"A side-wheel steamer built at Chester, Pa., in 1871, by Robinson, Hoffman & Co., for $45,833.

Measurement: length 137', beam 26', hold 9', draft 7', tonnage 299, O.M. In use by the Engineer of the 3d district, Sept. 30, 1873-'98 Tonnage 332 gross.

The Mistletoe was built from an appropriation made therefor of $50,000. and approved 3 March, 1871."

Material of frame, oak, cedar, hackmatack, & pine.
Fastenings, copper, gal.-iron, & locust treenails.

1878. The steamer Mistletoe has been actively engaged in attendance on the works of construction at Stratford Shoals and Sandy Hook, East Beacon and jetties, Race Rock, and the general work of repair of the light-stations and fog-signals. Some repairs have been made to her boiler during the year. She is in good condition. 3d Dist.

1879. The steamer Mistletoe has been actively engaged in attendance on the works of repairs and construction, and in the transportation of building materials, lumber, brick, &c., to and from the depot. She will require a new boiler before long. Do.

1880. The Mistletoe was actively engaged during the year in the transportation of materials for repairs and for building light-houses, and in duty in connection with the fog-signal service, in all of which she rendered valuable service. She received some slight repairs to her boiler and engine, and is now in need of more thorough repairs in this respect. A boiler was ordered for the vessel, which will be put in as soon as she can be spared from her present duty. Do.

1881. The Mistletoe was in active service in the works of construction and repair. During the year she was placed on the ways and lengthened 16 feet; she also received a new boiler and smoke-stack, and was otherwise overhauled and put in serviceable condition. Do.

1882. *Mistletoe.*—The steamer Mistletoe was actively engaged, during the entire year, in attending upon the works of repair, construction, and fog-signal service, and in the transportation of material for the several works. Some necessary repairs of the machinery and boiler were made. The vessel is now in good serviceable condition. Do.

1883. *Mistletoe.*—This vessel was actively and constantly occupied during the year in transporting building-materials, machinery, &c., and was used in the various works of light-house construction and repair, as well as in the fitting and repair of fog-signals. Do.

1884. *The Mistletoe.*—This steamer was actively and continuously engaged in the various works of construction and repair of fog-signals and light-houses during the year, and in the transportation of building mat rials and machinery. Her boiler and engine were thoroughly repaired and refitted. Do.

An. Rep. 1885. *The Mistletoe.*—This steamer was employed in light-house and fog-signal construction and repair. Her engine and boiler were overhauled and put in good order. Do.

The Mistletoe.—The hull, boiler, and engine of this steamer were overhauled and repaired. She is now in good working order. An. Rep. 1886. 3d Dist.

An. Rep. 1887. *The Mistletoe* —This steamer, though actively occupied in the various important duties of the district, was at various times laid up for repairs to her hull or machinery. She should be thoroughly overhauled and put in repair, so that she can do full duty with less frequent interruptions for repairs. During the year many needed improvements were made in her fittings and furniture, for the greater comfort of her officers and crew. Do.

The Mistletoe.—This tender, with but one exception while undergoing repairs to the boiler and machinery and hull, was continuously employed on works of repairs, fog-signals, etc., and the establishment of new lights. Improvements in the furniture and fittings were made, and the tender is now in good condition. During the year the steamer ran 7,338 miles, and consumed 400.42 tons of coal. An. Rep. 1888. Do.

An. Rep. 1889. *The Mistletoe.*—This steamer, except while under repair, was continuously employed in establishing new lights or repairing old ones. Some improvements were made in her furniture and fittings. Plans were made for a new boiler and a contract was made for its construction. While she is laid up to receive the boiler the pilot-house will be enlarged and a room will be built on the upper deck for the master. During the year this steamer ran 8,032 miles and consumed about 442 tons of coal. Do.

1890 *The Mistletoe.*—The hull of this steamer was strengthened and repaired, the engine was overhauled and put in proper line, the paddle-boxes and chart-room were rebuilt, and a new pilot-house and master's room were built on deck. This tender is now in as good condition as could be expected in a boat of her age. During the year she ran 4,660 miles and consumed 273.8 tons of coal. She was laid up for repairs from December 30, 1889, to May 16, 1890. Do.

1891 *The Mistletoe.*—This steamer was constantly employed on works of repair throughout the entire year, but she is in as good condition as could be expected in a boat of her age. During the year she ran 7,970 miles and consumed 493.4 tons of coal. Do.

1892 — 3d Dist.

