(Built at Wilmington, Del., in 1881-'2. Tonnage 393.45.)

"Iron side-wheel steamer.. Built from an appropriation of $55,000, made March 3, '81, for building steam tender for general service on Atlantic Coast, by the Pusey & Jones Co., of Wilmington, Del., for $52,000. Contract dated July 2, 1881. Vessel to have been delivered Dec. 1, 1881. Time for delivery extended to Jan'y 19, '82, on Nov. 25, '81.

1881.

Vessel launched

Length from rabbit to rabbit, on 4-foot water line,	150 feet
Breadth of beam, moulded - - - - - - - -	25 "
Breadth from out to out of guard facings -	41 feet, 4 ins.
Depth, top of floors to top of deck beams,	10 feet.
Sheer forward - - - - - - - -	3 feet 6 ins.
Sheer aft - - - - - - - - -	1 foot 8 ins.
Crown of deck in width of hull - - - - -	5 ins.
Height of promenade deck amidships - -	7 feet 6 ins.
Tonnage - - - - - - - - -	-393.45.

To have one mast forward for a derrick-mast, and to carry a foresail, and staysail, and one aft to carry mainsail. Deck frame to be of wood, iron plating to be run up to top of beams Center of water-wheel shaft to be 50 feet 4 inches forward of sternpost.

Marine condensing beam-engine, 36 inch cylinder, and 8 feet stroke of piston. Cylindrical, return-flue "lobster back" boiler."

1882 S. O. 6th Dist.

In November the steamer Alanthus, being worn out, was sent to the yard of the Pusey & Jones Company, Wilmington, Del., where such fittings as were serviceable were transferred to the Wistaria, the new steam tender then being built for this district. The Wistaria was completed and reached Charleston in February, since which time she has been constantly employed in relieving buoys and in inspecting and supplying light-stations.

1883 Do. do.

Wistaria.—This tender was employed in attending to the buoyage of the district, in making inspections and delivering supplies. She is in good condition.

1884. Do. do.

The Wistaria.—This steamer is in good condition. She was employed during the year attending the buoys, in making inspections, and in delivering supplies. A center hub, with corresponding arms and rims, was placed on the wheels, which has greatly increased their strength and made the vessel more secure at sea. It will also lessen the expense of future repairs.

An. Rep. 1885. Do. do.

The Wistaria.—This steamer is in good order and condition. She was constantly employed in building beacons, working buoys, delivering supplies, and in making inspections. Her boiler was newly covered with non-conducting material, and a Korting injector was attached. She was also hauled up on the marine railway, when her bottom was repainted.

An. Rep. 1886.

The Wistaria.—This steamer was almost constantly employed in building and repairing river beacons, attending to the buoys, delivering supplies, and in making inspections. She was hauled out on the marine railway, and her bottom was cleaned and painted. Her boiler has been so frequently patched as to be a constant source of anxiety. It does not lack power as a generator of steam, but it consumes half a ton of coal per hour, and a large percentage of the combustion takes place in the smoke-pipe. The vessel when light averages about 8 knots, when loaded about 5½ knots per hour. Her draught of 8½ feet is so great that at the entrances to four harbors in this district it is not safe to go in before the flood tide has been running for three hours.

6th Dist.

The Wistaria.—This steamer, until she left the district, was almost continuously employed in rebuilding and repairing river beacons, replacing buoys, delivering supplies, and in making inspections. During and immediately after the earthquake of August 31, 1886, which was so destructive in its effects in Charleston and vicinity, she gave shelter and relief to many distressed families, who were received on board. Her master was untiring in his efforts to relieve suffering, and, after she was crowded with people who feared to remain in their homes, particularly at night, he improvised tents on the wharf from old sails and awnings to protect the homeless as much as possible. This assistance was continued as long as the demand existed. The faithful manner in which the employés of the Light-House Establishment performed their duties at the time of the earthquake is worthy of high commendation. After the building in which were the inspector's and engineer's offices was shattered and unsafe they, with the assistance of the masters and crews of the tenders, risked their lives in saving the records and furniture of the offices and removing them to places of safety. The janitor of the building was killed under the falling walls. On March 22, 1887, the *Wistaria* sailed for Wilmington, Del., where she was repaired and supplied with a new boiler.

An. Rep. 1887.

Do. do.

