


The Morris Collection

Catalog no.

Description

C118

U.S. Navy 12-pounder Dahlgren Boat Howitzer (light)
No. 53, dated 1858 (bronze)

Markings: On muzzle: 

Chase: 

12 PDR
BOAT HOWITZER
1858
FKM

DAHLGREN

Breech: USNY WASHINGTON 430 LBS. 26 PRE

N^o. 53

*MS, other ships:
Vandalia, Dawn,
W-2*

This howitzer is one of the most historically important and interesting pieces in the collection. Its history is well documented in record group 74 in the Old Army and Navy branch of the National Archives. Documents there this howitzer, by date and serial number, in the batteries of two ships, USS Juniata, a steam sloop of war, and USS Pinta, a smaller vessel. During the time the piece was aboard USS Juniata, the ship captured five Confederate blockade runners and helped capture Fort Fisher in North Carolina. Official Records of the Union and Confederate Navies in the War of The Rebellion, Series I, vols. 2 and 3, AND The Dictionary of American Naval Fighting Ships have much material regarding these events.

The piece is very interesting technically as well. The boat howitzers were invented by Admiral John Dahlgren, USN, in the late 1840's, to provide a suitable artillery piece which could be carried by boat to shore, then be easily landed and ready for use. The boat howitzer had a special carriage so that it could be fired from the bow of a boat, then readily dismounted from that carriage and re-mounted on a steel carriage for use ashore. The steel carriage was carried in the stern of the boat. The howitzers were designed to be fired by means of a special bronze percussion lock which was integral to the piece. A third wheel at the rear of the carriage could be raised for firing or lowered for traveling. See references C.D,Q,R for further information.

ern France, on 6 November while off Algiers. Firing to protect her charges, she splashed at least one enemy plane, and aided survivors of torpedoed *Beatty* (DD-640), and two merchantmen. She returned by way of Belfast to New York 24 January 1944, making two escort voyages to Northern Ireland and Scotland between 11 February and 21 April escorting convoys from Norfolk and New York to Naples, Marseilles, and Oran until 7 June 1945.

On 8 June 1945 *Davison* reported to Charleston, S.C., for conversion to a high-speed minesweeper. She was reclassified DMS-37, 23 June, and trained in minesweeping exercises in Chesapeake Bay until 27 August when she sailed from Norfolk for the western Pacific, arriving at Okinawa 15 October. She swept mines in the Yellow Sea, remaining in the Far East on occupation duty until 11 March 1946 when she cleared Yokosuka for San Francisco, arriving the last day of the month.

Davison served in the western Pacific again from 12 September 1946 to 29 March 1947, calling at Pearl Harbor, Eniwetok, Guam, Chinese and Korean ports, and Kwajalein. On 10 March 1948 she sailed west again with a team from the Naval Research Laboratory embarked for balloon tests in the Marshall Islands until returning to San Diego 4 June. *Davison* was placed out of commission in reserve at San Diego 24 June 1949. On 15 July 1955 she was reclassified DD-618.

Davison received three battle stars for World War II service.

Dawn

Daybreak or early morning.

I

(ScStr: t. 399; l. 154'; b. 28'; dr. 12'; s. 8 k.; cpl. 60; a. 2 32-pdr.)

The first *Dawn*, a screw steamer, was built in 1857 by Samuel Sueden, New York; chartered 26 April 1861 and purchased 12 October 1861; outfitted at New York Navy Yard; and commissioned 9 May 1861, Commander W. Chandler in command.

Assigned to duty with the Potomac Flotilla, *Dawn* sailed from New York 11 May and took station at the mouth of the York River on blockade duty until 24 September. During this time she captured three ships with contraband goods and passengers on board. After repairs at Washington Navy Yard, she was sent up the Rappahannock River on blockade duty in November.

Dawn had a new boiler installed at New York Navy Yard from 7 February to 27 April 1862, then stood out for Port Royal, S.C., for service with the South Atlantic Blockading Squadron. Arriving on station 14 May, she patrolled the coastal and inland waters of South Carolina, Georgia, and Florida, frequently exchanging fire with enemy shore batteries, and joining in the attacks on Fort McAllister of 27 January and 1 February 1863. She also assisted in the capture of several blockade runners, including the Confederate privateer *Nashville* with a valuable cargo of cotton.

Out of commission at New York from 9 July to 2 December 1863 for repairs, *Dawn* departed 10 December to join the North Atlantic Blockading Squadron and cruised in the James River from 14 December 1863 to 25 March 1865, performing picket duty and assisting in keeping the river banks free from enemy batteries. *Dawn* was placed out of commission 17 June 1865 at Portsmouth Navy Yard and later taken to Boston Navy Yard and sold 1 November 1865.

II

The second *Dawn* (No. 26), a motorboat, served in the 2d Naval District during 1917-18.

III

(IX-186: dp. 15,381 (f.); l. 438'5"; b. 57'; dr. 27'6" s. 9 k.; cpl. 107; a. 1 4", 1 3")

The third *Dawn* was built in 1920 by Moore Ship building Co., Oakland, Calif., as *Vacuum*; transferred to the Navy 25 December 1944 at Brisbane, Australia, and commissioned the next day, Lieutenant Commander H. V. Perron in command.

Dawn sailed from Brisbane, Australia, 7 January 1945 to complete her outfitting at Hollandia, New Guinea from 17 to 24 January. She carried gasoline Leyte, arriving 2 February, and provided floating gas line storage in the Philippines until 11 November when she got underway for San Diego, arriving 1 January 1946. A week later she sailed for Norfolk, arriving 18 February. *Dawn* was decommissioned 12 April 1946 and returned to the War Shipping Administration the same day.

Dawson

Counties in Georgia, Montana, Nebraska, and Texas (APA-79: dp. 4,247; l. 426'; b. 58'; dr. 16'; s. 17 cpl. 377; a. 1 5"; cl. *Gilliam*)

Dawson (APA-79) was launched 27 November 1914 by Consolidated Steel Corp., Ltd., Wilmington, California, under a Maritime Commission contract; sponsored Mrs. P. Hotchkiss; transferred to the Navy 3 February 1945; and commissioned the next day, Lieutenant Commander R. S. Cass, USNR, in command.

Clearing San Francisco 3 April 1945, *Dawson* carried passengers and cargo to Espiritu Santo, Tulagi, Noumea before arriving at Brisbane, Australia, 6 April to reload. On 14 May she got underway for the Philippines and until the end of the war, carried men and equipment of construction battalions from Manus, New Guinea.

Dawson embarked occupation troops at Pearl Harbor from 18 August to 1 September 1945, landing the Sasebo 22 September. Four days later she was en route to transport additional troops to Japan, re-arriving to Sasebo 14 October. Assigned to "Magic Carpet" duty carrying veterans eligible for discharge home to the west coast she departed Sasebo 22 October and embarked Army Air Corps personnel at Saipan, arriving at San Francisco 14 November. Following an voyage to the Western Pacific between 30 November 1945 and 17 January 1946, carrying sailors to Okinawa, she was assigned as a test target to Operation "Crossroads," the atomic weapons tests in the Marshall Islands, and was towed to Kwajalein where she was decommissioned 20 September 1946. She was retained for a radiological study until sunk 19 April 1948.

Day

Francis Daniel Day, born 25 July 1904 in Manhattan, N.J., enlisted in the Navy 12 January 1925 and continued until his death in *Oklahoma* (BB-3) during the Japanese attack on Pearl Harbor 7 December 1941. Chief Water Tender Day was posthumously awarded the Navy and Marine Corps Medal for self-sacrifice in risking his life to assist 15 crew members to escape from a flooded compartment through a submerged porthole.

