or replaced 224 buoys, and steamed 6,208 miles, consuming 544 tons of coal.

3d Dist.

1890

The John Rodgers.—This steamer was constantly employed, except when laid up for repairs. She received sundry repairs to her machinery and boiler, and was twice hauled out to have her bottom cleaned, and was painted throughout. Her present condition is good. She received also a new Manton steam-steerer. During the year she changed and replaced 120 buoys, including the electric-lighted buoys; delivered to light-houses, light-ships, and fog-signals 182 tons of coal; was occupied 38 days in conveying the inspector to light-stations, etc.; 45½ days in delivering supplies, rations, and fuel to light-stations; 86½ days at the general depot painting buoys, storing buoys and supplies, and at work in the yard; 27 days laid up for repairs, painting, etc.; 25½ days changing light-vessels from one position to another, in filling the Romer beacon with gas, and in sundry trips; 48 days in changing and replacing buoys; 19 days in making shipments to other districts. In doing this she steamed 7,211 miles and consumed 515 tons of coal.

Do.

1891

The John Rodgers.—This steamer was kept very busy throughout the year, except for thirty-one days when she was laid up for repairs. She changed or replaced 251 buoys, painted 296, and repaired 31, and was eighteen days employed in attending to the electric buoys. She was occupied for seventy-six days on tours of inspection; thirty-six days in delivering supplies, rations, and fuel to light stations; eighty-one days at the general depot painting buoys and storing supplies; and for nine days serving the Romer gas beacon, New York Lower Bay, and attending to the day beacons in her section of the district. The other working days of the year were occupied in changing and replacing buoys, lighting wrecks, and similar work. She steamed 7,256 miles and consumed 545 tons of coal. The main cylinder bottom, the buoy engine, and air-pump bucket were repaired; a new foot valve was fitted; the main piston was taken out and replaced, and the piston rod was refitted and fastened. She was hauled out on the railway in July, 1890, when her bottom was cleaned and painted. The forecastle and after cabin were taken out at the light-house depot; the hull was scraped and

Do.

(over.)

1891 Contd. 3d Dist.

painted, and the joiner work was replaced. The engine generally is in good condition and will probably require no extensive repairs during the present fiscal year. The boiler is about eight years old and has not yet had any extensive repairs. With some patching it can probably be made to run through the year. The wear of this boiler, owing to good care, has been slow. Its general condition is so good that, with renewal of the bottom of the legs and some patching, three or four years' service may be had from it. During the year the *John Rodgers* received paints, blocks, rope, medicines, new wheel chains, bedding, cooking utensils, grate bars, engineer supplies, ship chandlery, provisions, and fuel.

1892 Do. do.

The John Rodgers.—During the year this steamer, with the exception of 28 days when she was laid up for repairs, was kept in constant service. She changed or replaced 221 buoys, painted 203, and repaired 39; delivered 400 tons of supplies and fuel, and shipped 53 tons of freight. She was 52 days employed in attending to the electric buoys at Sandy Hook, 11 days in changing and serving light-ships, and 79 days at the general depot painting buoys, preparing shipments, and storing supplies. The other working days of the year were devoted to the buoy service and deliveries stated, marking wrecks, supplying Romer Beacon with gas, and in attendance on day beacons and post lights. She made 33 trips for the inspection of lights, steamed some 7,861 miles, and consumed about 501 tons of coal. Her duties were well performed, and she is kept in excellent condition. The boiler and machinery of the vessel were repaired, and she is now in good order. During the year the *John Rodgers* received provisions, fuel, ship chandlery and supplies from the general store. Advantage was taken of the time required for repairing the boilers and machinery of the vessel, to dock, clean and paint her bottom with two coats of McInnes paint.