The Wistaria.—This steamer was almost continuously employed during the year in rebuilding and repairing river beacons, buoying, delivering supplies, and in making inspections.

An. Rep. 1888.

Do. do.

An. Rep. 1889, 6th Dist.

The Wistaria.—This steamer was extensively employed in various ways—rebuilding beacons, buoying, delivering supplies and rations, towing light-ships, and making inspections. She also gave passage to the United States navy-yard-site commissioners to the points in the district they desired to examine with a view to selecting a port for a navy-yard, as provided by the act of Congress of September 7, 1888.

During the first part of the year her boiler was a constant source of trouble, owing to the poor material of the furnace-sheets, which required constant patching. New sheets were substituted for the old ones, and the boiler received a general overhauling. Twenty hand-holes were cut to allow of its being properly cleaned. All this was done in January, and it increased the vessel's efficiency. Its fundamental fault is that it is a fresh-water boiler, while the vessel is seldom out of salt water, and it has no surface condenser. A new injector was put in to take the place of the old one, which was worn out.

The *Wistaria* has steamed during the year, in actual time, 103 days; has been under banked fires 112 days, and without fires 150 days, of which latter time 40 days were used in repairing the boiler. In steaming she has covered between 16,000 and 17,000 miles and has burned 1,100 tons of coal.

1890 Do. do.

The Wistaria.—This steamer was, as usual, extensively employed in various ways. She relieved 307 buoys, changed 1 buoy, painted 337 buoys, and landed 30 tons of coal at those stations to which fuel was allotted, and did 20 days' work at the buoy depot. The inspector is required to make an inspection of each of the 182 light-houses and post-lights in this district, and to pay the light-keepers four times each year. The tender conveyed the inspector to such stations as he could reach on each of these occasions. The rations furnished to keepers were landed at their stations for them by the tender wherever possible.

In addition to all this she steamed about 13,000 miles and consumed about 795 tons of coal, 533 of which was anthracite and 262 bituminous. She was 78 days and 17 hours in motion. For 94 days and 6 hours she was under banked fires, and for 192 days she was without fire under the boilers.

1891. p. 105. Do. do.

The Wistaria.—During the past year this steamer relieved 322 buoys, painted 362, made soft patches on 39, repaired 137 buoy chains, recovered 11 buoys found adrift, and did sixty-four days' work at the depot. She also assisted materially in building the new post-lights and repairing the old ones in the St. Johns River, Florida, by towing the pile driver when practicable and transporting all material. A new mast and derrick and all repairs to the vessel and boat were made by the carpenter with the assistance of the crew. She transported the inspector on his quarterly inspections of all light-houses in the district, and supplied the light-ships with provisions and 30 tons of coal. She steamed 12,223 miles, with an expenditure of 610 tons of coal and 12 cords of wood. She was 60 days in motion, 136 days under banked fires, and 139 days without fires under her boilers. As far as practicable her boilers were spared, as they were constantly needing repairs. She will be supplied with a new boiler during the next year.

1892 p. 110.

The Wistaria.—This steamer relieved 313 buoys, replaced 7, painted with three coats of paint 378, put soft patches on 17, repaired 116 buoy chains, recovered 8 buoys found adrift, and did 53 days' work at the depot. She also assisted in renumbering and repairing the post lights on the St. Johns River, Florida. She transported the inspector, quarterly, to inspect the light-stations in this district, and supplied the light-ships with their allowance of provisions and 30 tons of coal. She steamed some 9,600 miles, with an expenditure of about 555 tons of coal and 12 cords of wood. She was 50 days in motion, 170 days under banked fires, and 145 days without fires under her boilers. Extensive repairs were made on this vessel. A new boiler was put in under contract, and a new hoisting engine and steam steerer were put in. Her engines were overhauled as far as practicable, with the assistance of the force on board, but they will soon need thorough repair. Her gallows frame was repaired and is now in good order. The wheel houses, cabins, buoy deck, and skylights were repaired, and an almost entirely new stern was put in by the force on board. The vessel is now in good condition.

6th Dist.