(DE-225: dp. 1,450; l. 306'; b. 36'10"; dr. 9'8" k.; cpl. 186; a. 2 5", 3 21" tt., 8 dcp., 1 dcp. 2 dcp.; cl. *Rudderow*)

Day (DE-225) was launched 14 October 1914 at Philadelphia Navy Yard; sponsored by Miss (sister of Chief Water Tender Day); and commissioned 10 June 1944, Commander K. E. Read in command. Departing New York 14 October 1944 *Day* arrived at Hollandia, New Guinea, arriving on 21 November 1944.

1000 lbs. {
Poundage { 29

980000.

R. P. P.

1000 lbs. {
6.43

Price:

Any more
Chicago {

50 lbs. {
Poundage {

85 3575.

R. P. P.

500 lbs. {
4.23

P.

do.

30 lbs. {
Poundage {

86. 3555.

R. P. P.

500 lbs. {
4.23

P.

do.



84. 3500.

78 3500. 3. 21

R. P. P.

84. 3500. 3. 21

Chicago

do.

" 79 3500. 3. 04

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" 165 3500. 1. 09

6. 8. 04

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" 166 3500. 2. 23

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Wentworth 353. 3500. 3. 04. 3500. 3. 04. 3500. 3. 04.

2. 5. 03. 2. 5. 03. 2. 5. 03.

at office. 1858. 1858. 1858.

at N. A.

NAME OF VESSEL.

(*U.S. Steamer "Dawn"*)

CLASS OF GUN.	REGISTER NO.	WEIGHT.	FOUNDRY.	YEAR.	PROVER.	PIVOT OR BROADSIDE.
32 Ctr	685	5,400		1851	J. D. F.	Broadside
32 "	683	5,400		1851	J. D. F.	do
100 lb Smooth	23	9,834		1862	A. C. P.	Pivot
20 " 20	159	1,499		1862	A. C. P.	Pivot
<i>Salmon Howitz</i>			<i>U.S. M. 45</i>			<i>mounted on</i>
12 inch	53	430	<i>Washington</i>	<i>1855</i>	<i>A. C. M.</i>	<i>abide aft</i>

Sh 4

DATE:

May 1st 1868

Capt. Master James Brown
Commander.

Vandalia

W.

Base Ring Number	Base Ring Weight	Base Ring Initials	Right Trunnion Date	Left Trunnion Initials	Proof Charge
22	55. 3. 06	F. P. F.	1846	G. A. M.	Landed at Portsmouth
23	55. 3. 11	"	"	"	
24	56. 1. 05	"	"	"	
25	55. 3. 27	"	"	"	
4. 8 in of 53 ent.					
245	33. 1. 21	F. P. F.	1847	J. S. G.	Landed at Port smouth
246	33. 1. 17	"	"	"	
247	33. 1. 14	"	"	"	
248	33. 1. 12	"	"	"	
249	33. 2. 04	"	"	"	
250	33. 2. 06	"	"	"	
251	33. 2. 07	"	"	"	
252	33. 1. 14	"	"	"	
253	33. 1. 20	"	"	"	
254	33. 1. 23	"	"	"	
255	33. 1. 26	"	"	"	
256	33. 1. 18	"	"	"	
257	33. 1. 17	"	"	"	
258	33. 1. 19	"	"	"	
259	33. 1. 23	"	"	"	
260	33. 1. 27	"	"	"	
16. 32 pds of 32 ent.					
Total. 20 guns.					

1. Light 12 pdr. Howitzer No 17. 7 see letter from General, Portsmouth Nov. 1846.
 Field carriage No 8.
 Boat carriage No 16.
 3 dated Nov. 2/57. x No 17 transferred to Isaac Smith.

Light 12 lb. Howitzer No 17. 7 see letter from General, Portsmouth 1846.
Field carriage No 8.
Boat carriage No 16.
dated Nov. 2/57. x No 17 transferred to Isaac Smith

The above guns have all been fitted with the new sights

63 bwt	141	63. 1. 18	M. P. F. a	1842	A. S. M.	Transferred to Isaac M. Smith
	142	63. 2. 04	"	"	"	
	162	63. 1. 26	b. F.	"	"	
	171	63. 2. 17	M. P. F. a.	"	"	
Howitzer	53	430 lbs		1858	J. K. M.	

Mabush, Continued.

Boat and Field Howitzers.

	No. of Pdr.	Height in.	Inventor Patent.	Date.
24 Pdr.	74	1897	J. A. D.	1853
12 Pdr.	29	758	.	1854
12 Pdr.	57	431	.	.

Note. Main deck guns of Mabush brought her down
4 inches in fresh water. About 5/8 in salt. (John King)

"Kyanodotti" Steamer.

32 pdr. cannon	No.	94	27. 0. 20	H. P. F.	1844	G. A. No.
Length 6 feet		95	27. 1. 01	.	.	.
		96	27. 0. 25	.	.	.
		97	27. 0. 21	.	.	.

Landed at N. Y. Navy Yd
Sept. 1861

24 pdr. Howitzer
12 pdr. do (light)

10
53 430 lb

"Mohawk" Steamer

Steamer

No 2.

32 pdr. cannon
Length 6 feet

	98	27. 2. 06	H. P. F.	1844
	99	27. 1. 20	"	"
	100	27. 1. 20	"	"
	105	27. 1. 05	"	1845

2. 32 pdr. of Boat No. 546
was put at base the Mohawk
at New York March 1861
making the battery consist of
2. 32s of 53 cal.
4. 32s of 47 cal.
1. 24 pdr. Howitzer
7 guns.

24 pdr. Howitzer
12 pdr. do

13
34 430 lb

"Sumpster" Steamer

Steamer

W

32 pdr. cannon
Length 6 feet

	101	27. 1. 01	H. P. F.	1844
	102	27. 1. 06	"	"
	103	27. 1. 16	"	"
	104	27. 0. 18	"	"

Landed at N. Y. Navy
Sept 1861.

24 pdr. Howitzer

25

"Mustie" Steamer

Steamer

W

First Class Steamer.

Put on board at N York Sept. 1859

do

do

do

do

d.

Put on board at New York Sept. 1859

do

do

do

do

do

Put on board at New York Sept. 1859

do

do

do

d.

In consequence of master's mates being ordered away with prizes, it would be very desirable that a few midshipmen be ordered here.

I have the honor to be, sir, very respectfully, your obedient servant,
G. J. PENDERGRAST,
Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Acting Master's Mate Woodstock, U. S. Navy, to take to Washington, D. C., as prizes, schooners *General Knox* and *Georgeanna*.

U. S. FLAGSHIP CUMBERLAND,
Off Fortress Monroe, Va., May 25, 1861.

SIR: You will proceed with the steam tug *Yankee* and take the schooners *General Knox* and *Georgeanna* to Washington as prizes.

On your arrival there, you will deliver the accompanying papers to the U. S. district judge and report yourself to the Navy Department. After performing these duties, you will return to your ship and station.

Respectfully,
G. J. PENDERGRAST,
Flag-Officer, Commanding West India Squadron.

HENRY WOODSTOCK,
Master's Mate of the *Dawn*.

[Enclosure.]

