(Built at Philadelphia, in 1877-'78. Tonnage 350, o.m.)

"Built by Baird & Huston, Philadelphia, 1877-'78, for
1878. $44,889. Independent twin-screw propeller, 350 tons, old measure.

Length between perpendiculars 144 ft. on 7 ft. water-line. Breadth of beam moulded, 25 ft., speed 9 knots; depth of hold from underside of spar-deck to top of floors 10', 6". Materials of frame, iron; fastenings of iron.

Draft forward, light, 5', loaded 6' 6"; draft aft, light, 6' 6", loaded 7' 7".

Engine--twin screw propeller; diameter of cylinders 21" each; stroke of piston 27"; surface condenser shaft 6¼".

1878. Started from Philadelphia for New Orleans, for duty in the 8th District on April 19, 1878, and arrived at the latter port on May 11, '78,--several days at Key West en route. 8th Dist.

1876. The Pansy was built from a special appropriation made therefor, of $50,000, and approved 31 July, 1876.

1878. Penalty was exacted for 51 days over time in building at $25 per day.--See Letters Sent, Vol. 290, 22 May '78. Letter from Board to Department recommending remission of penalty; It was not remitted."

1878. The Pansy, a twin-screw iron steamer with independent engines, built by Messrs. Baird & Huston, of Philadelphia, was sent to this district in May, 1878, and the Laurel was transferred to the seventh district. The Pansy is a fine vessel, and in every way adapted to the wants of the service in this district. 8th Dist.

1879 The steamer Pansy has been actively engaged during the year in attending to the buoyage of the district, delivering supplies to light-stations, and in conveying the inspector on his regular tours of inspection. She is an excellent vessel and is in good condition. Do do.
1880

1880 The steamer Pansy is in excellent condition and well adapted for light-house purposes. Do do.

1881 The steamer Pansy was constantly employed during the year. While in dock, in September, 1880, her broken propellers were taken off and the spare set put on. A new set was sent to the station and is now at the buoy-depot. The Pansy was docked again at Wilmington, Del., in May, preparatory to towing out the Trinity Shoal light-ship No. 43. Repairs of various kinds and of a minor nature were then made. New steam-heaters were put in, her boilers and engines overhauled, portions of her rail repaired, and her deck calked. Do do.

1882 The steamer Pansy has been busily employed during the year. She is in good order. Do do.

1883. *Pansy.*—This steamer was laid up in July for the purpose of retubing the condenser. The work was done by the force on board. In November she was docked at Mobile, and a pair of new screws were put on, as one of the old ones was badly broken, and her bottom was cleaned and painted. She was also laid up for two weeks in May, that her circulating-pump might be repaired. With these exceptions, she has been busily employed. Her boiler was inspected during the past quarter by the proper officials, and a certificate given authorizing her to carry 35 pounds of steam. She is in good condition.

8th Dist.

1884. *The Pansy.*—This steamer was docked at New Orleans in November, her bottom cleaned and painted, and new expansion rings (pistons) were fitted. On December 24 she struck on Pass Cavallo Bar and broke a blade off the front propeller. She was again docked and the broken screw was replaced. Two other spare screws were received for her on March 1 and are now on hand. From April 26 to May 31 the Pansy was laid up at New Orleans for needed repairs to her boiler and machinery. The engines and appurtenances, hoisting-winch, and boiler were thoroughly overhauled and repaired and a new smoke-stack was supplied. Her boiler was inspected by the proper officials on May 12, and a certificate given authorizing 35 pounds of steam to be carried. The hull and machinery are in good order, but the houses and decks leak and the covering board and some portions of her rails are rotten. The foremast is also rotten under the eyes of the rigging. No immediate repairs are necessary. With the exceptions above noted, the tender was busily employed at buoy, supply, and inspection duty throughout the year.

Do do.

