(Built at Philadelphia in 1857. Tonnage 305.)

1857 "A side-wheel steamer, built in the Philadelphia Navy-yard in 1857, and was re-built in the San Francisco Navy-yard, in 1869, at a cost of $162,399.11¾. The great cost of repair 1869. caused considerable correspondence but the bill was not materially reduced.

Measurement: lelgth 140', beam 22' 6", hold 11', draft 9', tonnage 305-.

Her station is general light-house duties on the Pacific coast. An old list gives the tonnage as 350.

In Aug. 1861, the Shubrick was transferred, for temporary duty to the Revenue Marine Service,--was returned to the L.H. Board in 1867.

On the arrival of the Manzanita at San Francisco in Jan'y 1880. 1880, the Shubrick was transferred to the 13th District.

She was sold at Astoria, Oregon, to a man from San Francis- 1886. co, on 20 March, 1886, for $3,200. Expenses of sale $150."

12th Dist.

1857 The steam tender authorized by Congress last year will be ready to leave the Philadelphia navy yard, where it was built, early in November, and will reach San Francisco probably early in March. The presence of this vessel will serve the economical purpose of transporting supplies, materials, and workmen for building and repairing the light-houses, and also, in case of incursions of the Indians from the British dominions in the Straits of Fuca and vicinity, to protect the keepers and citizens in that quarter against their attacks.

1858 The steamer for carrying supplies to the light-houses on the Pacific coast, inspecting light-houses, &c., and raising, cleaning, &c., buoys, was sent around during the last winter, and arrived at San Francisco safely. Since her arrival, she has been usefully employed in performing the various duties for which she was intended.

Do. do.

The engineering operations connected with the light-house service have been ably conducted by the engineer of the district.

1866 The service of the district has suffered during the year in consequence of the transfer of the steam tender Shubrick to the revenue service. A speedy correction of this inconvenience is, however, anticipated, the re-transfer of this vessel to the light-house service only awaiting the arrival at San Francisco of a new steamer sent out by the department to that coast.

Do. do

1867 At *Cape Mendocino* the necessary examinations were made to select a proper site for the light-house authorized by Congress, and upon approval of the plans and estimates the work was commenced. The necessary materials were purchased, and as a means of facilitating transportation the services of the steam tender Shubrick were called into requisition. Two small sailing vessels were in addition chartered to carry brick, the Shubrick taking all other materials. This cape is exposed in all directions to the heavy swell of the ocean, rendering the work of landing materials one of considerable difficulty, and greatly enhancing the cost of transportation. One man was drowned in the surf whilst engaged in landing brick. Most of the materials (other than brick) have been landed. It is expected that the dwelling will be completed by the end of November, 1867, provided the materials can be landed.

Do. do.

On the 8th of September, during a fog, the steam tender Shubrick, whilst on her way from San Francisco with materials for the structure, went ashore about thirty miles below Cape Mendocino, and will probably prove a total loss. The necessary steps were promptly taken, and if any part of the vessel or machinery can be recovered at reasonable cost it will be done.

12th Dist.

The buoyage of the district has received as careful attention as the exigencies of the service would permit, but in the discharge of this duty the inspector has been without the services of the steamer Shubrick, which at the date of the last annual report was in the service of the United States revenue marine as a cutter.

1867

She was turned over to the Light-house Board in January, 1867, but in a condition requiring immediate and expensive repairs.

Temporary expedients in the way of repair were resorted to in order that certain pressing engineering works might be accomplished, deferring until their completion the thorough repairs required by the vessel.

It has been above stated that whilst on this engineer duty she was wrecked. The inspector has thus been during the year, and is now, without the services of a tender.

1868.

Tenders steam.—In the last annual report it was stated that the steam tender Shubrick attached to the 12th and 13th districts had been wrecked on the coast, about 30 miles below Cape Mendocino.