1893 Do. do.

The John Rodgers.—This steamer was off duty for repairs only nine days during the year. The heavy ice, moving through the bays and harbors of the district, kept her and the other tenders constantly busy during the winter replacing and recovering buoys. During the year she steamed about 11,155 miles and consumed 702 tons of coal. She changed or replaced 329 buoys, painted 283, and recovered 32; delivered 411 tons of coal and 143 packages of supplies; made 62 shipments of freight, and inspected 108 stations. She was employed 59 days in attending to the electric buoys at Sandy Hook, 25 days in changing and serving light-ships, 10 days filling the gas tanks at Romer Shoal beacon, and 70 days at the general depot, storing supplies, preparing shipments, and painting buoys. The other working days of the year were given to buoy service, delivering supplies, marking wrecks, and attending to post lights. She assisted in buoying the channels for the great naval parade in April, 1893. Her work was well done, and she is kept in excellent order. A new boiler for this tender is now nearly completed. During the year she was furnished with cooking utensils, engineer's stores, bedding, carpets, ship chandlery, provisions, and fuel.

1894

The John Rodgers.—This steamer was constantly employed during the year, with the exception of 34 days when she was laid up to receive her new boiler. She steamed altogether about 8,625 miles, and consumed some 628 tons of coal. She changed or replaced 227 buoys, recovered and painted 252, made 62 shipments of freight for other districts, delivered 435 tons of coal, 10 cords of wood, and 139 lots of supplies, and inspected 123 stations. She was employed 63 days in repairing the cables and attending to the electric-lighted buoys at Sandy Hook, 12 days changing and filling the gas tanks at Romer Shoal beacon, and 39 days at the general depot preparing shipments, storing supplies, painting buoys, exercising at fire-drills, and rendering such assistance as was required in the general work of the yard and grounds. On the other working days of the year she was engaged in buoy service, delivering supplies, serving post lights, tours of inspection, and marking wrecks. Her work was well and carefully done, and she is kept neat and in good condition. The cylinder bottom was repaired temporarily by the engineers of the vessel, and will have to be removed at an early day. She received during the year a new boiler, and was cleaned and painted when laid up for repairs.

3d Dist.

Ri

John Rodgers,--steam-tender. 1

Sig. Letters, G. V. N. B.

(Built at Newburgh, N.Y., in 1883, by Ward, Stanton & Delany)
Tonnage 260.71.

Appropriated by act of Congress, for building
a steam-tender for general use on the
Atlantic coast, - - - - - Aug. 7, 1882, $60,000.

An iron side-wheel steamer, built by Ward, Stanton & Co., in 1883, at Newburgh, N.Y. Price $54,000. Contract authorized by Dept. Oct.2, 1882. Contract extended Feb'y 9,'83. Tender launched Apr. 13,'83. Finished June 1, 1883.

Material of frame, iron; fastenings iron.

Dimensions; length 151 ft.; breadth 27 ft.; depth 8 ft.8in
tonnage 261.25 gross, 131 net tonnage.
nominal horse-power 260.
draft forward, light 6 ft.; loaded 7 ft.
" aft, light 7 ft.; loaded 8 ft.

Engine; - nautical beam engine: diameter of cylinder 36"
stroke of piston 8 ft. Jet condenser.

Built in 1883, at Newburgh, N.Y., by Ward, Stanton & Co.
Last repaired at Port Richmond, S.I., Jan. 1897.

Hoisting-engine, half trunk, Copeland & Bacon.

Boiler, one return tubular; length 15' 6", diameter 10' 5"
Built Aug.'93, at Newburgh, N.Y. Last repaired June '97.

New boiler, built April 1900, at Jersey City, N.J., by Theodore Smith's Sons Co.

1883. *John Rodgers.*—This tender was built to the satisfaction of the Board, and went into commission early in July. She is a fine vessel, and is capable of buoy service in seas and weather impracticable to the other tenders of the district.

1884 p. 40. "The John Rodgers.—This steamer is in excellent condition. In the service which she rendered during the past year, she has justified all that was expected of her design and construction. She was able in heavy weather to perform duties which were impracticable with the tenders used in previous years. When buoys were carried away by ice she promptly recovered and replaced them. Her great carrying capacity enabled her to perform distant service in coaling stations and changing buoys with great economy of time. She was hauled out and painted in December last, and she will be hauled out for a thorough cleaning and painting as soon as her services can be spared. Incidental supplies were furnished."