U. S. FLAGSHIP CUMBERLAND,
Off Fortress Monroe, Va., May 22, 1861.

SIR: I herewith enclose to you the papers relating to the schooner *General Knox*, of Thomaston, Me., Captain J. W. Small, bound to St. John, New Brunswick, cargo oak timber, also the schooner *Georgeanna*, of St. George, Me., bound to Quincy, Mass., cargo oak timber.

They were captured in York River this day by Commander Chandler, of the U. S. S. *Dawn*, for violating the blockade. This letter, with its enclosures, will be handed you by Henry Woodstock, master's mate of the steamer *Dawn*.

Very respectfully, your obedient servant,

G. J. PENDERGRAST,
Flag-Officer, Commanding West India Squadron.

U. S. DISTRICT JUDGE,
Washington, D. C.

Letter from Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, to Captain Eagle, U. S. Navy, commanding U. S. S. *Monticello*, regarding the name of that vessel.

U. S. S. MINNESOTA,
Hampton Roads, May 25, 1861.

SIR: From an official list sent me by the Navy Department, dated May 17, 1861, I am informed that your vessel, which you now command, is called the *Monticello*.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.
Captain HENRY EAGLE,
U. S. S. *Monticello*.

[Endorsement.]

Handed to Lieutenant Braine this day, May 31, 1861.

HENRY EAGLE,
Captain.

Instructions of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, to Captain Eagle, U. S. Navy, commanding U. S. S. *Monticello*, regarding blockade duty.

U. S. S. MINNESOTA,
Hampton Roads, May 25, 1861.

SIR: Herewith find enclosed the proclamation of the President of the United States in reference to blockading.

On the arrival of the *Harriet Lane*, which vessel will be sent to relieve you at your present post, you will take in a full supply of coal and proceed off the harbor of Wilmington, N. C. I wish to impress upon you the importance of maintaining a strict blockade, preventing the ingress and egress of all vessels, excepting under the following exceptions:

NAVY DEPARTMENT, May 4, 1861.

The Department would in every instance allow at least fifteen days for neutral vessels to depart with or without cargo after the blockade is set with sufficient force.

You will not capture or detain any foreign vessel proceeding toward the entrance of a blockaded port if she shall not previously have received from one of the blockading squadron a special notification of the existence of the blockade, provided she has not contraband goods on board.

This notification must be inserted in writing on the muster roll of the neutral vessel by the cruiser which meets her, and it should contain the announcement, together with statements of the day and the latitude and longitude in which it was made.

You will communicate with me as often as convenient. Wishing you a pleasant cruise,

I am, respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Captain HENRY EAGLE,
U. S. Navy.

[Endorsement.]

Handed to Lieutenant Braine this day, May 31, 1861.

HENRY EAGLE,
Captain.

Order of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, to Captain Eagle, U. S. Navy, commanding U. S. S. *Monticello*, regarding the case of the steamer *Uncle Ben*.

U. S. S. MINNESOTA,
Hampton Roads, May 25, 1861.

SIR: I enclose to you a letter* from the honorable the Secretary of Navy, dated May 23, also copies from Department of State, May 20,

Order of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Captain Green, U. S. Navy, commanding U. S. ship Jamestown, to prepare that vessel for sea.

U. S. FLAGSHIP CUMBERLAND,
Off Fortress Monroe, Va., June 13, 1861.

SIR: You will prepare your ship for sea in all respects, and have your water, wood, and provisions filled up.

You will inform me when you are ready and await the further orders of Flag-Officer Stringham.

Very respectfully,

G. J. PENDERGRAST,

Flag-Officer, Commanding West India Squadron.

Commander CHAS. GREEN,

Commanding U. S. Ship Jamestown.

Letter from Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to the judge of the U. S. district court, Baltimore, regarding captured schooner Arcola.

U. S. FLAGSHIP CUMBERLAND,
Off Fortress Monroe, Va., June 16, 1861.

SIR: I send you herewith the papers relating to the prize schooner *Arcola*, Captain Lewis, of Norfolk, Va., from Baltimore, bound to New York; cargo, corn and merchandise.

The said schooner was seized by order of Flag-Officer Stringham on the 22d day of May, as belonging to the citizens of a seceded State, at war with the United States.

Her cargo (corn) was ordered to be landed at Fortress Monroe for the use of the Government by Flag-Officer Stringham.

The remaining cargo (merchandise) I have ordered with the vessel to Baltimore in charge of John G. Foster, master's mate of this ship, for such action as may be necessary in such cases.

Very respectfully, your obedient servant,

G. J. PENDERGRAST,

Flag-Officer, Commanding West India Squadron.

U. S. DISTRICT JUDGE,

Baltimore, Md.

Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, transmitting reports of commanding officer and engineer of the U. S. S. Dawn, regarding impaired condition of that vessel.

U. S. FLAGSHIP CUMBERLAND,
Off Fortress Monroe, Va., June 16, 1861.

SIR: I have the honor herewith to enclose the reports of Commander Chandler and the engineer of the U. S. S. *Dawn*, from which the Department will learn that she is in a very deplorable condition.

From what I have seen of the vessel she is very inefficient, both in armament and every other respect, and I would respectfully suggest that a more suitable vessel be sent here to take her place.

I have the honor to be, sir, very respectfully, your obedient servant,

G. J. PENDERGRAST,

Flag-Officer, Commanding West India Squadron.

HON. GIDEON WELLES,

[Endorsement.]

The boilers of the *Dawn* have just been repaired at Baltimore.

B. F. ISHERWOOD,
Engineer in Chief.

JUNE 5, 1861.

[Enclosures.]

U. S. S. DAWN,

Hampton Roads, Virginia, June 15, 1861.

SIR: On my way to your anchorage, I have the honor to inform you that nothing very material in reference to the blockade of York River by the vessel under my command has occurred since my report to you of the 29th ultimo; but that, in consequence of repeated leaks in the smaller boiler flues, and the unreliable condition of several of them, I have been compelled to leave my station in order to request a survey on them. As, without the ability to get up steam and anchor instantly, night or day, for maneuvering, a vessel of only two (broadside) guns, and so unmanageable as this steamer is with her sails, I feel an unwillingness to imperil her safety by such inefficiency, or to fail in accomplishing the object of the Government in an effectual blockade of that river.

After patching the leak referred to in my report of the 29th we steamed out of Hampton Roads the next morning for our station, but did not get within 10 miles of it (being under 28 pounds of steam only) before we sprang a leak in another flue, which, soon extinguishing the fire, compelled us in the face of our foe to conceal our crippled condition from view by making the last 5 miles from our usual anchorage under the square sail alone, the wind being (fortunately) abaft at the time.

Having anchored about 6 miles from Yorktown and repaired that leak as soon as possible, we have kept the fires banked (with steam under 28 pounds) ever since, except on the following occasions, viz: at early dawn on the 7th (after a dense fog in Chesapeake Bay during the previous day and night had lifted), having discovered three ships at anchor from 5 to 7 miles to the eastward and northward and eastward of Back River light house, and supposed that they might have, in the fog, eluded the blockade below, we got up steam and anchor and ran alongside of each, boarding two of them and having a boat with the captain and his papers sent to us from the other. On examination of their papers found that they had been properly endorsed by one of the blockading force off Cape Henry two or three days before. Previously to this (on the 3d June) we had pursued a schooner heading across the mouth of York River from Poquosin Flat, which, upon coming up with, and ordering the skipper with his papers on board, proved to be the prize *F. W. Johnson* (loaded with railroad iron), and sent by you to Baltimore under the command of Mr. Chisholm.