Prompt measures were taken to save all movable articles, and the engine and machinery were taken out and brought to San Francisco. The boiler, which had been long in use, was taken out and abandoned, not being worth the expense of repair. When the vessel was hauled on shore for repairs, it was found that she had been driven with such force upon a sunken boulder, as to fix it in her port bow so firmly that recourse was had to blasting to extricate it. The hole left was eight feet long and seven wide. The hull, after being taken up on the beach out of reach of the sea, where the leak was stopped, was successfully launched in May, 1868, and brought to San Francisco, and by the courtesy of the Navy Department placed at the navy yard, Mare island, for repair. Upon a careful survey, repairs amounting almost to an entire renewal of the hull were found necessary, a fact by no means surprising, considering that the vessel had been in constant service for upward of ten years, with comparatively slight repairs, and the extraordinary shock she received when she was wrecked. According to the latest information received at this office the Shubrick is expected to be ready for service early in November of the present year. At the time of sending in the estimates for light-house purposes for the current year, it was supposed that the Shubrick was a total loss, and an appropriation was asked of Congress to build a vessel to supply her place. This appropriation was granted;

Do. do.

meanwhile the Shubrick having been recovered, and the estimated cost of her repair nearly reaching that required for building a new vessel, it became a question how the sum granted by Congress ought to be applied. The Secretary of the Treasury, to whom the subject was referred, was of opinion that the appropriation having been made with a view to supply a deficiency caused by the loss of the only tender on the Pacific coast, it would be most properly used in defraying the expenses of her repairs, which were too large to be met by the general fund appropriated for the maintenance of the light-house establishment.

TENDERS.

13th Dist.

1868

There has actually been none, except a chartered schooner. The extent of the thirteenth district, recently increased by the acquisition of Alaska, together with the impossibility of properly performing the light-house and buoy service with a sailing vessel, even if the board had one, makes it absolutely necessary that a steam tender should be provided, and the required estimate therefor is submitted. Without the steam tender it may be considered certain that the service cannot be efficiently attended to.

TENDERS, (STEAM.) 12th Dist.

1869

The steam tender Shubrick has been employed as usual on the entire Pacific Coast, in attending to the buoys, delivering supplies and materials to light stations, and transporting the Inspector and Engineer on inspecting tours. This vessel cannot adequately perform all the duties required on this extended coast. The number of aids to navigation have greatly increased since this vessel was sent to the Pacific coast, and the remoteness and isolation of most of the stations, and the difficulty attending visits to them by land, render it indispensible that they should be frequently visited by the tender. This tender, with the assistance of another employed north of the 41st parallel of latitude, would be able, with good management and industry, to afford every needful assistance to all the lights and other aids on this distant coast. It is hoped therefore that Congress will see the propriety and necessity for authorizing the estimated amount for another tender.

12th Dist.

TENDERS. 13th Dist.

1869

There is no tender belonging specially to this district. The steam tender Shubrick has been employed in this and the twelfth district in looking after the buoys, transporting and delivering supplies to the different light stations, and in inspecting the lights.

The great increase in the number of aids to navigation in this district within a few years, and the rapidly increasing numbers of vessels of commerce visiting this coast, calling for increased vigilance in the management and care of the aids to navigation, render additional facilities for doing so indispensable. The mouth of the Columbia River and the channels leading from it are dangerous at all times. The absence of a buoy from its proper position, or one out of position, might be the means of wrecking many vessels; the necessity, therefore, for a suitable vessel to examine the bar and channels after every gale of wind and freshet in the river, has become so apparent to the board that an estimate will be submitted to Congress for on appropriation to build a tender for this district.

13th Dist.

1870

The small steam-tender Shubrick is employed in this and the thirteenth district, embracing the entire Pacific coast, and delivering supplies of oil, and other necessaries for the different light stations; in placing and replacing the buoys; in making inspections; and when not otherwise employed, in carrying freight of material and labor for constructing new, and repairing old light-houses. Congress, at its last session, made an appropriation for another tender for the Pacific coast, which, when built and sent there, will add much to the economy of the service, especially in transferring labor and materials for repairs of old, and the construction of new works.

12th & 13th Dists.

TENDER AND SUPPLY-VESSEL.

1875. The Shubrick is the only light-house vessel on the Pacific coast. The coast-line is nearly fifteen hundred miles in extent, and it is simply impossible for the Shubrick to do all the work required in both twelfth and thirteenth districts.

There should be a tender for each district to enable the buoyage to be kept in good condition, and the work of the inspectors and engineers to be properly performed. An appropriation of $100,000 for a steam-tender is asked.