1893

The Wistaria.—This steamer replaced and relieved 316 buoys, painted 365, repaired 93, and recovered 5 buoys, and did 36 days' work at the depot. She transported the inspector quarterly, to inspect light-stations and light-ships, and delivered to the light-ships some 173 tons of coal and 11 cords of wood. She steamed some 10,000 miles, with an expenditure of about 564 tons of coal and 15 cords of wood. She was 63 days in motion, 138 days under banked fires, and 164 days without fires under the boiler. Her engines were overhauled and lined up, and various miscellaneous repairs were made. She was hauled out on the dry dock, when her bottom was cleaned and painted. Her garboard strakes were found in bad conditon.

Do. do.

1894

The Wistaria.—This steamer replaced and relieved 431 buoys, painted 361, repaired 29, and recovered 10 buoys, and did 27 days' work at depot. She transported the inspector quarterly to inspect light-stations and light-ships, and delivered to light-ships some 129 tons of coal and 12 cords of wood. She steamed some 17,707 miles, with an expenditure of about 967 tons of coal and 3½ cords of wood. She was 77 days and 17 hours in motion, 243 days and 14 hours under steam, and 121 days and 10 hours without fires under her boiler. The bottom was thoroughly repaired, and a new condenser was put in. For this purpose the tender was out of the district from October 4 to December 16. During the August cyclone the *Wistaria* was lying in the custom-house dock, it being thought better to take the risk of slight damage from chafing to that of being driven ashore, so that her services would not be available when most needed. She suffered slight damage, the port guards being badly wrecked. It is due to the skill and zeal of the officers and crew that she was not very seriously damaged. They were for this commended in a letter addressed to them by the honorable the Secretary of the Treasury, and their pay was doubled for September, 1893, during which month they had suffered so great hardship and done such heavy duty.

Do. do.

1895

The Wistaria.—This iron side-wheel steamer was employed throughout the year. She replaced and relieved 413 buoys, painted 470, repaired 14, and recovered 9. She has done 19 days' work at the depot; has supplied the light-ships and delivered extra supplies to light-stations; has made the usual quarterly inspection trips, and has done all towing of light-vessels to and from their stations. She has steamed some 16,020 miles and consumed about 908 tons of coal and 5 cords of wood. She was 1,400 hours, or about 70 days, in motion, 253 days under steam and 112 days without fires. She is in efficient condition.

1896

The Wistaria.—This iron side-wheel steamer was constantly employed. She replaced and relieved 409 buoys, repaired 11, recovered 6, repainted 482, repaired 197 buoy chains, did 23 days' work at the depot, supplied the light-vessels, and delivered extra supplies to lig t-stations. She made the usual quarterly inspection trips and towed the light-vessels to and from their stations. She steamed about 14,245 miles, and in doing so consumed some 824 tons of coal and 14 cords of wood. She was 64 days and 4 hours in motion, 227 days under steam, and 138 days without fires. Her 24-foot steam launch was of great service in the inspection of the district. In many places the inspector is compelled to go from 1 to 13 miles by boat, and frequently in weather in which a boat under oars could make little progress. The use of this boat not infrequently saves a delay of an entire day in the inspection of one station, and she requires but two men to run her, whereas a boat under oars would require the services nearly of one-half the crew of the tender. Especially is her service useful during the summer season, when the excessive heat is quite trying on the men.

1897

The Wistaria.—This iron side-wheel steamer was constantly employed. She replaced and relieved 271 buoys, repaired 17, relieved 5, repainted 405, repaired 87 buoy chains, and did some 28 days' work at the depot. During each quarter she took the inspector on his quarterly inspection trips, and supplied all of the light-vessels with rations and fuel. She towed the light-vessels from and to their stations, taking the relief light-vessel to Martins Industry Shoal and bringing light-vessel No. 1 to Charleston. She then towed light-vessel No. 1 to Frying Pan Shoals and brought light-vessel No. 53 back to Charleston. She towed light-vessel No. 53 to Martins Industry Shoal and brought light-vessel No. 29 to Charleston. On December 2, 1896, light-vessel No. 1 went adrift from Martins Industry Shoal. The *Wistaria* found her off Charleston and on December 5 put her back on her station. The steamer steamed about 12,006 miles, and consumed some 784 tons of coal and 6 cords of wood. She was in motion 55 days and 14 hours, was some 192 days under steam, and was about 174 days without fires. She had steam on her donkey boiler about 38 days. She was at the dock for minor repairs to hull and machinery some 30 days. Her machinery and boiler and woodwork required considerable repairs, and she left Charleston for Wilmington, Del., on June 30, 1897, for a general overhauling. Her 24-foot naphtha launch was quite useful, and was of great assistance in sounding channels and inspecting work.