On another occasion (5th June) we steamed out of York River to meet a sailboat, but failing in that we boarded, at anchor on the east side of York Spit, a Baltimore brigantine, bound to one of the West India Islands from Baltimore.

The day before yesterday we got up steam and anchor and ran over to the east side of York Spit to procure sand from one of the small shoals eastward of Monday's Marsh Point, returning to our usual anchorage in the middle of York River the same afternoon.

Yesterday, about 10 a. m., while at anchor with fires banked and steam at 27 pounds, a leak commenced in one of the small flues on

caught in a disabled condition, and steamed down the river, burning wood to keep the fires in, until we could reach a place of more security from any attack from a very superior force that a knowledge of our crippled state might provoke. When we had reached the buoys about 10 miles from Yorktown, our fires giving out, we anchored, and as soon as possible patched the leak.

By 7 p. m. we had about 28 pounds of steam up again and fire banked for the night, when about 10 o'clock a leak broke out in another small flue about amidships, compelling us to let off steam and blow the water out of the boiler again preparatory to patching for the fourth time. At daylight this morning we examined and repaired the leak, and got up steam and anchor this afternoon with the intention of steaming down here, lest by remaining longer, even with the fire banked, the flues might give out altogether.

Since writing my report I have been handed a communication by the first assistant engineer in reference to the condition of our boiler and flues, a copy of which is herewith submitted.

Also, accompanying this, a duplicate requisition from the different departments as to our wants, the gunner's being more particularly in answer to your order of the 7th June.

Very respectfully, your obedient servant,

WILLIAM CHANDLER,
Commander, U. S. Navy.

Flag-Officer G. J. PENDERGRAST,
Commanding Home [West India] Squadron.

P. S.—I have also the honor to send a memorandum of the quantity of coal, provisions, wood, and water remaining on hand at this date.

Very respectfully, your obedient servant,

WILLIAM CHANDLER,
Commander, U. S. Navy.

U. S. (CHARTERED) STEAMER DAWN,
June 15, 1861.

SIR: The following is in our opinion a correct statement in regard to the Dawn's boiler:

The boiler is 24 feet 8 inches in length, and 10 feet in diameter; has two furnaces 6 feet 6 inches long by 4 feet 3 inches wide; has one 30-inch and one 12-inch flue running forward from each; has thirty 8-inch return flues. The shell of the boiler is three-eighths of an inch thick, and in good order. The 30-inch flues have never leaked any. The 8-inch flues are in a very bad condition; the iron is not more than one thirty-second of an inch thick in many places, varying from that to one-eighth of an inch. They can not be patched so as to make them safe, and they are likely to give out at any time, even with a pressure of 25 pounds to the square inch. The furnaces are worn considerably, but have not given us any trouble since we left New York.

A. W. REYNOLDS,
First Engineer.

L. BURHANS,
Second Engineer.

SAM. T. ALLEN,
Third Engineer.

Captain WM. CHANDLER,
Commander.

Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding U. S. steamers Harriet Lane and Quaker City.

U. S. FLAGSHIP CUMBERLAND,
Off Fortress Monroe, Va., June 16, 1861.

SIR: I have the honor to acknowledge the receipt of the Department's letter under date of the 15th instant directing me to send the Harriet Lane to New York.

I shall do so as soon as the Quaker City returns, as I can not well spare them both at this time.

I have the honor to be, sir, very respectfully, your obedient servant,

G. J. PENDERGRAST,

Flag-Officer, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Commander Green, U. S. Navy, commanding U. S. ship Jamestown.

U. S. FLAGSHIP CUMBERLAND,
Off Fortress Monroe, Va., June 16, 1861.

SIR: You will please move your ship up to the place indicated by me to pass during this tide.

Very respectfully,

G. J. PENDERGRAST,

Flag-Officer, Commanding West India Squadron.

Commander CHARLES GREEN,
Commanding Jamestown.

Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding the schooner Arcola.

U. S. FLAGSHIP CUMBERLAND,
Off Fortress Monroe, Va., June 18, 1861.

SIR: I have the honor to inform the Department that I yesterday sent the prize schooner Arcola, Captain Lewis, of Norfolk, Va., from Baltimore, bound to New York (cargo, corn and merchandise), to the U. S. court at Baltimore. The said schooner was seized by order of Flag-Officer Stringham on the 22d day of May, and her cargo of corn was landed at Fortress Monroe for the use of the Government, by order of Flag-Officer Stringham. All papers relating to the Arcola were sent with her, including a letter to the U. S. district judge, stating the facts of her seizure.

I have the honor to be, very respectfully, sir, your obedient servant,

G. J. PENDERGRAST,

Flag-Officer, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Captain Nicholson, U. S. Navy, commanding U. S. S. Roanoke, to proceed to duty in the West India Squadron.

NAVY DEPARTMENT, June 22, 1861.

SIR: As soon as the U. S. steam frigate *Roanoke*, under your command, is ready for sea, you will proceed with her to Hampton Roads, Virginia, and report to Flag-Officer G. J. Pendergrast, commanding the West India Squadron.

Transmit to the Department before sailing a muster roll of the *Roanoke* and a separate list of her officers.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain WM. C. NICHOLSON,
Commanding U. S. Frigate *Roanoke*, New York.

Report of Commander Chandler, U. S. Navy, commanding U. S. S. Dawn, regarding condition of that vessel.

U. S. S. DAWN,
Baltimore, Md., June 23, 1861—noon.

SIR: I have the honor to report our arrival here at noon to-day (already announced to you by telegraph, in obedience to an order from Flag-Officer Stringham, of 19th instant), in twenty-five hours from Fortress Monroe, under from 12 to 15 pounds of steam (our usual steaming pressure being about 35 pounds and maximum allowed 45 pounds), aided by the flood tide about 2 knots per hour.

We have not a man on the sick list, and the steamer is in an efficient condition for service (except the boiler flues), as far as her battery of two (broadside) 32-pounders, etc., can make her.

Enclosed with this is a copy of the first assistant engineer's report to me of the 17th instant, and a copy of my last report to the flag-officer in Hampton Roads, together with a complete muster roll of the officers and crew (including the engine department) of the *Dawn*; also a memorandum of the quantity of powder, shot, 12-pound howitzer canister, and equipments for our two long 32-pounders; of the number of musketoons, common ship's pistols, and swords, as well as of the small-arm ammunition; of the coal, provisions, wood and water, and of the general ship's stores of the different departments on hand.

There is so much motion in the vessel I must apologize for my unsteady writing, and have the honor to be,

Very respectfully, your obedient servant,

WILLIAM CHANDLER,
Commander, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy.

Order of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Captain Van Brunt, U. S. Navy, commanding U. S. S. Minnesota, to transfer prisoners for passage to New York.

U. S. FLAGSHIP CUMBERLAND,
Off Fortress Monroe, Va., June 23, 1861.

SIR: You will please transfer the prisoners on board the *Minnesota* to the U. S. S. *Harriet Lane*, for passage to New York.

Captain Faunce will report to you when he is ready to receive them. This will probably be to-morrow morning early.

Very respectfully, your obedient servant,

G. J. PENDERGRAST,
Flag-Officer, Commanding West India Squadron.

Captain G. J. VAN BRUNT,
Commanding U. S. Steam Frigate *Minnesota*.

P. S.—If you have any sick men, you will please avail yourself of this opportunity to send them to New York.

G. J. PENDERGRAST.

Order of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, to seize supposed blockade runner Hurl.

Confidential.]