The Mistletoe.—This steamer was constantly employed on works of repair. She is in as good condition as could be expected in a boat of her age. Some repairs were made on the boiler. During the year she ran some 7,834 miles and consumed about 535 tons of coal.

1892 — Do. do.

Tender for the third light-house district.—A new steel screw steamer is needed to take the place of an old side-wheel steamer. The latter has been nearly worn out by long and hard service in the waters of Long Island Sound and on the seacoast of New York. She is too small to do the work of the third light-house district properly. She is so slow that a great deal of time is lost unnecessarily. The needs of this district, which is the largest and most important of the country, would be far better and more economically subserved by a steamer of the latest design. It is estimated that such a steamer can be built, fitted out and made ready for service at a cost not exceeding $95,000, and it is recommended that an appropriation of this amount be made therefor.

TENDER FOR ENGINEER OF THE THIRD LIGHT-HOUSE DISTRICT.

1893 — Do. do.

The engineer's tender, the *Mistletoe*, is the oldest tender in this district, and one of the oldest in the service. She was built in 1871–'72. She has done good service, but to put her in effective condition would require new boilers, engine, shafting, wheels, and such other radical changes, that it would be more economical to build a new boat of a stronger and more modern type.

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

(The same as 1892.)

It will cost between $35,000 and $40,000 to put the *Mistletoe* in good order. Should such an expenditure be made, she will be still ill adapted to the work she has to do, because she is a side-wheel vessel, and because she will never have the necessary speed.

1893 — Do. do.

The Mistletoe.—This steamer was almost continuously engaged on works of repair. She is in fair condition as to her hull, but her boiler and engine need renewal. Such repairs were made as to make them safe to use. During the year she ran about 7,570 miles with a consumption of some 782 tons of coal.

1894 — Do. do.

The Mistletoe.—This steamer was almost entirely engaged on works of repair. She is in fair condition as to her hull, but her boiler and engine need renewal. Continual repairs were made to make them safe to use. During the year she has run about 7,570 miles with a consumption of some 482 tons of coal.

1895

The Mistletoe.—This side-wheel steamer was almost entirely engaged on works of repair. Her hull is in fair condition, but her boiler and engine need renewal. For several years, in the reports of the Light-House Board, it has been recommended to build a new tender to replace the *Mistletoe*, but no money has thus far been appropriated for this purpose, and she is now in such a condition that it is hardly possible to keep her in running order during the period that must elapse before a new boat can be built, even if Congress should make the necessary appropriation at its next session, without a considerable outlay for repairs.

During the year she has run 6,762 miles, with a consumption of 447.6 tons of coal.

The following statement was made in the Board's last annual report:

(over.)

1895 cont'd. p. 81.

Tender for engineer of the Third light-house district.—The engineer's tender, the *Mistletoe*, is the oldest tender in this district, and one of the oldest in the service. She was built in 1871-72. She has done good service, but to put her in effective condition would require new boilers, engine, shafting, wheels, and such other radical changes that it would be more economical to build a new boat of a stronger and more modern type.

With the hard and continuous service to which she is generally put to keep such a large district as this in proper repair, her boiler and machinery continue to deteriorate, and after nearly every long trip she has to be laid up for several days for imperative repairs. This is a loss not only of money but of valuable time, and might be the cause of a very serious accident in case some important aid to navigation should be disabled on account of having no boat available to promptly put it in repair.

The following statement was made in the Board's last three annual reports:

A new steel screw steamer is needed to take the place of an old side-wheel steamer. The latter has been nearly worn-out by long and hard service in the waters of Long Island Sound and on the seacoast of New York. She is too small to do the work of the Third light-house district properly. She is so slow that a great deal of time is lost unnecessarily. The needs of this district, which is the largest and most important of the country, would be far better and more economically subserved by a steamer of the latest design.

It is estimated that such a steamer can be built, fitted out, and made ready for service for, say, $85,000, and it is recommended that an appropriation of this amount be made therefor.

1896 p. 73.

The Mistletoe.—This side-wheel steamer, except for a month while under repair, was continuously employed on the works of construction and repair. During the year she ran about 7,377 miles with a consumption of some 489 tons of coal.

For several years past in the reports of the Light-House Board it has been recommended to build a new tender to replace the *Mistletoe*, but no money has thus far been appropriated for this purpose, and she is now in such a condition that it is not possible to keep her in running order during the period that must elapse before a new boat can be built, even if Congress should make the necessary appropriation at its next session, without a large outlay for repairs.