1898

The Wistaria.—This iron side-wheel steamer was constantly employed. She replaced and relieved 88 buoys, repaired 14, recovered 2, repainted 116, repaired 52 buoy chains, and did some 38 days' work at the buoy depot. During each quarter she supplied all of the light-vessels with rations and fuel, and transported the inspector on his quarterly inspection trips. She towed the light-vessels to and from their stations, taking the relief vessel to Charleston and Martins Industry light-vessel stations when those vessels were brought to Charleston for repairs. She steamed about 11,520 miles, and consumed some 612 tons of coal and 5 cords of wood. She was in motion 48 days and 4 hours, was some 168 days under steam, and was about 197 days without fires. She had steam on her donkey boiler about 53 days. She was at the dock for minor repairs to hull and boiler about 11 days. On June 30, 1897, she left Charleston for Wilmington, Del., for a general overhauling, and the following-named work was done: Her engines were completely overhauled and the worn parts were repaired or renewed, the crank shaft was trued up, the exhaust valves were repaired, the steam chest was overhauled, and a new piston head, a new main crosshead, and new springs for the air pumps were supplied. The filling block between the gallows frame, copper pipes, holding-down bolt, and trip shaft were repaired. Her boiler was overhauled and repaired. The foundations for the hoisting engine were overhauled and strengthened; new ventilators for storeroom and forcastle were put in; the hurricane deck, paddle boxes, and steering gear were overhauled and repaired, and the deck was covered with canvas. The 24-foot naphtha launch attached to this vessel continued to give satisfaction, and was of use in sounding channels, inspection work, and communicating with the buoy depot.

1899

Wistaria.—This iron side-wheel steamer was built in 1881–82 and is of 252 net tons burden. She replaced and relieved 312 buoys, repaired 17, recovered 9, changed and repainted 384 buoys, repaired 119 buoy chains, put new disks on 8 bell buoys, new chafing fenders on 6 whistling buoys, and was employed at the depot 19 days. During each quarter she supplied the light-vessels with fuel and rations and transported the inspector at various times to inspect the stations. She towed light-vessel No. 53 to Martins Industry light-station and brought light-vessel No. 29 in; she also towed light-vessel No. 29 to Frying Pan Shoals and brought light-vessel No. 1 to Charleston, afterwards returning light-vessel No. 1 to her station and bringing light-vessel No. 29 to Charleston. She steamed about 11,400 miles and consumed some 916 tons of coal and 7 cords of wood. She was in motion 50 days, some 254 days under steam, and about 111 days without fire. She had steam on her donkey boiler 47 days. She was hauled out, scraped and painted twice during the year, and minor repairs were made to her pumps, boiler, fire tools, rudder, circulator pump, woodwork, and bilge pipes. She is in need of considerable repairs, and a survey has been held by the superintending engineer, who has recommended that she be repaired; specifications are now in the hands of bidders, and the work will be done after the cyclone season. Her 24-foot naphtha launch was of great assistance, and is still quite useful in inspection work, sounding channels, and as a means of reaching the depot while in dock.