1885 *The John Rodgers.*—This steamer is a staunch vessel, with ample carrying capacity, and is well adapted to the requirements of the service. She was constantly employed in attending buoys, transporting freight for other districts as well as for this, supplying light ships and stations, and in doing inspection duty and other necessary work. The buckets in her water-wheels were shifted; new cheek-pieces were put on her bows; her steering gear and rudder were altered; her boiler was patched, and she was hauled out, cleaned, and painted. She received incidental supplies, ship-chandlery, and engineer's stores. Among other things, she changed or replaced seven hundred buoys.

1886 *The John Rodgers.*—This steamer was kept constantly at work in attending buoys, making tours of inspection, supplying light-houses and vessels, transporting freight to and from the depot, painting day-marks, and other important work. She changed or replaced 285 buoys. Incidental supplies, ship-chandlery, and engineer's stores were furnished her. She is in good order.

1887 *The John Rodgers.*—This steamer was in constant service during the year, attending buoys, transporting freight to and from the depot, painting day-marks, making tours of inspection, and doing other important work. She changed or replaced 202 buoys. She steamed during the year 16,096 miles, on a consumption of 627 tons of coal.

1888 *The John Rodgers.*—This steamer, except for a few weeks when she was laid up for repairs, was kept constantly employed during the year engaged in buoy service, carrying freight to and from the depot, delivering incidental supplies, inspecting lights, painting day-marks, repairing post-lights, changing light-ships, and doing other important work. She changed or replaced 241 buoys, and steamed 15,580 miles on a consumption of 570 tons of coal. She is in good condition. During the year she received new boats, nautical instruments, table-ware, cordage, etc., and such current repairs at the light-house depot as the wear and tear of the service required. She was laid up from October 21 to November 7, 1887, for general repairs.

1889

The John Rodgers.—This steamer met with a few accidents during the year, one of which required the vessel to be hauled out and repairs made to her bottom. The vessel struck on a rock on January 24, 1889, while leaving the harbor of Noank, Conn., in charge of a local pilot. In the other cases the damage was slight and was readily repaired by her crew and the employés of the light-house depot. Her boiler received necessary repairs. She received new steering-gear, binnacle and compasses, and derrick-boom and boat covers. The chart-room was refitted and improved. The davits were lengthened and repaired. The vessel was hauled out and had her bottom cleaned, and she was painted inside and outside. The *John Rodgers* is six years old. As regards her hull she is in fair order, while the machinery is very good. The boiler will probably last another year. In the present year, to provide for the ordinary wear and tear, small repairs will be needed. She will also require a new set of side fenders and new chocks, and a new system of steering-gear. This tender was constantly employed in buoy service, delivering contingent supplies, inspecting lights and day-marks, repairing post-lights, serving light-ships, and in other important routine work. She changed or replaced 224 buoys, and steamed 6,208 miles, consuming 544 tons of coal.

1890

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1891

The John Rodgers.—This steamer was kept very busy throughout the year, except for thirty-one days when she was laid up for repairs. She changed or replaced 251 buoys, painted 296, and repaired 31, and was eighteen days employed in attending to the electric buoys. She was occupied for seventy-six days on tours of inspection; thirty-six days in delivering supplies, rations, and fuel to light stations; eighty-one days at the general depot painting buoys and storing supplies; and for nine days serving the Romer gas beacon, New York Lower Bay, and attending to the day beacons in her section of the district. The other working days of the year were occupied in changing and replacing buoys, lighting wrecks, and similar work. She steamed 7,256 miles and consumed 545 tons of coal. The main cylinder bottom, the buoy engine, and air-pump bucket were repaired; a new foot valve was fitted; the main piston was taken out and replaced, and the piston rod was refitted and fastened. She was hauled out on the railway in July, 1890, when her bottom was cleaned and painted. The forecastle and after cabin were taken out at the light-house depot; the hull was scraped and painted, and the joiner work was replaced. The engine generally is in good condition and will probably require no extensive repairs during

1891 contd.

the present fiscal year. The boiler is about eight years old and has not yet had any extensive repairs. With some patching it can probably be made to run through the year. The wear of this boiler, owing to good care, has been slow. Its general condition is so good that, with renewal of the bottom of the legs and some patching, three or four years' service may be had from it. During the year the *John Rodgers* received paints, blocks, rope, medicines, new wheel chains, bedding, cooking utensils, grate bars, engineer supplies, ship chandlery, provisions, and fuel.