U. S. FLAGSHIP CUMBERLAND,
Off Fortress Monroe, Va., June 23, 1861.

SIR: The following is an extract from a communication received from the Department:

It has been reported to this Department that a small steamer, supposed to be the *Hurl*, plying between Baltimore and Pocomoke River, is laden with articles contraband of war. This steamer must be seized and examined.

Smith's Island is represented as the rendezvous of stores, which will also call for your investigation.

In obedience to the above, you will proceed in the *Monticello*, and be governed by the above extract. After having performed this duty you will return to Hampton Roads.

Very respectfully,

G. J. PENDERGRAST,
Flag-Officer, Commanding West India Squadron.

Lieutenant Commanding BRAINE,
Commanding *Monticello*.

Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding orders given to certain vessels of his command.

U. S. FLAGSHIP CUMBERLAND,
Off Fortress Monroe, Va., June 23, 1861.

SIR: I have the honor to inform the Department that the *Quaker City* returned to her station last evening, and that I have this day dispatched the *Harriet Lane* to New York with the crew of the privateer *Savannah*, lately brought here by the U. S. steam frigate *Minnesota* as prisoners. I would also inform the Department that in obedience to its order, under date of the 14th of June, marked confidential, I have directed Lieutenant Commanding Braine, of the U. S. S. *Monticello*, to make an examination of Smith's Island, and also to keep a lookout for the small steamer, supposed to be the *Hurl*, plying between Baltimore and the Pocomoke River.

I have the honor to be, sir, very respectfully, your obedient servant,

G. J. PENDERGRAST,
Flag-Officer, Commanding West India Squadron.

HON. GIDEON WELLES,
Secretary of the Navy.

I shall send the *Monticello* off the mouth of the Rappahannock. Will the Department please send, as soon as convenient, an assistant surgeon for this vessel to take the place of the one wounded, of which I have apprised the Department?

Your letter containing suggestions in reference to York River has also been received. I have always considered this point and the Rappahannock very important, and have had a vessel off the former, but the *Dawn* has now gone to Baltimore for repairs. I hope she will soon be here to take her place again at that point.

I have also received your letter of June 25, enclosing copy of letter from A. H. Grimshaw.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

P. S.—Since writing the above I have received a request from Major-General Butler that the *Monticello* be permitted to remain at Newport News; I shall, therefore, send either the *Mount Vernon* or *Daylight* up to the Rappahannock.

S. H. S.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding proposed transfer of Rodman cannon for the use of the Navy.

U. S. S. MINNESOTA,
Hampton Roads, June 27, 1861.

SIR: I have the honor to acknowledge receipt of your letter, dated June 25, in which you apprise me that instructions will be issued, subject to the approval of Major-General Butler, to transfer to my charge one of the large pieces of ordnance now at this point, known as the Rodman cannon, and that for the purpose of preparing the gun for active operations afloat "you (I) will take all practicable dispatch to cause to be purchased a suitable vessel to sustain its weight, 49,099 pounds, exclusive of carriage, etc., and fit the vessel in such manner as your (my) experience may dictate."

I hasten to inform the Department that there is no vessel here that could be used with any advantage, and I doubt whether we shall be able to procure one this side of New York.

If the Department will direct one to be purchased there and properly fitted, or if they will permit me to go, I think I might select a suitable one and have her immediately put in proper condition to receive the gun, and carry into effect as soon as practicable the wishes of the Department.

I have received the work, Rodman on Experiments with Cannon and Powder, mentioned in your letter June 25.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary Navy.

Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the U. S. ship Cumberland.

NAVY DEPARTMENT, June 27, 1861.

SIR: As soon as the *Roanoke* arrives in Hampton Roads and Flag-Officer Pendergrast transfers his flag to her, you will send the *Cumberland* to Boston to be docked, etc.

If the *Cumberland* can not be spared immediately, you are authorized to retain her until your squadron is increased sufficiently to enable you to dispense with her services.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron, Hampton Roads.

Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding prizes.

NAVY DEPARTMENT, June 28, 1861.

SIR: You will please send a fair proportion of the prizes that may be captured to Boston.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding schooner Ada, of Baltimore.

Confidential.]

NAVY DEPARTMENT, June 28, 1861.

SIR: The following is copied from a letter received at this Department. Very respectfully, etc.

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron, Hampton Roads

[Enclosure.]

BALTIMORE, June 26, 1861.

When in Washington on Tuesday morning, I had the pleasure of having a conversation with you in regard to parties shipping goods in lower part of Maryland to be shipped thence to Virginia. I promised to call and see you again before I left for Baltimore, but business prevented me. I hasten to give you all the information I can. The name of it (the vessel) is *Ada*, of Baltimore, bound for the Rappahannock River. The captain's name is Sutton. Schooner painted dark green, with a red stripe around her bends. The gentleman who shipped the goods on the above vessel left here on last Friday afternoon in the steamer *St. Nicholas* for Leonardtown, Md., with a young girl in

The senior officer present will keep this order and communicate to the other commanding officers as soon as practicable.

Respectfully, etc.,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander CLITZ,

U. S. S. Osceola.

P. S.—Notify the *Saugus* to join me when she arrives.

Report of Acting Volunteer Lieutenant Simmons, U. S. Navy, regarding the capture of a signal station in the James River.

U. S. S. DAWN,

Off Wilson's Wharf, May 6, 1864.

SIR: I have the honor to report that at the request of General Wild I this morning took my vessel about 7 miles down the river and captured the principal signal station at this part of the river, killing 5 of the enemy and capturing the mail, which I delivered to General Wild.

I am, sir, very respectfully, your obedient servant,

J. W. SIMMONS,

Acting Volunteer Lieutenant, Commanding U. S. S. Dawn.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Detailed report of Acting Volunteer Lieutenant Simmons, U. S. Navy, regarding capture of signal station in James River, May 6, 1864.

U. S. S. DAWN,

Off Wilson's Landing, Va., June 30, 1864.

SIR: I have the honor to acknowledge the receipt of your letter, dated June 27, 1864, ordering me to send you a circumstantial report of the capture of the principal signal station near Wilson's Wharf, on May 6, 1864.

In obedience to that order, I respectfully report that on Friday, May 6, at the request of Brigadier-General Wild, I took on board a small detachment of soldiers and proceeded down the river and landed the soldiers about 2 miles above the signal station. I then proceeded with this vessel to Sandy Point, where the signal station was located, and anchored for the purpose of covering the landing of my boats. I then sent the second cutter, with 10 men armed, in charge of Acting Ensign E. T. Sears, accompanied by Acting Assistant Paymaster R. C. Peirce. Before landing, the enemy was plainly seen by the officers in charge of the boat, but could not see anything of our soldiers, who had not yet come up. The boat was pushed rapidly to the shore; the men landed and at once started to capture, if possible, the enemy and their property. The enemy retreated to a small piece of woods. Acting Ensign Sears left one of his men to guard the boat and took the rest and pushed on toward the woods where the enemy had retreated. As Mr. Sears neared the woods he saw a body of men approaching. He supposed them to be a party of rebels, and wishing to finish his work before the advancing party could come up to their assistance, he made a bold push and was just about commencing the attack when he

heard a volley of musketry, and then learned that the advancing party were our own men. By this volley 3 men were killed and 2 wounded and captured. The other 2 were killed as they were retreating by another party of our soldiers who were advancing from another direction. Upon the landing of the second cutter, Acting Assistant Paymaster Peirce, who knew my great desire to capture the rebel signal flag and code, at once started for the house above. As he neared the house the rebel officer retreated on horseback. Mr. Peirce captured the signal flag and code, which I forwarded to you. At this time, leaving the ship in charge of Acting Master J. A. Jackaway, who had been shelling the woods in the rear of the signal station, I proceeded on shore and gave orders to have the dead buried, which was done by Mr. Sears and Mr. Peirce. I had the wounded and prisoners brought on board and embarked the troops and returned to my station off Wilson's Wharf. I take pleasure in reporting to you that Acting Master Jackaway performed his duty in his usual cheerful and cool manner, placing him very high in my estimation as an officer and seaman.