An. Rep. 1885. *The Pansy.*—This steamer was docked in New Orleans in November, when her bottom was cleaned, scraped, and coal-tarred, and a new foremast put in. On June 13, 1885, she was brought in for repairs under a contract for replacing the spar-deck, refitting the officers' and crew's quarters, and replacing the deck-house. The ship was thoroughly scraped, cleaned, and red-leaded inside. She will be docked, scraped outside, and coal-tarred. The repairs will be completed about the 1st of August.

Do do.

An. Rep. 1886. *The Pansy.*—This steamer was thoroughly overhauled and repaired in the summer of 1885. She was docked again in the following December, when a new propeller was put on, her old one having been broken by striking a sunken pile or log. She was almost constantly employed in buoy and inspection work.

Do do

An. Rep. 1887.

The Pansy.—This steamer was docked October, 1886, and her bottom was scraped and given two coats of coal tar. She is now in good condition. She was almost constantly employed in buoy and inspection work. Two new boats were supplied to take the place of her old ones, which were much worn and nearly unserviceable.

8th Dist.

An. Rep. 1888.

The Pansy.—This steamer was docked in September, 1887, when her bottom was cleaned and painted. She was almost constantly employed in buoy and inspection work.

Do do.

An. Rep. 1889.

The Pansy.—This steamer was docked in October, 1888, and her bottom was cleaned and coal-tarred. The rudder was also repaired. At the same time her engines were overhauled, the condenser was taken to pieces, the tubes were cleaned and some were renewed, and the pipes and valves were repaired. It became necessary to dock the vessel again in January, 1889, to replace a broken propeller. While in dock an examination of her bottom showed that the iron plates of the garboard strake where riveted to the keel are worn quite thin, and it will be necessary to strengthen these plates as soon as practicable. Her boiler has now been in use some twelve or thirteen years and is becoming quite weak. Steps were taken to have it repaired, after which it is believed that it will be serviceable for some years longer. During the year the vessel was almost constantly employed in buoy and inspection work. Her deck was recently calked and some necessary plumbing work was done. She ran 15,195 miles and consumed about 927 tons of coal.

Do do.

1890

The Pansy.—This steamer was laid up for repairs from August 3, 1889, to September 20, 1889. Her garboard strake was re-enforced for a distance of 30 feet forward from the stern-post and 10 feet aft from the stem, and general repairs were made to her boiler and machinery.

On February 13, 1890, she steamed up the Mississippi River about 80 miles above New Orleans to assist the tender of the Sixteenth Light-House District and returned with that vessel in tow.

With the exception of the time mentioned she was employed during the year in attending to the buoyage of the district, supplying light-vessels and stations with rations and fuel, transporting general supplies received from the general depot at Staten Island, from New Orleans to the light-house depot at Port Eads, and taking the inspector on his quarterly visits of inspection of the vessels and stations in the district. During the year she placed 6 buoys, replaced 15, changed 70, cleaned and painted 160, and did seven days' work at the buoy and supply depot. In doing all this she steamed 12,683 miles and consumed about 769 tons of coal.

Do do.

1891 p. 117.

The Pansy.—This steamer was employed during the year in attending to the buoyage of the district, supplying light-vessels and stations with rations, fuel, and general supplies, transporting general supplies, received from the general depot, from New Orleans to the depot at Port Eads, and conveying the inspector on his quarterly visits of inspection to the vessels and stations in the district. During the year she placed 2 buoys, replaced 9, changed 70, cleaned and painted 109, recovered 6, and did seven days' work at the buoy and supply depot. She steamed 10,020 miles and consumed about 550 tons of coal. A contract is now being made for repairs to the boiler. The engines are in a bad condition and are liable to give out at any time, and that time may be at a critical moment. This tender should always be in a first-class condition, as the district comprises a large extent of seacoast, and in the western portion of it especially the distances between the stations are great, and there is no harbor between the Mississippi River passes and Galveston except Sabine Pass that she can enter, and this only in the daytime.

8th Dist.

1892 p. 123.