1892

The John Rodgers.—During the year this steamer, with the exception of 28 days when she was laid up for repairs, was kept in constant service. She changed or replaced 221 buoys, painted 203, and repaired 39; delivered 400 tons of supplies and fuel, and shipped 53 tons of freight. She was 52 days employed in attending to the electric buoys at Sandy Hook, 11 days in changing and serving light-ships, and 79 days at the general depot painting buoys, preparing shipments, and storing supplies. The other working days of the year were devoted to the buoy service and deliveries stated, marking wrecks, supplying Romer Beacon with gas, and in attendance on day beacons and post lights. She made 33 trips for the inspection of lights, steamed some 7,861 miles, and consumed about 501 tons of coal. Her duties were well performed, and she is kept in excellent condition. The boiler and machinery of the vessel were repaired, and she is now in good order. During the year the *John Rodgers* received provisions, fuel, ship chandlery and supplies from the general store. Advantage was taken of the time required for repairing the boilers and machinery of the vessel, to dock, clean and paint her bottom with two coats of McInnes paint.

1893

The John Rodgers.—This steamer was off duty for repairs only nine days during the year. The heavy ice, moving through the bays and

TENDERS.

The Armeria.—This supply steamer was employed from August 1 to

for buoys, boats, and supplies. Under the act of Congress, of March 3, 1891, making an appropriation for the purpose, the wharf was rebuilt and extended about 80 feet, and a shed for boats and buoys was built at its inner end.

1894

The John Rodgers.—This steamer was constantly employed during the year, with the exception of 34 days when she was laid up to receive her new boiler. She steamed altogether about 8,625 miles, and consumed some 628 tons of coal. She changed or replaced 227 buoys, recovered and painted 252, made 62 shipments of freight for other districts, delivered 435 tons of coal, 10 cords of wood, and 139 lots of supplies, and inspected 123 stations. She was employed 63 days in repairing the cables and attending to the electric-lighted buoys at Sandy Hook, 12 days changing and filling the gas tanks at Romer Shoal beacon, and 39 days at the general depot preparing shipments, storing supplies, painting buoys, exercising at fire-drills, and rendering such assistance as was required in the general work of the yard and grounds. On the other working days of the year she was engaged in buoy service, delivering supplies, serving post lights, tours of inspection, and marking wrecks. Her work was well and carefully done, and she is kept neat and in good condition. The cylinder bottom was repaired temporarily by the engineers of the vessel, and will have to be removed at an early day. She received during the year a new boiler, and was cleaned and painted when laid up for repairs.

1895

The John Rodgers.—This iron side-wheel steamer was laid up 7 days to repair her boiler and to paint ship. She steamed about 8,133 miles, with a consumption of 691 tons of coal. She inspected 51 stations; delivered 463 tons of coal, 17 cords of wood, and various lots of supplies; made 14 shipments of freight for other districts; changed or replaced 236, recovered 14, and cleaned and painted 360 buoys. She was employed 11 days on the electric cable at Sandy Hook, renewed the lamps 10 times, placed 6 of the buoys of the new system, and connected the cable to the whole. She erected 3 oil houses and 3 post lights, and was 80 days employed at the depot preparing shipments and storing supplies. She is kept clean and in good condition, and her work is well and skillfully performed. No extensive repairs were made. She received during the year rope, paint, engineer stores, grate bars, cooking utensils, crockery, and tableware.