12th Dist.

TENDERS.

1875. The tender Shubrick is the only light-house vessel upon the entire Pacific coast. It is of the first importance that an additional light-house tender should be supplied as soon as possible.

The work required is constantly increasing, and under existing circumstances it is impossible to perform it properly.

13th Dist.

TENDER AND SUPPLY VESSEL.

1876 The Shubrick is the only light-house vessel on the Pacific Coast. The coast-line is nearly 1,500 miles in extent, and it is impossible for the Shubrick to do all the work required in both twelfth and thirteenth districts. There should be a tender for each district to keep the buoyage in good condition, and to properly perform the work of the inspectors and engineers. An appropriation of $100,000 for a steam-tender is asked.

12th Dist.

TENDERS.

1876 There is no tender for this district, the steamer Shubrick, belonging to the twelfth district, being occasionally sent when such service is indispensable.

The want of another steamer for light-house purposes on the Pacific Coast is a serious inconvenience to the establishment. An appropriation for a new vessel would relieve the board from embarrassment.

13th Dist.

TENDER AND SUPPLY-VESSEL. 12th Dist.

1877 The Shubrick is the only light-house vessel on the Pacific coast, and necessarily her services are divided between the twelfth and thirteenth districts. It is impossible for her to do the work required in two districts having so great an extent of coast, bays, and rivers. The vessel is old, and is constantly needing repairs. A new tender is much needed, and an appropriation of $80,000 is recommended for this purpose. During the year the Shubrick has been almost constantly under way, employed on duty connected with the two districts.

12th Dist.

LIGHT-HOUSE TENDER. 13th Dist.

1877. The Shubrick, the tender for the twelfth district, is the only steamer available for purposes of inspection, supply, buoyage, and construction in both the twelfth and thirteenth districts, and is entirely inadequate for the performance of the necessary work. It is impossible to attend to the lights and buoys properly without the constant presence of a steam-tender in each district. The work is constantly increasing, and the Board is obliged to decline to place needed buoys, as it is without means to keep them in position.

13th Dist.

1878. 12th Dist.

The Shubrick is the only light-house tender on this coast, and necessarily her services are divided between the twelfth and thirteenth districts. Owing to the great extent of the coast and the many bays and rivers, it is impossible for one vessel to attend to the work of both properly.

The Shubrick is old, and is constantly getting out of order. During the past year she received extensive repairs. Except while under repair, she was, last year, constantly employed. An appropriation of $60,000 having been made, by the act approved June 20, 1878, for a steam tender for the Pacific Coast, the work will be at once taken in hand.

1878. 13th Dist.

The absence of a light-house tender is severely felt in this district, and peculiarly so as the stations are inaccessible by public conveyance. The Shubrick has to do the work of both districts. Hence the buoys which go adrift are frequently lost, no suitable vessel being at hand to pick them up.

When a vessel, through the displacement of a buoy, strands on the dangerous bars in this district, she is almost invariably lost, and as invariably loses the lives of her crew. The Columbia River from Woody Island Channel to the mouth of the Willamette, a distance of about 80 miles, is without buoys, except at Saint Helen's Bar, which causes frequent detentions to the commerce of the river.

An appropriation is now available for a new steamer for this coast, and as soon as she can be built, better arrangements can be made.

1879. 12th Dist.

The steamer Shubrick has been the only tender on this coast since the light-house districts were established, and her services have necessarily been divided between the two districts. Owing to the great extent of coast it has been impossible to attend properly and with any regularity to the work of the districts and at the same time devote proper care and attention to the repairs of the ship. During the past year she has been recalked and sheathed with yellow-metal. While on the dock an examination was made of her hull, and it was found that the portion under water seemed to be in good condition, but that her upper works and top timbers were decayed in many places. Her boiler is old and should be replaced with a new one. The machinery is in good condition.

1879. 13th Dist.

In this isolated district, where it is so difficult to reach the stations by public conveyances for purposes of inspection, delivery of supplies, making repairs, delivery of materials, &c., the absence of a light-house tender is much felt. A new tender is now being built, which it is proposed to send to the twelfth district, relieving the Shubrick, which will then be assigned to the thirteenth district.

1880. 12th Dist.