1900

Wistaria.—This iron side-wheel steamer was built in 1881–1882, and is of about 450 tons gross burden. She replaced and relieved 362 buoys, repaired 23 buoys, recovered 10 buoys, changed and repainted 724 buoys, repaired 132 buoy chains, put new disks in 9 bell buoys, and new chafing fenders on 4 whistling buoys, and was employed at the depot 12 days. During each quarter she supplied the light-vessels with their fuel, rations, and supplies, and transported the inspector on various inspection trips. She towed the following-named light-vessels as stated: Frying Pan Shoals light-vessel No. 1, from her station to Southport and return; Charleston light-vessel No 34, from her station to Charleston and return; Martins Industry light-vessel No 53, twice from her station to Charleston and return; relief light-vessel No. 29, twice from Charleston to Martins Industry Shoal and return, to Charleston and return, and to Frying Pan Shoals and return; in all, 16 trips and a total of more than 800 miles of sea towing. She steamed some 13,400 miles, of which 8,955 miles was at sea, and consumed some 905 tons of coal and 5 cords of wood. She was in motion 60 days, some 281 days under steam, and about 84 days without fire. She had steam in her donkey boiler some 33 days. On September 22, 1899, this vessel was taken to Wilmington, Del., for repairs, at which time the following-named work was done: The filling pieces aft of wheelhouse, the forward deck, the deck beams, and the guards aft of wheelhouse were renewed, all braces were straightened, and the bulwarks were repaired. An auxiliary feed pump with two fresh-water tanks of about 5,000 gallons capacity were supplied, the connections of the main boiler were soft patched, and the main engine was lined up. Repairs were made to the steam valves around the circulating air pump, the steam steering engine, the hand-hole plate, the donkey feed pipe, and the forecastle ventilator. The exhaust pipe from the winch, one set of crosshead jibs, the water-column pipe, the anchor-davit plate, the after awnings, four small awnings, the pilot-house awnings, and one valve-stem arm were renewed, the compasses were adjusted, and one anchor trip, 36 grate bars, and 8 rubber valves and springs were supplied. The *Wistaria*, although 18 years old, will, when furnished with a new boiler, be good for a number of years' service in inland waters, or as a relief vessel. But to buoy the 21 sea entrances included in the 500 miles of seacoast of this district, efficiency requires a modern light-draft seagoing tender.

1901

Wistaria.—This iron side-wheel steamer was built in 1881–82, and is of about 450 tons gross burden. She replaced and relieved 342 buoys, repaired 25, recovered 8, changed and repainted 584, established 14, and discontinued 12. She repaired 128 buoy chains, put new disks in 6 bell buoys, and new chafing fenders on 4 whistling buoys. Her crew was employed 35 days on buoys at the buoy depot and at the custom-house dock, and 22 days at work repairing light ships. During each quarter she supplied the light-vessels with fuel, rations, and supplies, and transported the inspector on various inspection trips. She towed Frying-Pan Shoals light-vessel, No. 1, from her station to Charleston and back, Martins Industry Shoal light-vessel, No. 53, from her station to Charleston and back, and the relief light-vessel from Charleston to Frying-Pan Shoals and back, and from Charleston to Martins Industry Shoals and back. She steamed during the year some 12,960 miles, of which about two-thirds was at sea, and consumed about 975 tons of coal and 4 cords of wood. She was in motion 60 days, was 212 days under steam, and 153 days without fire. She had steam in her donkey boiler about 25 days. She was sent north in the latter part of June, and is now in the hands of the contractors, who are to put in a new boiler and make extensive repairs to her hull, woodwork, and machinery. During the year repairs were made to her boiler at various times, to her fire tools, and some minor repairs to her woodwork. Her naphtha launch was overhauled, repaired, and put in good condition. Mattresses were renovated. She was hauled out, her bottom was cleaned and painted, and her copper discharge pipe, scrapers, and chains were repaired. She was supplied with a new compass and azimuth circle, six chairs, new ash buckets, cushions,

over

1901 rubber mats, a new mast, drawing instruments, and various miscellaneous articles of engineer supplies.

LIGHT-HOUSE TENDERS.

1902 *Wistaria.*—This iron side-wheel steamer was built in 1881–82, and is of about 450 tons gross burden. She replaced, repainted, and relieved 354 buoys, repaired 22, recovered 3, changed 14, established 6, and discontinued 14. She repaired 148 buoy chains, put new disks in 4 bell buoys and new chafing fenders on 3 whistling buoys. Her crew was employed 41 days on buoys at the light-house depot and at the custom-house dock, and 15 days at work repairing light-ships. During each quarter she supplied the light-vessels with fuel, rations, and supplies, and transported the inspector on various inspection trips. She towed Frying-Pan Shoals light-vessel, No. 1, from her station to Wilmington, N. C., and back, and Charleston light-vessel, No. 34, from her station to Charleston and back. She steamed during the year some 11,368 miles, of which about 7,500 was at sea, and in so doing consumed about 895 tons of coal and 8¾ cords of wood. She was in motion 53 days, was 231 days under steam, and was 134 days without fire. She had steam in her donkey boiler about 21 days. She was sent north the latter part of June for repairs, and while there a new boiler was installed and extensive repairs made to her hull, rudder, and superstructure. Her main engines, machinery, and pumps were thoroughly overhauled and a new main stack furnished and fitted. The steering engines were overhauled and put in good condition, a new hoisting engine was supplied, the after port side of gallows frame was renewed, all steam pipes, valves, and joints were overhauled and renewed where necessary, and the bottom of vessel and all new work was painted. After a trial trip she started to return to Charleston on September 27. On September 28, while off Winter Quarter Shoal light-vessel, the main crank pin broke, and at about 5.30 a. m. the steamship *Guyandotte*, for Norfolk, after being signaled, took the *Wistaria* in tow and after towing her for three hours the hawser parted, the *Wistaria* then being inside the whistling buoy at Cape Henry. The *Guyandotte* having reported her on arriving at Norfolk, the commandant of the navy-yard sent a tug and towed her into Newport News, where repairs were made and she continued on her way to Charleston, arriving there on October 4, 1901. The Board made suitable acknowledgment of the services rendered by the *Guyandotte*, and her owners replied, graciously waiving their claims for remuneration for services thus rendered.