1896

The John Rodgers.—This iron side-wheel steamer was in the dry dock and undergoing repair from July 24 to August 6, 1895. She was laid up again for the same purpose from April 27 to June 22, 1896. She received a boat, an awning, and an electric plant for lighting the vessel. She replaced 175 buoys, cleaned and painted 152 buoys, and delivered 880 packages of supplies, 392 tons of coal, and 4 cords of wood. She recovered from the beach 1 whistling buoy, and picked up from sea 2 first-class iron buoys, and many spar buoys which were adrift from their stations. She lighted 1 wreck and marked the position of 2 other wrecks. She established two new buoys. In serving the system of electric buoys in New York Lower Bay she changed 8 buoys, replaced 2, and worked on the electric cables for 29 days. From October 25 to November 1, 1895, she was engaged placing buoys for the speed trial of the United States ram *Katahdin*. The time not consumed in such duties was devoted to cleaning and painting ship, in handling buoys on the wharf, and in stowing chain, iron and stone sinkers, and mushroom anchors and bells at the general light-house depot. In doing her work she steamed about 9,056 miles, and consumed some 619 tons of coal. The vessel is kept in a condition of neatness and readiness for service.

1897

The John Rodgers.—This iron side-wheel steamer was employed during the year at work in various parts of the district, except during the 49 days she was in the dry dock to have the bottom cleaned and painted and to have the boilers repaired. During the year she was engaged 66 days in tours of inspection, 10 days repairing the cable of the electric buoys, and the rest of the year in buoy service proper and other routine duty. She placed or replaced 245 buoys; cleaned and painted 143; repaired the electric buoys 26 times, changed 15 of them, established a new one, and took up for good the cable and spars of the old or continuous-current system of electric buoys; established 4 gas buoys; made 4 shipments of freight; filled in her turn the gas buoys and the Romer Shoal automatic beacon, and delivered to the stations in the district 1,051 packages of supplies, 559 tons of coal, and 10 cords of wood. As a special duty, and assisted by the *Daisy*, she moored 18 spar buoys in the Hudson River to indicate the anchorage for the men-of-war to take part in the Grant Memorial parade on April 27, 1897. In performing this work, she steamed about 10,770 miles and consumed some 738 tons of coal. She is kept neat and clean and available for duty at short notice.

1898 *The John Rodgers.*—This iron side-wheel steamer was employed during the year throughout the district, except for 18 days, when she was laid up to have her boilers repaired. This tender was 22 days on tours of inspection, worked 8 days on light-ships at the general depot, and was 14 days engaged in repairing the cables of the electric-lighted buoys. She cleaned and painted 235 buoys and placed or replaced 270 more. She repaired electric buoys 15 times and changed them 11 times, replaced gas buoys 14 times, filled them on station twice, and recovered 1 bell buoy and 11 spar buoys.

She also lighted and buoyed 5 wrecks; made 10 shipments of freight by transportation lines; changed light-vessels 3 times and delivered to stations in the district 997 tons of coal, 1 cord of wood, 926 packages of supplies, and 9,155 gallons of mineral oil. In doing her work she steamed about 9,830 miles and consumed some 689 tons of coal.

She received necessary repairs and was supplied with paints, oils, rope, blocks, and cooking utensils.

1899 *John Rodgers.*—This iron side-wheel steamer was built in 1883 and is of 131 net tons burden. She was on duty during the year except for 42 days while under repair. She served on tours of inspection 22 days, visiting 122 stations, cleaned and painted 266 buoys, and placed or replaced 290 buoys. She worked on the electric cables in New York Lower Bay 34 days, changed the electric buoys 17 times, and renewed 15 electric lamps. She also delivered 900 tons of coal, 14 cords of wood, 3,870 gallons of oil, and 990 packages of supplies. She was engaged 9 days towing and changing light-vessels; she lighted and buoyed five wrecks, lighted lantern on detached electric buoy C nine times, moved the effects of four keepers, and transferred and made five shipments of freight to transportation lines. In doing this she steamed about 8,600 miles and consumed some 633 tons of coal. Her repairs in general consisted of going into dry dock, where her bottom was scraped and painted, her keel was patched, sponsons were replaced under the guards, new towing bitts were put in, the forward deck was calked and sheathed, tops and linings were put in her paddle boxes, and she received new smokestack. Furniture, tableware, cooking utensils, and engineer's stores were supplied.