The Pansy.—This steamer was employed in attending to buoyage, supplying light-vessels and stations with rations, fuel, and sundry supplies, and conveying the inspector on the quarterly visits of inspection to the vessels and stations in the district. She placed 10 buoys, recovered 8, and cleaned and painted 150. A few days were devoted to overhauling and removing the buoys, etc., from the depot at Port Eads to facilitate the progress of the repairs being made by the engineer of the district. She carried the boiler-makers out to the Trinity Shoal light-vessel, and waited until they had put in the new tubes and then brought them back to New Orleans. She towed both the Galveston light-ship and the Trinity Shoal light-ship from their respective stations to be repaired, and replaced them on their stations. Buoys and buoy appendages were received from the general light-house depot, and the tender brought them from New Orleans to the district depot, where they were stored, and the heavy weights were distributed to the best advantage. The tender was laid up at New Orleans 60 days during the year, where extensive repairs were made to her boiler. She was also docked, her bottom was scraped, and she received two coats of coal tar below the water line. The hull was painted above the water line. She steamed 8,360 miles and consumed about 530 tons of coal.

Do. do.

1893.

The Pansy.—This steamer was employed during the year attending to the buoyage, supplying light vessels and stations with rations, fuel, and sundry supplies, erecting post lights on Mississippi River, Louisiana, and conveying the inspector on the quarterly visits of inspection to the vessels and stations in the district. The crew overhauled and painted the spare buoys in the depot. During last summer repairs were made to portions of the machinery and some nineteen pieces of new deck plank were placed. During the year she placed 1 new buoy, replaced 4, recovered 1, changed 83, and cleaned and painted 120 buoys. She steamed 7,922 miles and consumed about 481 tons of coal.

Do. do.

1894. 8th Dist.

The Pansy.—This steamer was employed during the entire year, except 35 days during which she was undergoing repairs. The repairs to the machinery consisted of a new set of brass-tinned tubes fitted in the condenser, repairs to the piston and packing crosshead, a new port propeller wheel was furnished, repairs to the pipe work and the main boiler. New smokestack and breeching were furnished to the donkey boiler, The boiler is old and requires constant patching to enable the ship to continue her duty. The bulwarks were thoroughly scaled, scraped, and painted. The vessel was employed in conveying the inspector on regular quarterly visits and supplying the light-stations. During the year she placed 9 new buoys, replaced 18, recovered 10, changed 76, and cleaned and painted 110 buoys. She steamed about 9,936 miles and consumed some 571 tons of coal.

1895 Do do.

The Pansy.—This twin-screw steamer was engaged in caring for buoys, delivering fuel, provisions, and supplies to the light-houses and light-ships, and in conveying the inspector on his regular visits of inspection. During the summer of 1894, repairs were made to the hull, boiler, and machinery. The tender was used 17 days in cleaning and overhauling buoys and their appendages and also in improving the general condition of the depot grounds. During the year she placed 16, replaced 5, recovered 2, changed 82, and cleaned and painted 152 buoys. She also erected 3 new post lights, moved 3, and cut 10 acres of willows. She steamed some 8,390 miles and consumed about 476 tons of coal.

1896 Do do.

The Pansy.—This twin-screw steamer was engaged in caring for the buoys, delivering fuel, provisions, and supplies to the light-houses and light-vessels, and in conveying the inspector on his regular visits of inspection. The lighting outfit was replaced by electric lights and a search light was furnished and installed. The electric light and search light have proved to be of value. Various repairs were made during the year.

Ten days were spent by the crew in cleaning and overhauling buoys and their appendages, and also in improving the general condition of the light-house depot grounds. The tender replaced 12, recovered 5, changed 121, and cleaned and painted 181 buoys. She also erected 4 and moved 5 post lights and cut about 4 acres of willows. She steamed some 8,979 miles, and consumed about 466 tons of coal.