The conduct of Acting Ensign E. T. Sears was deserving of great credit, charging as he did in the face of what he supposed was a reinforcing party of the enemy, for the purpose of carrying out the orders he received from me. The conduct of Acting Assistant Paymaster R. C. Peirce was truly brave and gallant in the extreme, charging as he did alone toward the house, that he might capture the signal officer with the flag and code, thus accomplishing the object of the expedition. The signal flag and spyglass captured by me are on board this vessel at present, in use. I should have sent them to you, but supposed I was to keep them on this vessel until the end of the cruise and deliver them with my other nautical instruments.

I can not close this report without making mention of S. F. Patten, quartermaster, and Robert Braid, coxswain, and Patrick Kelley, landsman, attached to this vessel, for very good conduct at the time Mr. Sears was about making the charge. They were all three close to him, and by their conduct set an example to the other men which had a very good effect.

I am, sir, very respectfully, your obedient servant,

J. W. SIMMONS,

Acting Volunteer Lieutenant, Commanding U. S. S. Dawn.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

[Endorsement.]

Acting assistant paymaster is an applicant for a regular appointment, and is well known to me as a most worthy man.

FOX.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, responding to request regarding lights in the James River.

NAVY DEPARTMENT, May 6, 1864.

SIR: The Light-House Board has been requested to give immediate attention to the matter of lighting up the light-houses mentioned in your letter of the 3d instant.

Very respectfully, etc.,

GIDEON WELLES,

Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

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Report of Captain Smith, U. S. Navy, regarding the appearance of the C. S. S. Albemarle in Albemarle Sound.

U. S. S. MATTABESSETT,
Albemarle Sound, North Carolina, May 24, 1864.

SIR: I have to report that the ram made his appearance to-day for the first time since the engagement of the 5th instant. He came down in sight of the picket boats stationed off the mouth of the Roanoke River with head upstream, and was accompanied by a rowboat that pulled several times diagonally across the river as if dragging for torpedoes.

The *Whitehead* fired a shell which exploded near his stern, when the *Albemarle* immediately steamed up the river.

I have heard from contrabands and refugees direct from Plymouth that the plating of the ram was much injured; that four of our shot penetrated his outer armor, and that the concussion caused by our fire was so severe that it was found impossible to keep a light burning, and that one of the guns was rendered useless. What repairs have been made is not known.

I am of the opinion, from intelligence received from Plymouth, that they are evacuating the place.

Several guns have been sent up the river, and large loads of furniture are being towed up by every steamer. The guns of the *Southfield* have been raised; one has been sent away, and two are on the wharf ready for transportation.

I have informed the commanding general at New Berne of the state of affairs at Plymouth, and signified my desire to cooperate with him in retaking the place if he could spare the necessary force, as I have heard from a reliable source that they have but 200 men and the ram to guard it.

I have with me here the *Mattabesett*, *Wyalusing*, and *Tacony* (the latter with steam on one boiler), the *Barney* and *Whitehead*, that are serviceable, the *Hull*, 3 miles below, with fires hauled, repairing, and the *Miami* at Roanoke Island, broken down, being unable to get steam on account of leaky boilers. The only use I can make of her is to have her towed to Hatteras Inlet when an opportunity offers and employ her crew in unloading coal from the heavy-draft coal vessels and sending it here. The disposition of the other vessels is the same as at the last report.

I am, very respectfully, your obedient servant,

MELANCTON SMITH,
Captain and Senior Officer in Sounds of North Carolina.
Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Order of Commander Davenport, U. S. Navy, to Acting Volunteer Lieutenant Eaton, U. S. Navy, to cruise in Pamlico River.

U. S. S. HETZEL,
Off New Berne, N. C., May 24, 1864.

SIR: Proceed with the U. S. S. *Louisiana* under your command to the Pamlico River, inspecting as you proceed the various bays and creeks on the route. On your arrival there you will cruise up and down

the river, picking up such refugees as may desire to come to New Berne, and doing your best to prevent the enemy from erecting batteries.

Run no unnecessary risk, and if nothing of importance occurs, remain there until relieved.

Respectfully, yours,

H. K. DAVENPORT,
Commander, U. S. Navy, Senior Officer Present.
Acting Volunteer Lieutenant HENRY EATON, U. S. Navy,
Commanding U. S. S. Louisiana.

Combined operations against Confederate attack upon Wilson's Wharf, May 24, 1864.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports of commanding officers

FLAGSHIP AGAWAM,
Farrar's Island, James River, Virginia, May 28, 1864.

SIR: The copy of my order of May 23 to Lieutenant-Commander Quackenbush, and the original reports of that officer and the commanding officers of the *Dawn* and *Young America*, will inform the Department as to the good service rendered by the navy in cooperating with the troops under General Wild in repulsing the attack made by the enemy in force at Wilson's Wharf on the 24th instant.

Believing that the enemy had intrenched himself in front of the army position here, I judged that he would next attack our positions in the rear at Wilson's Wharf and Fort Powhatan, especially as the colored troops stationed there offered the temptation of prize to him, and a late Richmond paper, captured by our navy pickets, commented with bitterness on the presence of such troops there.

Hence I dispatched the *Pequot* with a respectful warning to General Wild, and to strengthen our means of defense there. Under other orders from me the *Pequot* was stationed above Fort Powhatan, the *Dawn* below Wilson's Wharf, the *Atlanta* (ironclad) and the tug *Young America* between the two.

I respectfully congratulate the Department upon the success of the naval dispositions which the force put at my disposal enabled me to make.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Quackenbush, U. S. Navy.

FLAGSHIP AGAWAM,
Trent's Reach, James River, May 23, 1864—1 o'clock a. m.

SIR: At daylight this morning get underway and proceed without delay to Fort Powhatan. So dispose of the naval forces at that point as to best guard the approaches to Fort Powhatan and Wilson's Wharf by a cross fire from the gunboats and *Atlanta*.

Communicate with the army officer in command and respectfully admonish him from me [of] the probabilities of an attack upon those important points.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Lieutenant-Commander S. P. QUACKENBUSH,
Pequot, Turkey Bend, James River.

First report of Lieutenant-Commander Quackenbush, U. S. Navy, commanding U. S. S. Pequot.

U. S. S. PEQUOT,

Fort Powhatan, James River, Virginia, May 25, 1864.

SIR: I have to report that at 12:30 p. m. yesterday, while on shore at Fort Powhatan, a message was received by the colonel commanding from the general at Wilson's Wharf, stating that the enemy were attacking the latter place.

It was supposed that the attack on Wilson's Wharf was a feint to draw our forces from this place while an attack should be made here in force, as communication by signal was interrupted. The *Young America* had her blow valve broken and steam blown off, and consequently could not move. I sent Acting Ensign William F. Chase in the transport *Mayflower* down to Wilson's Wharf to learn from the general if the attack was in force, and if the *Dawn* needed aid. I also sent the army tug *Johnson* to tow the *Young America* to the scene of action in order that her guns might be used if needed.