1900 *John Rodgers.*—This iron, side-wheel steamer was built in 1883, and is of 260 tons gross burden. She was employed throughout the district, except for 25 days, when she was laid up for repairs, when a new boiler was put in, and new parts to engine, wearing pieces, and plumbing were supplied. She changed or replaced 185 buoys, established 5 new ones, and recovered 3; cleaned and painted 255 spar buoys, 11 gas buoys, 16 bell buoys, and 82 can and nun buoys. She repaired the electric buoys in Gedney Channel 24 times, and changed 10 of them at different times. She was engaged on tours of inspection 20 days, transferred loads of buoys and appendages to the subdepots, filled gas buoys as required, and shipped freight to transportation lines. She delivered rations, 610 packages of supplies, 350 gallons of mineral oil, 744 tons of coal, and 4 cords of wood. She performed work at the general depot for 28 days, preparing shipments, stowing buoys, filling coal, and fitting out light-vessels for temporary or permanent service. She helped also to put up smoke pipes and make sundry repairs at the electric-buoy station, Sandy Hook. In doing this work, she steamed about 6,842 miles, and consumed some 529 tons of coal. She received electrical apparatus, engineers' stores, furniture, paint, crockery, pumps, and steering gear.

John Rodgers,--steam-tender.

1901

John Rodgers.—This iron side-wheel steamer was built in 1883 and is of 260 tons gross burden. Her employment was constant, except for 21 days, at intervals, when she was laid up for repairs, made with the force and materials at the depot. She established 8 new buoys, recovered 4, and changed or replaced 343 buoys. Her buoy service embraced changing 13 electric buoys and repairing the cables of the

electric-buoy system 12 times, as well as special trips to attend to gas and bell buoys, and she located and marked 10 wrecks. She visited 116 stations on tours of inspection, towed and changed light-vessels, made changes in electric connections at Statue of Liberty light-station, delivered in the district 4,105 gallons of mineral oil, 781 tons of coal, some 4 cords of wood, 826 packages of supplies, and 11 lots of rations; made 10 shipments of freight to transportation lines, and replenished, as required, the stock of buoys and appendages at the New London light-house depot. She was employed at the general light-house depot 75 days preparing shipments, cleaning and painting buoys, filling coal, fitting out light-vessels for service, and stowing buoys and chain in the yard. In doing her work she steamed about 8,405 miles and consumed some 665 tons of coal. The vessel performs her inshore and harbor work well and is kept in good order.

1902

John Rodgers.—This iron side-wheel steamer was built in 1883 and her gross burden is 260 tons. She was constantly employed, except for 32 days, at intervals, when she was laid up for repairs, made chiefly by the force and materials at the general depot. She established 2, recovered 9, and changed or replaced 414 buoys. Her buoy service included changing 8 electric buoys and 30 days' work in repairing the cable of the electric buoy system; special trips to attend gas and bell buoys and locating and marking wrecks. She was for 54 days on tours of inspection, towed and changed light-vessels, and delivered in the district 1,020 gallons of mineral oil, 859 tons of coal and 7 cords of wood, and 342 packages of supplies; made 9 deliveries of rations and 5 shipments of freight to transportation lines; transferred keepers, and replenished, from time to time, the stock of buoys and appendages at the light-house depot, New London. She was employed 64 days at the general depot preparing shipments, bagging coal, fitting out light-vessels for service, cleaning and painting buoys, and, with the gang of laborers, stowing buoys and chain in the yard. As a special duty she placed buoys in the Hudson River for the North Atlantic Squadron. In doing her work she steamed about 10,608 miles, and consumed some 850 gross tons of coal. She was slightly damaged by the severe strain of working against ice in February, 1902, to keep the iron buoys in place. She received paints, ropes, engine stores, cooking utensils, and crockery.

1903

Sec. Ivy.