The following statement was made in the Board's last two annual reports:

Tender for engineer of the Third light-house district.—The engineer's tender, the *Mistletoe*, is the oldest tender is this district, and one of the oldest in the service. She was built in 1871-72. She has done good service, but to put her in effective condition would require new boilers, engine, shafting, wheels, and such other radical changes that it would be more economical to build a new boat of a stronger and more modern type.

With the hard and continuous service to which she is generally put to keep such a large district as this in proper repair, her boiler and machinery continue to deteriorate, and after nearly every long trip she has to be laid up for several days for imperative repairs. This is a loss not only of money but of valuable time, and might be the cause of a very serious accident, in case some important aid to navigation should be disabled, on account of having no boat available to promptly put it in repair.

It is estimated that a suitable steamer can be built, fitted out, and made ready for service for $85,000, and it is recommended that an appropriation of this amount be made therefor.

1897

The Mistletoe.—Side-wheel steamer. The following named are the principal repairs made to this vessel during the year: Sponson planking repaired and renewed, hull caulked from top of sheathing to guards, guards repaired and new wearing pieces fitted, boiler patched and otherwise repaired. New piston, piston rod, and follower furnished and fitted. Minor repairs to boiler, engine, etc., were made at various times by the crew and the light-house depot force. Some new furniture, carpets, linoleum, window curtains, etc., were supplied, old furniture was repaired and upholstered; the saloon was widened to take in the starboard gangway. New store-rooms and closets and officer's bath-room were built, and the vessel was painted throughout. With the exception of the time occupied in this work she has been almost continuously engaged in the general work of inspection, construction, repairs, fog signals, etc., of the district. During the year she ran about 5,370 miles, with a consumption of some 369 tons of coal.

In each of the Board's annual reports since and including the report for 1892, it has been recommended to build a new tender to replace the *Mistletoe*, but no money has thus far been appropriated for this purpose, and she is now in such a condition that it is not possible to keep her in running order during the period that must elapse before a new boat can be built, even if Congress should make the necessary appropriation at its next session, without a large outlay for repairs.

The following statement was made in the Board's last three annual reports:

The same as 1895 and '96.

It is estimated that a suitable steamer can be built, fitted out, and made ready for service for $85,000, and it is recommended that an appropriation of this amount be made therefor.

1898

The Mistletoe.—This wooden side-wheel steamer was built in 1872, and is of 332 tons burden. Except while under repairs at the depot, she was generally engaged in the inspection, construction, repairs of fog signals and day beacons, patrol duty in connection with mine fields in New York Lower Bay, and freighting and shipment of stores and apparatus. During the year she steamed about 6,774 miles and consumed some 449 tons of coal. The following-named were the principal repairs made: New boiler and condenser furnished and fitted; engine repaired and new parts fitted; two new fresh-water tanks 4¾ feet in diameter by 9 feet long; one new iron deck beam between the main cylinder and the air pump; new backing piece on the rudder and a new brass brace on the sternpost, furnished and fitted; after bitts and main-deck beams between engine and boiler repaired; new boiler and piping, covered with magnesia; new injector; new spring bearings for the shafts, and an entire new set of buckets for the wheels, and new sponsons and braces under the starboard guards furnished and fitted. The generating set for the electric plant installed in September, 1897, having proved unsatisfactory, it was, in November, 1897, and without cost to the Government, replaced by a larger, more powerful, and satisfactory set. With these repairs an increase of speed and greater effective service were gained.

1899 *Mistletoe.*—This wooden side-wheel steamer was built in 1872, and is of 332 tons burden. She was furnished during the year with the following named articles: New 22-foot cargo boat, 760-pound anchor, 200 feet of fire hose, wildcat for the windlass, and 100 feet of galvanized steering chain. A new gasket was fitted with floating top on the air pump, the boiler and stay bolts were calked, the gallows frame was set up, the engine was lined up, and the shafting, pumps, condenser, and anchor engine were overhauled. The guards, sponsons, and bulkheads in the paddle boxes were repaired, and the boat was painted by the crew and the depot force. Except while under repair she was engaged in her usual work of inspection, construction, repairs, and maintenance of the lights, signals, beacons, etc., and the freighting and the shipment of stores and material, in the performance of which duties she steamed during the year some 7,592 miles, with a consumption of about 431 tons of coal; an average of 1,002.91 pounds for each hour of steaming.