On November 30, the *Wistaria*, while attempting to replace the front beacon of the Smith Island Range, Cape Fear River, North Carolina, struck some obstruction and punched 2 holes in her bottom, when the vessel filled and put out her fires, the water rising to near her main deck, burying her about 2 feet. The first 24 hours the weather was fine and the sea moderate and the officers and crew worked on her almost continuously 3 nights and 2 days. After moving her water tanks they succeeded in locating the leaks, and stopping them, when the vessel was taken to Wilmington, N. C., docked and repaired. The work of removing the tanks had to be done in 6 feet of water, and the discomfort of the crew was increased by the fact that their quarters were under water, their clothing being wet and the weather being cold. During the year she was supplied with 1 set fire bricks, many small articles, and minor repairs were made. After these extensive repairs the vessel, though nearly 20 years old, is in serviceable condition, and will be good for a number of years service on inland waters or as a relief vessel.

1903

See. Treas.

Wistaria.—This iron side-wheel steamer was built in 1881–82, and is of about 450 tons gross burden. She painted 426 buoys, replaced or relieved 326, repaired 22, recovered 6, changed 6, established 9, and discontinued 6. She repaired 135 buoy chains, put new disks on 3 bell buoys, and chafing fenders on 4 whistling buoys. Her crew was employed 52 days upon buoys at the light-house depot and at the custom-house dock, and was engaged 33 days on light-vessel repairs. She delivered to light-vessels on stations some 40 tons of coal, 8 cords of wood, rations, and various articles of supplies. She took out relief light-vessel No. 29, and brought in Martins Industry light-vessel for repairs on July 10, 1902, and on August 1, 1902, returned the latter to her station and brought the first named into Charleston. On June 4, 1903, she again took out relief light-vessel No. 29 and brought in Martins Industry light-vessel for repairs. On July 6, 1902, she, with the assistance of a part of the crew of the *Pharos*, saved from probable destruction Hunting Island light-station by a forest fire. She rebuilt 3 post-lights on the Cape Fear River and repaired 3 others, and repaired the mainmast of Frying Pan Shoals light-vessel on her station on April 3, 1903. She hauled off relief light-vessel No. 29 from Drum Island Shoal, recovered her moorings, and remoored her. She delivered supplies to light-stations generally through the district and transported the inspector on various inspection trips. She steamed some 8,206 nautical miles, consumed about 940 tons of coal and 3 cords of wood. She was under way 52 days, was 278 days under steam, and was 87 days without fires under her main boiler. She had steam in her donkey boiler about 25 days. She was hauled out on the marine railway, Charleston, August 27–28, 1902, and June 12–13, 1903, when she received various repairs. She was supplied during the year with needed stores and fitments.

1904

Wistaria.—This iron side-wheel steamer was built in 1881–82, and is of about 450 tons gross burden. She painted 435 buoys, replaced or relieved 345, repaired 31, recovered 5, established 8, and discontinued 7. She repaired 119 buoy chains. Her crew was employed 50 days upon buoys at the light-house depot and at the custom-house dock, and was engaged 30 days in light-vessel repairs. She delivered to light-vessels on station coal, wood, rations, and various articles of supplies. She took out Martins Industry light-vessel, No. 53, and brought in relief light-vessel No. 29, on July 14, 1903, and on April 14 took out relief light-vessel No. 29 and brought in Frying-Pan Shoals light-vessel, No. 1, for repairs. She transported material and built a wharf at New Channel range front light, Cape Fear River, North Carolina, and assisted in rebuilding post lights on the St. Johns River, Florida. She delivered supplies to light-stations generally throughout the district and transported the inspector on various inspection trips. She steamed some 10,531 nautical miles, consumed about 1,151 tons of coal, and 3¾ cords of wood, and was under way 65 days. She was 319 days under steam and 46 days without fire under her main boiler. She had steam in her donkey boiler about 35 days. Various repairs were made.