1897 Do do.

The Pansy.—This twin-screw steamer cared for the buoys, delivered fuel, provisions, and supplies to the light-houses and light-vessels, and conveyed the Inspector on his regular visits of inspection. Annual supplies were delivered by the tender to lights in Lake Borgne and Pontchartrain. During the year the vessel was docked and her bottom scraped and painted. New cast-steel propellers, of the same diameter as the old ones, with detachable blades, were furnished and proved satisfactory. An armature for the dynamo was sent to New York and rewound. Some 13 days were spent by the crew in cleaning and overhauling the buoys and their appendages. She replaced 24, placed 13, recovered 10, changed 40, and cleaned and painted 110 buoys. She also erected 6 and painted 10 post lights on the Mississippi River below New Orleans. She steamed about 8,459 miles and consumed some 513 tons of coal.

1898

The Pansy.—This twin-screw steamer cared for the buoys, delivered fuel, provisions, and supplies to the light-houses and light-vessels, and conveyed the inspector on his regular visits of inspection. Annual supplies were delivered to light-stations in Lakes Borgne and Pontchartrain. During June, 1898, the vessel was docked, and the part of the hull under water, the propellers, shafts, and rudder were scraped and painted; one new brass bushing for the hanger on the port side was fitted with lignum vitæ; the stern bushing on the port side was removed and fitted with lignum vitæ; the bushing for the hanger and the stern bushing on the starboard side was removed and fitted with lignum vitæ; the strainer for the after-deck pump was taken off and a new strainer was riveted to the hull. A 25-foot naphtha launch was purchased in June, 1898, that the crew of the tender might land fuel and stores with safety and dispatch, especially at stations where the depth of water prevents the tender from getting within a reasonable distance. The tender changed 75 buoys, recovered 4, replaced 9, placed 9, discontinued 11, and cleaned and painted 190 more.

She also painted 1 beacon and 5 post-light structures. One post-light structure was moved, 7 acres of willows around post-lights were cut, and 52 days were spent at the depot, the crew being engaged in cleaning and painting buoys and buoy appendages. The tender steamed about 7,241 miles and consumed some 484 long tons of coal.

1899

p. 140.

Pansy.—This iron, twin-screw steamer, which was built in 1878, is of 157 net tons burden. She cared for the buoys, delivered fuel, provisions, and supplies to the light-houses, and conveyed the inspector on his quarterly visits of inspection to the lights. She delivered annual supplies to light-stations in Lakes Borgne and Pontchartrain. She also painted all the post lights below New Orleans and erected a new one at Poydras Hall. She established 14 and discontinued 7 buoys during the year. She spent several days at depot, while her crew cleaned and painted the spare buoys and buoy appendages. Her 25-foot naphtha launch aided greatly in landing stores, especially where the tender was compelled by shoal water to anchor long distances from light-stations. Two water filters with a Cameron steam pump were installed for filtering the Mississippi River water for the ship's use. The tender steamed about 7,512 miles and consumed some 605 long tons of coal.

1900

Pansy.—This iron twin-screw steamer, which was built in 1878, is of 343 tons gross burden. She cared for the buoys, delivered fuel, provisions, and supplies to the light-houses, and conveyed the inspector on his quarterly visits of inspection to the lights. She delivered annual supplies to the light-stations in Lakes Borgne and Pontchartrain. She erected three new post lights on the Mississippi River below New Orleans, and moved four; the crew cut 10 acres of willows which obstructed the views of the post lights. The vessel was docked and the hull below the water line received two coats of Rahtjen's antifouling paint. Extensive repairs were made to the engines, which put them in order. About 50 feet of the main fore-and-aft keelson was placed. While the vessel was under repair an inspection of the hull showed that under the ceiling in the wardroom a number of the webs of the angle-iron frames were nearly eaten away by rust, and on the port side, underneath forward air port, a plate was rusted entirely through. A reinforced plate was placed over this weak spot. New deck, plank-sheer, etc., will be placed. A 25-foot whaleboat was furnished. The tender steamed about 10,640 miles, and consumed some 710 long tons of coal.