1900 *Mistletoe.*—This wooden, side-wheel steamer, of about 353 tons gross burden, was built in 1872. She was furnished with a boom for the hoisting derrick and 6 oak side fenders. The old metal sheathing was removed, the hull was recalked to the guards, the seams were payed with pitch, felting was fitted and the hull was resheathed with new metal. About 90 feet of old shoe was replaced by new; the keel was trimmed and the sponson struts were removed. Some 270 screw stay bolts in the boiler were replaced by driven socket bolts, and the seams of the boiler were calked. The engine was lined up; the lower steam valve was ground in, and the steam windlass was overhauled. The steering gear, the woodwork of the paddle boxes, and the upper railing of the deck were repaired. The cabin pilot house and chart room were painted. With the exception of the time occupied with these and some minor repairs, she was almost continually employed in inspection, construction, repairs and maintenance of the lights, signals, beacons, and other aids, and in the freighting and shipment of stores, material, apparatus, etc., in the performance of which duties she steamed about 926 hours, making 7,884 miles, with a consumption of about 413 tons of coal, an average of 1,000.5 pounds for each hour of steaming.

1901 *Mistletoe.*—This wooden side-wheel steamer, of 332 tons net burden, was built in 1872, is still in excellent condition, and is a valuable aid in the general work of the district. Only minor repairs by her crew and the depot force were made. With the exception of the time occupied in cleaning, painting, general overhauling, etc., she has been continuously employed in her usual work of inspection, construction, repairs, and maintenance of lights, signals, beacons, and other aids, the freighting and shipment of stores, materials, supplies, apparatus, etc., in the performance of which duties she steamed 616 hours and about 5,815

1902 *Mistletoe.*—This wooden side-wheel steamer of 332 tons burden was built in 1872. Repairs were made to her hull and machinery; the saloon, etc., were refitted with new furniture; a Blake pump was put in, and minor repairs were made by her crew and the depot force. She was employed in the work of inspection, construction, repairs and maintenance of lights, signals, beacons, and other aids, the freighting and shipping of stores, materials, supplies, and lens apparatus. In the performance of these duties she steamed some 818 hours, 7,313 miles, with a consumption of about 551 tons of coal, an average of 1,509.7 pounds for each hour of steaming.

1903 See. Dry

Mistletoe.—This wooden side-wheel steamer of 332 tons burden was built in 1872. She received various repairs. She was employed in inspection, construction, repairs and maintenance of lights, signals, beacons, and other aids, and in the freighting and shipment of stores, materials, supplies, and lens apparatus. She steamed about 1,106 hours, making some 9,922 miles, with a consumption of about 686 tons of coal; an average of 1,338.3 pounds for each hour of steaming.

1904

Mistletoe.—This wooden side-wheel steamer of 332 tons burden was built in 1872. Except while undergoing repairs, she was actively employed in the work of inspection, construction, repairs of lights, signals, and beacons, and the freighting and shipment of stores, materials, supplies, and lens apparatus. In the performance of these duties she steamed 1,029 hours, 9,158 miles, with a consumption of 636.16 tons of coal, an average of 1,365.4 pounds for each hour of steaming. Various repairs were made.

1905

Mistletoe.—This wooden side-wheel steamer of 332 tons burden was built in 1872. She was employed in inspection, construction, repairs, and maintenance of lights, signals, beacons, and other aids, the freighting and shipment of stores, materials, supplies, lens apparatus, etc. In the performance of these duties she steamed some 956 hours and 8,731 miles, with a consumption of about 563 tons of coal, an average of 1,319.3 pounds for each hour of steaming. She received needed fitments, supplies, and repairs.

1906

Mistletoe.—This wooden side-wheel steamer of 332 tons burden was built in 1871. She was employed in inspection, construction, repair, and maintenance of lights, signals, beacons, and other aids, the freighting and shipment of stores, materials, supplies, lens apparatus, and the like. In the performance of these duties she steamed about 937 hours, 8,298 miles, with a consumption of some 512 tons of coal, an average of about 1,463.60 pounds for each hour of steaming.

1907

Mistletoe.—This wooden side-wheel steamer of 332 tons burden was built in 1872. She was actively employed in the work of inspection, construction, repair, and maintenance of lights, signals, beacons, and other aids; the freighting and shipment of stores, materials, supplies, lens apparatus, and the like. In the performance of these duties she steamed about 1,007 hours and 8,395 miles, with a consumption of about 713 tons of coal. She received needed repairs, fitments, and supplies.