1905

Wistaria.—This iron side-wheel steamer was built in 1881–82 and is of about 450 tons gross burden. On July 12, 1904, this vessel, brought in for extensive repairs, went north where they were made, when she resumed her duties. She painted 430 buoys, replaced or relieved 340, repaired 2, recovered 3, established 3, discontinued 4, and repaired 93 buoy chains. Her crew was employed 51 days upon buoys at the light-house depot and custom-house dock and about 25 days in light-vessel repairs. She delivered to light-vessels on station, coal, wood, rations, and various articles of supplies. She towed out Frying-Pan Shoals light-vessel, No. 1, and brought in relief light-vessel No. 29. She towed out relief light-vessel No. 29 and brought in Martins Industry light-vessel, No. 53. She towed light-vessel No. 53 to her station, towed relief light-vessel No. 29 to the station by Charleston light-vessel, No. 34, off Charleston, and brought light-vessel No. 34 to Charleston. She towed light-vessel No. 34 out and brought relief light-vessel No. 29 in to her moorings at Charleston. She built and assisted in building and repairing post lights in the Cape Fear River, [illegible] light-stations

1906

Wistaria.—This iron side-wheel steamer was built in 1881–82, and is of about 450 tons gross burden. She painted 422 buoys, replaced or relieved 335, repaired 9, established 12, discontinued 8, recovered 2, and repaired 94 buoy chains. Her crew was employed 42 days upon buoys at the light-house depot and about 20 days on light-vessel repairs. In October, 1905, she towed out relief light-vessel No. 29 and brought in Martins Industry light-vessel, No. 53, and subsequently replaced light-vessel No. 53 and brought light-vessel No. 29 in. In February, 1906, she again towed light-vessel No. 29 out to Martins Industry Shoal and brought light-vessel No. 53 in to Charleston, afterwards towing light-vessel No. 53 to Savannah for repairs. In addition to her regular work of transporting the inspector on his inspection trips, she assisted in repairing post lights, in delivering supplies to light-stations, fuel and supplies to light-vessels, and went in search of, found, and replaced light-vessel No. 1 on her station on Frying-Pan Shoals from which she had broken adrift. She was also used to do considerable work at various times in sounding and taking observations on Frying-Pan Shoals to locate the true position of the light-vessel and the outer end of the shoal. She steamed some 13,068 nautical miles and consumed about 1,007 tons of coal and 2½ cords of wood, being under way 50½ days. She was under steam 245 days, and 120 days without fire under her main boiler. She had steam on her donkey boiler about 23 days. She was supplied with needed stores and fitments.

1907.

Wistaria.—This iron side-wheel steamer was built in 1881–82, and is of about 450 tons gross burden. She painted 320 buoys, replaced or relieved 256, repaired 6, established 3, discontinued 16, and recovered 4 buoys. Her crew was employed 64 days upon buoys at the light-house depot, and 5 days unloading oil and transferring it to the depot. In September, 1906, she went in search of Frying-Pan Shoals light-vessel, No. 1, which had been blown off her station and found her off the entrance to Cape Fear River, North Carolina, and towed her to Wilmington for repairs. In October she picked up the same light-vessel off Charleston, and towed her first to that port and later back to her station. In April, 1907, she again picked up the light-vessel off Charleston and towed her in to that port for repairs. She dragged for lost moorings at the anchorage of that light-vessel and recovered 90 fathoms of chain and a mushroom anchor. She was employed on inspection duty 78 days; she rebuilt and repaired post lights, delivered oil and supplies to stations, and was laid up for repairs 60 days. The engines and boilers are being overhauled, the bottom is being cleaned and painted, and her repairs will be completed early in July. She was equipped with submarine sound-signal receiving apparatus. She received needed fitments and supplies during the year. She steamed some 10,314 nautical miles and consumed about 714 tons of coal and 4 cords of wood.