John Rodgers.—This iron side-wheel steamer was built in 1883, and her gross burden is 260 tons. She received new tubes and a general overhauling of her machinery, together with renewal of a considerable and important portion of her wooden upperworks. She was employed in tours of inspection by the light-house inspector and the chairman of the Light House Board 38 days; was on patrol duty 45 days, was laid up for repairs 60 days, and worked on electric buoys 26 days. She made 25 shipments of freight, relieved 4 light-vessels, changed or replaced 430 and painted 726 buoys, delivered 304 tons of coal and 10 cords of wood, and repaired 11 post-lights. In the discharge of

these duties she steamed about 8,556 miles and consumed some 775 tons of coal. She was furnished with needed supplies and fitments.

1904

John Rodgers.—This iron side-wheel steamer was built in 1883, and her gross burden is 260 tons. She was employed on patrol duty 75 days and in tours of inspection 20 days. She delivered to light-stations 745 packages of supplies and 273 tons of coal, and bagged 150 tons of coal. She placed and replaced 425 buoys and painted 225. She was employed at various duties at the general light-house depot 30 days, in transportation 18 days, in passage 19 days, and she was laid up for repairs 20 days. She made 20 shipments of freight, charged with gas 53 buoys at the light-house depot and on stations, relighted gas buoys 21 times, and delivered and returned 60 buoys and tanks charged with gas. She built one post light, towed light-vessels six times, and moved light-keepers and their effects three times. In the discharge of these duties she steamed about 9,109 miles and consumed some 756 tons of coal. She received needed fitments, supplies, and proper repairs.

1905

John Rodgers.—This iron side-wheel steamer was built in 1883 and her gross burden is 260 tons. She was employed in tours of inspection 26 days, and delivered to light-stations 358 packages of incidental supplies, 190 tons of coal, and 4,100 cases of mineral oil. She changed or replaced 52 buoys, and cleaned and painted 230 buoys. She was employed at the general light-house depot 59 days, in transportation 28 days, in passage 29 days, on patrol duty 47 days, and was laid up for repairs 50 days. She made 37 shipments of freight, charged buoys with gas at the light-house depot and on stations 122 times, lighted gas buoys 80 times, and delivered and returned buoys and tanks charged with gas 20 times. She was engaged in building or repairing post lights 19 days, towed and replaced light-vessels 6 days, and bagged for delivery 144 tons of coal. In doing her work she steamed about 9,733 miles and consumed some 804 tons of coal. She received needed fitments, repairs, and supplies.

1906

John Rodgers.—This iron side-wheel steamer was built in 1883, and her gross burden is 260 tons. She delivered to light-stations 1,318 packages of incidental supplies and 620 cases of mineral oil. She was employed in tours of inspection 40 days and at the general light-house depot 65 days. She changed or replaced 310 buoys, and cleaned and painted 335 buoys. She was engaged in transportation of officials 21 days, in passage 38 days, on patrol duty 55 days, and was laid up for 15 days. She made 34 shipments of freight to the various transportation lines in New York Harbor, repaired and relighted 22 gas buoys on station, changed 27 gas buoys, and charged 140 buoys with gas. She delivered and received gas holders at Hoboken 36 times, delivered 75 tons of coal, and put 135 tons in bags. She was 11 days engaged in towing light-vessels, recovered 18 stone sinkers, [illegible] days building post lights. She steamed about

1907

John Rodgers.—This iron side-wheel steamer was built in 1883, and her gross burden is 260 tons. She was employed on tours of inspection 23 days, on patrol duty 72 days, delivering annual supplies 12 days, in passage 32 days, in transportation of officials 25 days, rebuilding post lights 17 days, in work at the general light-house depot and undergoing repairs 28 days. She delivered to light-stations 865 packages of incidental supplies, 10,000 gallons of mineral oil, 145 tons of coal, and 8 cords of wood. She changed or replaced 242 and painted 193 buoys. She made 29 shipments of freight to the transportation lines, repaired and relighted gas buoys 41 times, relieved them 44 times, and recharged them 110 times. She received and delivered gas buoys and holders at the gas works 28 times, bagged 166 tons of coal at the general light-house depot, recovered 5 sunken bell buoys, brought 3 loads of gravel to the yard, and carried 5 loads of garbage out to sea. In her work she steamed about 9,255 miles and consumed some 953 tons of coal. She received necessary fitments, supplies, and repairs.