1901 *Pansy.*—This iron twin-screw steamer, which was built in 1878, is of 343 tons gross burden. She cared for the buoys, delivered fuel, provisions, and supplies to the light-houses, and conveyed the inspector on his quarterly visits of inspection to the lights. She delivered annual supplies to the light-stations in lakes Borgne and Pontchartrain. She rebuilt two post lights on the Mississippi River below New Orleans, repaired three, and moved two. She changed 158 buoys, placed 6, replaced 11, recovered 7, relieved the 4 gas-lighted buoys at Galveston entrance, and replaced and relighted them three times during the year. A new main deck and plank-sheer were placed. The vessel was docked, and the hull was painted below the water line. A number of frames and plates were eaten away by rust, in some instances the plates had decreased in thickness from three-eighths to one-eighth of an inch, and the frames were rusted to such a degree that some of them were eaten in two and were no support whatever. While the vessel was in dock, 23 new plates and 92 new frames were put in, 11 frames were reinforced, and the rudder pintals were repaired. The tender steamed about 8,729 miles and consumed some 595 tons of coal.

1902

LIGHT-HOUSE TENDERS.

Pansy.—This iron twin-screw steamer, which was built in 1878, is of 343 tons gross burden. She cared for the buoys, delivered fuel, provisions, and supplies to the light-houses, and conveyed the inspector on his quarterly visits of inspection to the lights. She delivered annual supplies to the light-stations in Lakes Borgne and Pontchartrain. She rebuilt 2 post lights on the Mississippi River below New Orleans, repaired 4, moved 4, and painted 20. She changed 255 buoys, placed 7, replaced 12, recovered 5, relieved the 4 gas buoys at Galveston Entrance, Texas, and replaced and relighted them three times during the year. The crew was engaged 30 days at the Port Eads, La., light-house depot in cleaning and painting buoys. The vessel was docked and the hull was painted below the water line. While in dock the outboard bearings of the port propeller were refilled with lignum-vitæ. The tender steamed about 9,648 miles and consumed some 788 tons of coal.

1903

Pansy.—This iron twin-screw steamer, which was built in 1878, is of 343 tons gross burden. She cared for the buoys, delivered fuel, provisions, and supplies to the light-houses, and conveyed the inspector on his quarterly visit of inspection to the lights. She delivered annual supplies to the light-stations in Lakes Borgne and Pontchartrain. She erected 1 post light on the Mississippi River, below New Orleans. She towed the South Pass light-vessel, No. 43, from her station to New Orleans for repairs, and returned that vessel to her station. She towed Galveston light-vessel, No. 28, from her station to Galveston Harbor for repairs and returned that vessel to her station when they were completed. She cleaned and painted 2 beacons, 250 buoys, changed 136, established 13, discontinued 8, replaced 9, changed the position of 7, and recovered 10 buoys. She relieved the 4 gas buoys at Galveston entrance, and replaced and relighted them 3 times during the year, and relieved, replaced, and relighted the gas buoy at Trinity Shoal, Louisiana, once since its establishment. The crew was engaged 30 days at the Port Eads, La., light-house depot, in cleaning and painting buoys and putting the depot in order. The tender unloaded about 100 tons of sinkers and other appendages from the schooner *Lineria* at the Port Eads, La., light-house depot, which had been shipped from the Third light-house district. The tender steamed about 8,760 miles and consumed some 615 tons of coal.

See Insp.

1904

Pansy.—This iron twin-screw steamer which was built in 1878, is of 343 tons gross burden She cared for the buoys, delivered fuel, provisions, and supplies to the light-houses, and conveyed the inspector on his visits of inspection. She delivered annual supplies to the light-stations in Lakes Borgne and Pontchartrain. She towed South Pass light-vessel, No. 43, from her station to New Orleans for repairs, and returned that vessel to her station when they were completed. She cleaned and painted 170 buoys, changed 145, established 3, discontinued 3, replaced 7, and recovered 3. She relieved, replaced, and relighted the 4 gas buoys at Galveston entrance, one at Sabine Pass, one at Trinity Shoal, one at the wreck of the *Margaret Ward*, off Galveston Harbor, and established the Heald Bank gas buoy, 28 miles off Galveston Harbor. The crew was engaged 50 days at the Port Eads light-house depot in cleaning and painting buoys and in putting the depot in order. The tender steamed some 10,529 miles and consumed about 674 tons of coal.