The *Mayflower* was fired into by sharpshooters in the bushes on the banks just before reaching the *Dawn*, and her captain and pilot both severely wounded. Acting Ensign Chase then took charge of her and hailing the *Dawn*, learned that she wanted assistance. He then went on shore and was informed by the general that he had signaled repeatedly to Powhatan for the gunboats, and that he needed help at once. The *Mayflower* was taken possession of for the use of the wounded, and Mr. Chase could not return until 6 p. m., when I immediately got underway and proceeded to Wilson's Wharf. The enemy had disappeared about an hour before my arrival. I learn that Acting Volunteer Lieutenant [J. W.] Simmons, of the *Dawn*, rendered most efficient help, his shells sweeping through the enemy's column with terrible effect. I take especial pleasure in mentioning the gallant conduct of Acting Ensign William F. Chase, of this vessel. When the captain and pilot of the *Mayflower* were struck down helpless with wounds at his side he took the wheel, went in to the wharf, and went on shore in obedience to orders, although a storm of bullets was rained on the vessel and wharf from the enemy's line near by.

I have this morning returned to my anchorage above Fort Powhatan.

I am, respectfully, your obedient servant,

S. P. QUACKENBUSH,
Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, James River.

Second report of Lieutenant-Commander Quackenbush, U. S. S. Navy, commanding U. S. S. Pequot.

U. S. S. PEQUOT,

Fort Powhatan, James River, Virginia, May 26, 1864.

SIR: In obedience to your orders of 23d instant I left my anchorage at Turkey Bend and proceeded to this place. I at once communicated with the commanding officer of the post and admonished him from you of the probability of an attack on this post by the enemy.

After having ascertained the best position for the *Pequot* to take, I went to Wilson's Wharf and communicated with General Wild, commanding that post. I also made an examination of the best position to be occupied by the gunboats in the event of an attack. In consequence of the information which I gave to General Wild, arrangements were immediately made which I understand tended in a great measure to the repulse of the enemy.

I was informed by General Wild that the *Dawn* and *Young America* did most excellent service during the attack.

The gallant conduct of Acting Ensign W. F. Chase in taking the wheel and command of the tug *Mayflower* when the captain and mate were shot down, and in taking her alongside the wharf under a sweeping fire of the enemy's bullets, and his strict compliance with the orders given him by me, are deserving of your most favorable notice.

I am, respectfully, your obedient servant,

S. P. QUACKENBUSH,
Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron, James River.

Report of Lieutenant-Commander Quackenbush, U. S. Navy, transmitting report of the engineer of the U. S. S. *Young America*.

U. S. S. PEQUOT,

Fort Powhatan, James River, May 25, 1864.

SIR: Enclosed I hand you the report of the engineer of the U. S. S. *Young America*, stating the reasons why the vessel was unable to move when ordered. I have not yet received the report of Acting Volunteer Lieutenant Simmons, of the *Dawn*, but will forward it as soon as received.

I am, respectfully, your obedient servant,

S. P. QUACKENBUSH,
Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron, James River.

[Enclosure.]

U. S. S. YOUNG AMERICA,

Off Fort Powhatan, James River, Virginia, May 25, 1864.

SIR: I most respectfully submit the following report concerning this vessel being without steam on the 24th instant:

About 11 o'clock a. m. the blow cock on the boiler gave way and begun to leak to such an extent that it was impossible to keep water in the boiler, and as we had to break some joints to get to the valve, it

was impossible to repair it without hauling fires and blowing water out of the boiler.

Very respectfully, your obedient servant,

CHARLES R. JONES,

Acting Second Assistant Engineer in Charge.

Lieutenant-Commander S. P. QUACKENBUSH,

U. S. S. Pequot, Off Fort Powhatan, James River.

Report of Acting Volunteer Lieutenant Simmons, U. S. Navy, commanding U. S. S. Dawn.

U. S. S. DAWN,

Off Wilson's Wharf, May 25, 1864.

SIR: I have the honor to report that at 1:30 p. m. yesterday, the 24th, the United States forces under General Wild, at this point, were very suddenly attacked by the enemy in heavy force under General Fitzhugh Lee. On hearing the alarm, I at once got underway and commenced shelling the woods on our left flank.

The enemy got possession of a small piece of woods above the fortification and the transport steamer *Mayflower* coming by at the time, they opened a galling fire of musketry on the *Mayflower* and this vessel, badly wounding the captain and pilot of the transport. I at once opened on the woods and succeeded in driving them out. The firing having almost ceased on our left and increased on our right flank, I altered the position of this vessel, and commenced shelling the enemy just as they were making a charge, which drove them back, and, as General Wild tells me, thus ended a sharp action of five and a half hours. I very respectfully report that if I had two 32-pounders in addition to my present battery, I could do much more service, having now no smoothbore guns to throw grape and canister. The bolts and ports are already on the vessel ready to put the extra guns in position at once, this vessel having carried them on the last cruise in addition to her present battery, and she can carry them now with ease. My ammunition is very nearly out, and I am anxious to get a supply as soon as possible, as I have only 17 rounds remaining, and herewith I send requisition for your approval. The officers and crew behaved finely, Acting Ensign William B. Avery, E. T. Sears, and P. W. Morgan serving their different guns with great coolness and energy, although the enemy's sharpshooters were throwing musket shot over and at us continually. I take great pleasure in reporting to you the noble and gallant conduct of my executive officer, Acting Master J. A. Jackaway, in shifting my position to follow the enemy. This vessel got very near a shoal in the river and was compelled to turn by backing for the purpose of getting my guns to bear on the sharpshooters, who were completely showering us with musketry.

Mr. Jackaway did the duties of pilot, thus getting the vessel in position, and eventually driving the enemy away and saving that flank of our troops. I do think he deserves promotion if noble and gallant conduct and strict attention to duty merit such a reward.

I am happy to report no casualties on board. I annex a report of ammunition expended during the action.

I am, sir, very respectfully, your obedient servant,

J. W. SIMMONS,

Acting Volunteer Lieutenant, Commanding Dawn.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

[Enclosure.]

Report of ammunition expended.

100-pounder rifle: 46 rounds percussion shell.
20-pounder rifle: 34 rounds percussion shell, 1 10-second shell.
Rifled 12-pounder howitzer: 11 rounds percussion shell, 21 rounds 5-second shell, 3 rounds canister, 2 rounds grape.
Making in all 118 rounds expended.

I am, sir, very respectfully, your obedient servant,

J. W. SIMMONS,

Acting Volunteer Lieutenant, Commanding Dawn.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Additional report of Acting Volunteer Lieutenant Simmons, U. S. Navy, commanding U. S. S. Pequot.

U. S. S. DAWN,

Off Wilson's Wharf, Va., May 25, 1864.

SIR: I take great pleasure in reporting to you the gallant conduct of Acting Ensign William F. Chase, at present attached to the U. S. S. *Pequot*. The first I saw, Mr. Chase was on the *Mayflower*, steam transport, endeavoring to communicate with me. On the *Mayflower* passing the woods above me, where the enemy's sharpshooters had got possession, they poured a murderous volley of musketry on the *Mayflower*, badly wounding the captain and pilot of the boat, leaving her completely at their mercy. Mr. Chase at once jumped to the wheel and brought the boat safely through the terrific fire poured at him. His conduct is also reported to me by General Wild. I do think he richly deserves promotion for gallant conduct.

