(Built at Northport, N.Y., in 1853. Tonnage 57.)

1853. "A schooner, built at Northport, N.Y., in 1853.
Measurement: length 65', beam 21', hold 6' 3", draft 6'. Tonnage 57.

1879. Engineer of 1st District states in annual report that this vessel is unseaworthy and not worth repairing. (June 30,'79.)
Board requested authority of Secretary of Treasury to sell her. Authority to sell received. (Sept. 8,'79.)

1879. Ordered to be sold. (Sept. 9,'79.)
Sold for $159. Expenses $8.02. (Oct. 15,'79.)"

1856 (This schooner was first used by the Engineer of the 2d District and turned over by him to the Inspector of that district in June 1856. In use by 2d Engineer, Oct. 4th, 1855. Ri)

An. Rep. 1859. p. 291. "In the second district, extending from Hampton harbor, in New Hampshire, to Gooseberry Point, in Massachusetts, the board finds it necessary to employ three tenders. This increased force is rendered necessary to look after the great number of light-vessels in these waters, and to handle the large buoyage of the coast. A single propeller in this district could perform all the duties now performed by the three sail vessels, and her maintenance would be much less expensive."

(The 'sail vessels' were:
Ranger, schooner, from 1856 to 1865.
Active, do from 1856 to 1866.
Wave, do from 1856 to 1879.)
Wave (Lancet), 1855--1861. Wave (Delaware), 1861--1879.

1865. "A steam-tender has been provided for this district, which is expected to do the work heretofore performed by two sailing vessels, better, more promptly, and at less expense."

1867. "The schooner Wave, employed in the northern part of the district, has had slight repairs during the year, and as she has been in constant service for the last fifteen years, requires overhauling, with a view to the thorough repair she most probably needs after so much continued work."

An. Rep. 1868. "The buoy-tender Wave (schooner), employed in the northern part of the district, was carefully examined and an estimate of required repairs submitted. After the commencement of the these repairs, the vessel was found to be much more decayed than was anticipated. She had to be nearly entirely new topped as well as partially new planked below the water line, and new caulked and metalled throughout. This vessel is now as well adapted to the service as a sailing vessel can be, and is believed to be stronger and more efficient than ever before."

1869. "The tender Wave has been constantly employed in attending to the numerous buoys in the northern part of the district, carrying coal and lime to the light-houses and other duties for which her services are required. She has met with no accident, and required no repairs to her hull, but has been supplied with a new mainsail, flying jibboom, fore topmast, some new rigging, a new caboose, some crockery and tin ware, and her boats have been repaired, and she is to have a new foresail."

1870 *Sailing schooner Wave.*—This tender was transferred July last to the engineer of the first and second districts for use in transporting materials and labor to light stations requiring them either for construction or repair. Sailing vessels cannot be employed economically to attend upon buoys, especially on such a coast as that of Massachusetts and Maine in the winter season. An estimate was submitted last year for a steam tender for this coast, but the appropriation having been deferred, it has been renewed this year.

1870 The small schooner Wave is used for transporting materials and small working parties for making repairs at light-stations during the working season.

1875 The schooner Wave is old and in poor condition, but as she is only used for carrying material for construction and can wait for proper weather, she is still useful.

1876 The schooner Wave is old and in poor condition, but as she is only used for carrying material for construction, and can wait for proper weather, she is still useful.

1877. "The schooner Wave is old and in poor condition."

1878. "The steamer Iris is in good condition at present, but will soon require a new boiler. The steamer Myrtle is in good condition. The schooner Wave is old and in poor condition."

1879. "The schooner Wave is old and in poor condition."

(Copy) "Office Lt. House Inspector, 1

Boston, June 20th, 1856.

Sir:

I have to state, that the "Lancet" (turned over by your instruction from the Major's* office to ours for a buoy tender) is a remarkably fast sailer, and an excellent sea boat, and a good roomy vessel that will answer our purposes for the present very well. But I have to state in addition that she is a very weak vessel, having been constructed in a very peculiar manner, she is put together <u>without knees</u>.

Vol. 41, p. 478.

Very respectfully,

Your obt. svt.

C.H.B. Caldwell,

Ins. 2d Dist.

Commander Thornton A. Jenkins,

Secretary Lt. House Board.

* (Major C.A.Ogden, U.S.A., was Engineer 2d District in 1856.)

Ri

Wave,--schooner, former Lancet.

(Built at Northport, N.Y., in 1853. Tonnage 57.)

Measurement: length 65', beam 21', hold 6' 3", draft 6! Tonnage 57.

(This schooner was first used by the Engineer of the 2d District and turned over by him to the Inspector of that district in June 1856. In use by 2d Engineer, Oct. 4th, 1856. Ri)

It appears from the records, that the buoy-tender for the 2d Dist., "Wave",(formerly "Lancet",) was reported by the Inspector, Mar. 27, 1861, as"in a disabled condition and worn out." "Originally built in the weakest manner without knees!
(See Vol. 115, p.189.)

May 3d, 1861, letter from Naval Secretary reports that "signal flags with copies of the Commercial Code of signals and Mercantile Navy list"had been sent for use on tenders of the 1st, 2d, and 3d Districts and supply vessels, and outside light-vessels. The signal numbers given the "Wave", and recorded in Mercantile Navy list, was G.V.M.F.

May 17,'61, the schooner Delaware from 4th District was ordered to Boston to take the place of the Wave. "This vessel will take the place of the Wave. The name "Delaware" will be changed to "Wave"." (Letter from Naval Secretary.)

May 24,'61, Naval Secretary writes, "The L.H. Inspector at Philadelphia has been directed to send the schooner "Delaware" to Boston. On her arrival you will please place the Master and crew on board the Wave and give the former written directions to proceed with her to Wilmington, Del., and report his arrival to the L.H. Inspector at Phila."

(The old Wave departed for Wilmington, Del., June 15,'61, her name changed to "Delaware.") See Vol. 115, p.264.

June 24,'61, Naval Secretary writes, "You are authorized to make any disposition of the tenders you please preserving however the names as heretofore on account of the signals and their numbers in the printed list."

Wave,--schooner, former Delaware.

A schooner of 138 tons, employed on Brandywine light-house repairs, 4th Dist., in 1856.

In 1861 (May), she was sent to 2d District to take the place of the ~~Wave~~, and her name was changed to "Wave".

1860 The tenders have performed good service during the year. They have all been slightly repaired, but the "Wave" will not last much longer; the Ranger is in good condition.

(Lancet.)

1867 The schooner Wave, employed in the northern part of the district, has had slight repairs during the year, and, as she has been in constant service for the last fifteen years, requires overhauling, with a view to the thorough repair she most probably needs after so much continued work.

(Buoy-tender.) 2d Dist.

(Delaware.)

1868 The buoy tender Wave (schooner,) employed in the northern part of the district, was carefully examined and an estimate of required repairs submitted. After the commencement of these repairs, the vessel was found to be much more decayed than was anticipated. She had to be nearly entirely new topped as well as partially new planked below the water line, and new caulked and metalled throughout. This vessel is now as well adapted to the service as a sailing vessel can be, and is believed to be stronger and more efficient than ever before.

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1877. The schooner Wave is old and in poor condition.

[The same, for 1878, and 1879.]

Board requests authority to sell her. Authority to sell rec'd, Sept. 9, '79.

Sold Oct. 15, '79, for $159. Expenses $8.02.