This tender was turned over on May 11, 1904, to the officer in charge of the Porto Rican light-house service, and she sailed on May 18, 1904, from New Orleans for San Juan.

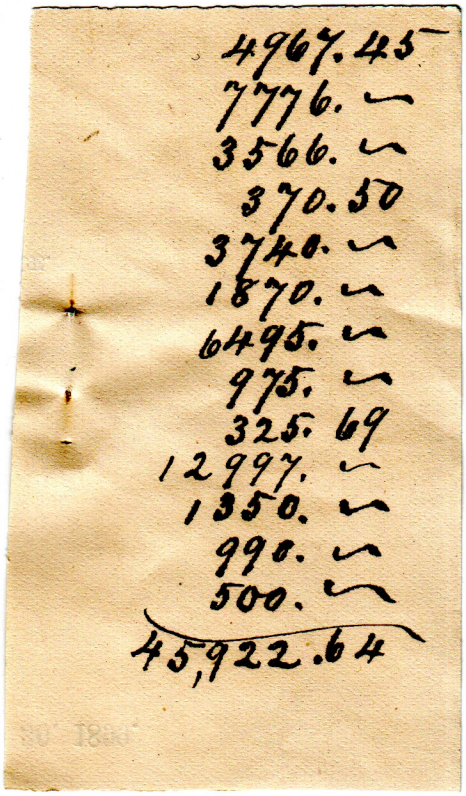
1907

Pansy.—This steel screw steamer of 348 gross tons burden, built in 1878, and loaned from the Seventh light-house district, was employed in delivering supplies and oil, transferring keepers, caring for buoys, and the like. She steamed about 4,061 miles and consumed some 414 tons of coal during the first nine months of the fiscal year. During the last three months, having practically broken down, she was lying at anchor at San Juan. On June 25, 1907, she left there in tow of the United States collier *Caesar* for the Portsmouth, Va., light-house depot, where she arrived on July 3, 1907. It is estimated that it will cost $50,000 to have her put in repair, and it is recommended in another place that an appropriation of that amount be made therefor.

Enclosure to 8th Inspector's letter of 8 Feb'y 1900.

Repairs amounting to over $200., to the Tender Pansy in the past ten years.

October, 1899,	Repairs to boiler- new crown sheets, legs etc., Repairs to hull- reinforcing garboard streak with new plates etc.	$4967.45
September, 1890.	Reinforcing garboard streak with new plates, new riding bitt etc., Repairs to hull. Repairs to machinery- New propeller and port shaft taken out and straightened etc.	7776.00
October, 1891.	Repairs to boiler- in smoke box, back connection, new nest of flues etc.,	3566.00
October, 1891.	Docking, scraping and painting hull,	370.50
October, 1892.	Repairs to hull, deck and machinery- Repairs to stem, 19 pieces new deck plank, 1 piece new plank shear etc., new smokestack etc., general extensive repairs to machinery,	3740.00
October, 1893.	Docking, scraping and painting bottom, and general extensive repairs to machinery including new propeller etc.,	1870.00
October, 1894.	Docking, scraping and painting bottom, reinforcing hull with new plates, new rudder, new bilge keels, ventilators etc. General repairs to boiler and machinery.	6495.00
March, 1896.	Docking, scraping and painting hull, new boiler, general repairs to woodwork, re-arrangement saloon and new sills under same,	12997.00
March, 1897.	New steel propellers, docking etc.,	1350.00
June, 1898.	Docking, scraping and painting hull, new brass bearings fitted with lignum vitae etc.,	990.00
December, 1899.	Docking, scraping and painting hull,	500.00


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