The steamer Manzanita is now the buoy-tender and supply-vessel of this district, the Shubrick, after being thoroughly repaired in hull, boiler, and engine, at a cost of $15,566.04, having been transferred to the thirteenth district.

1880 13th Dist.

The steamer Shubrick within the year has been thoroughly overhauled and repaired in hull and machinery. She is now in fair condition. She arrived in this district in February last, and has been actively engaged attending to the buoyage, delivering supplies to the light-stations, conveying the inspector on his tours of inspection, and has done good service in attendance on the work of construction of the new station at Tillamook Rock. She is a valuable acquisition to the district.

1881 The steamer Shubrick is in fair condition, and was actively engaged during the past year in delivering supplies to the light-stations, attending to the buoyage of the district, and in conveying the inspector on his usual tours of inspection. She has received some slight repairs, and is still in need of some others, which will be made as soon as practicable. 13th Dist.

1882 The steamer Shubrick was in active service, working buoys, delivering supplies, and inspecting stations. She received during the year such repairs as were necessary to keep her in running order, but her age is so great that it is not only very expensive but quite difficult to keep her seaworthy. She should be condemned and sold, and her place should be supplied with a new vessel. Do. do.

1882 An appropriation of $100,000 is asked to build a new steam tender for service on the Pacific coast, to replace the tender Shubrick. This vessel was built twenty-five years ago, and is now unseaworthy and not worth repairing. Do. do.

1883 *Shubrick.*—This tender, though very old, in quite bad condition, and to a certain extent unsafe, has been kept going by constant and expensive repairs, because of the needs of the district and because the Board had no vessel to supply her place. She may break down completely any day. A new vessel is much needed. Do. do.

1883 The recommendation that an appropriation of $88,500 be made to build a new steam-tender for use on the Pacific coast is renewed. The steamer Shubrick, which it is proposed to replace, is 26 years old, is much out of repair, and is kept partially seaworthy at an expense inconsistent with economy. This course is forced on the Board by the necessity for keeping her afloat to do the work of the district, which cannot be neglected, and for which there is no other vessel. And with all the funds used to keep her in repair, she is unable to make steam enough to tow a first-class whistling buoy into position, so that second-class buoys are used of necessity in the thirteenth light-house district. The Board is constantly anxious lest she be caught in a storm at a distance from a harbor, and lost, and hence she can only be of real service when there is little danger of heavy weather. Do. do.

1884 *The Shubrick.*—This steamer was in active service working buoys, delivering supplies, and inspecting stations. During the year new sails were supplied. Much time was consumed in repairs to the boiler, which is with difficulty kept from leaking. The hull is in fair order; the keelsons under the engine and boiler are growing soft and will need repairs or replacing soon. A new vessel is much needed, and an appropriation was made at the last session of Congress to build one, which it is hoped will be completed by the end of the fiscal year. Do. do.

TENDER.

An. Rep. 1885 *The Shubrick.*—This steamer was in active service during the year, working buoys, delivering supplies, and inspecting stations. The boiler was raised from its seat, the old patches were taken off and new patches were put on, completely covering the bottom of the boiler. The keelsons where rotten were cut down, and new wood was let in, and various minor repairs to the hull were made. The hull is in good order, except the stern bulwarks, which are rotten. The engine is obsolete, and the boilers are worn out. Do. do.

TENDERS.

an. Rep. 1886.

The Shubrick.—This steamer was in service until January, 1886, and was employed in supplying the light-houses and fog-signals, attending to the buoys, and making inspections. She was sold in March, at Astoria, for $3,200.

13th Dist.

Ri

Shubrick,--steam-tender, Pacific coast.

Authorized	by act of	Congress,	Aug. 18, 1856,	$60,000.
"	for maintenance,	&c.	Mar. 3, 1857,	30,000.
"	"	"	"	June 12, 1858,	30,000.
"	"	"	"	June 25, 1860,	30,000.
"	"	"	"	Mar. 2, 1861,	5,000.
"	"	"	"	Mar. 1, 1862,	30,000.
"	"	"	"	Mar. 3, 1863,	20,000.
"	"	"	"	July 20, 1868,	90,000.

Shubrick

Log book - 1856 to 1861 (2 Copies)

Mr Mannonghh has charge of it.