I am, sir, very respectfully, your obedient servant,

J. W. SIMMONS,

Acting Volunteer Lieutenant, Commanding.

Lieutenant-Commander S. P. QUACKENBUSH,

Commanding U. S. S. Pequot.

Report of Acting Ensign Chase, U. S. Navy, of the U. S. S. Pequot.

U. S. S. PEQUOT,

Off Fort Powhatan, James River, Virginia, May 25, 1864.

SIR: In obedience to your order of yesterday, I proceeded down to Wilson's Landing in the steam tug *Mayflower*. Just before communicating with the U. S. S. *Dawn*, at Wilson's Landing, the *Mayflower* was fired into by rebel sharpshooters, severely wounding the captain and pilot. I then took command of the vessel and communicated with the captain of the *Dawn*, and asked him if he needed assistance; he said he did. I also informed him that the captain and pilot of the tug were wounded. I then ran the vessel into the wharf, went ashore, and communicated with the commanding officer and asked him if the attack was in force and if he needed assistance; he replied he did, and that he had signaled to Fort Powhatan an hour and a half before, and that he was out of ammunition for his artillery.

The tug was taken by the adjutant-general of the post for the use of the wounded, making it impossible for me to obey Lieutenant-Commander S. P. Quackenbush's order for immediate return for three hours, when I succeeded in obtaining a passage on the transport steamer *J. Johnson* and reported to you.

I am, very respectfully, your obedient servant,

WM. F. CHASE,
Acting Ensign, U. S. Navy.

Lieutenant-Commander S. P. QUACKENBUSH,
Commanding U. S. S. Pequot.

Report of Lieutenant Lamson, U. S. Navy, giving description of torpedoes secured in the James River.

U. S. S. STEPPING STONES,
James River, Virginia, May 25, 1864.

SIR: In obedience to your directions, I have had the torpedoes secured by this division prepared for transmission to the Bureau of Ordnance, and respectfully submit the following account of them and of the means used to find them and raise them from the river:

We have thus far found four kinds of these submarine defenses, viz:

First. Tin cylinders in wooden cases, with long tin chimneys extending above the water and fitted for ventilation. In this chimney is a piece of slow match, extending down to the magazine. These torpedoes contain from 50 to 100 pounds of powder and are evidently intended to float down the stream.

Second. Tin cylinders of the same size as above, to be exploded by means of a friction primer pulled from the shore or by a vessel's wheels or propeller getting foul of the lanyard. These torpedoes have a board float and are suspended some 6 or 8 feet below the surface.

Third. Copper cylinders with spherical ends, on one of which are four nipples for percussion caps, and on the other a long, stout socket for a staff. These were undoubtedly intended for the use of the torpedo boats.

Fourth. Cylindrical tanks with conical ends, made of half-inch boiler iron and securely riveted. These are anchored at the bottom in the deepest water (7 and 8 fathoms), and each has two insulated copper wires running from the center of the torpedo through a composition plug screwed into one end and connecting with a galvanic battery on shore, by means of which they are exploded. In the center of the torpedo these copper wires are connected by a thread-like platinum wire, running through a short quill filled with phosphorus and fulminating powder. The largest one of this kind found contained about 1,950 pounds of powder, and the smallest about 1,040 pounds.

We always found two near each other and connected with the same battery.

Between the 14th and 17th instant we found 15 torpedoes of the various kinds.

The force assigned to this duty consists of the *Tritonia*, Acting Volunteer Lieutenant George Wiggin; the *Stepping Stones*, Acting Master D. A. Campbell; the *Delaware*, Acting Master J. H. Eldridge; eleven armed cutters from the different vessels, and 175 sailors, marines, and soldiers as skirmishers and pickets to drive back the small bodies of rebels along the left bank and enable the boats to pursue their search unmolested.

The skirmishers ashore searched the banks thoroughly down to the water's edge; the small boats pulled close along either shore, dragging the bottom carefully with grapnels, and the three vessels above named followed in the channel, dragging grapnels and covering and protecting the boats and parties ashore.

All the grapnel lines were long enough to allow the torpedo caught by the grapnel to explode without injury to the boat or vessel.

Some of the large torpedoes were found by tracing the wires from the battery on shore and some by catching the wires with the grapnels.

In this manner we proceeded without accident to within 3 miles of Fort Chaffin, where we were opened on by rebel batteries, as detailed in my report of the 17th instant.

These torpedoes (galvanic) are constructed with great ingenuity and scientific skill, and when taken from the water were in as good a state of preservation as when first put down, except one, in which the composition screw through which the wires passed had not been coated with red lead and tallow, as had the others.

I can not speak too highly of the untiring care and zeal displayed by the officers and men under my command in this service.

I am, sir, very respectfully, your obedient servant,

R. H. LAMSON,
Lieutenant, Commanding Torpedo Division, James River Fleet.

Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Report of Acting Volunteer Lieutenant Breck, U. S. Navy, giving information obtained by a reconnoissance in Masonboro Sound.

U. S. S. NIPHON,
Off New Inlet, North Carolina, May 26, 1864.

SIR: I have the honor to report that on the evening of the 25th took gig and second cutter, with the crews well armed, and proceeded up Masonboro Sound for the purpose of gaining information as to the enemy's forces and blockade runners at Wilmington. We succeeded in getting into the rear of the troops at Masonboro (Colonel Young's regiment of 700 men, State militia), gained what information we wished, received some Wilmington papers, and took off with us 4 conscripts—namely, Madison Ervin, 19 years; John Armfield, 20; E. N. Oakley, 21; N. P. Henley, 34—and 1 mulatto, they having been employed at the salt works. In regard to the forces in this district: At Wilmington, 350 men; at Half Moon battery, one company of artillery (Captain Dudley's), 70 men; at Fort Fisher, 1,000 men. Colonel Lamb, commanding Fort Fisher, has 38 guns mounted, of which 16 are on the sea face, 16 on the northern and eastern side, commanding the beach, and 6 on the south end. The rear of the fort on the river side is all open and entirely exposed, the road from Wilmington leading directly into the fort on its northwestern side and only 2 guns that will command the road. All cavalry pickets are withdrawn from the beach, two companies, one of South Carolina and one of Georgia cavalry, having left yesterday. The Mound fort is 60 feet high, mounting 2 large guns which can be trained in any direction; also has a small wooden tower built on the top of the Mound, 20 feet high, for a signal light. There are at Wilmington at present nine blockade runners, one of which, the

[Subenclosure.]

CONSULATE OF THE UNITED STATES,
Liverpool, July 5, 1861.

SIR: * * * On the 2d July an English vessel called the *Gondar* was entered to load for Nassau, New Providence. From the fact of her probable ownership by John Fraser & Co., of Charleston, it being very unusual to send a vessel of her tonnage to Nassau, and the contiguity of the place to Charleston, I have no doubt her cargo is intended for Charleston. The *Gondar* was formerly an American vessel, owned by John Fraser & Co., of Charleston, but in February last, as the Department was informed by dispatch dated 7th February, she was transferred and registered as an English vessel in the names of Grant & Armstrong, two English employes of Fraser, Trenholm & Co., of Liverpool, John Fraser & Co. no doubt continuing to be the real owners.

The *John Fraser*, belonging to the same house, arrived here June 22, from Charleston May 24, under English colors. She sailed hence for Charleston in February last under American papers and colors.

Another ship called the *Monterey*, belonging to Savannah, which left here not long since under American papers, returned on the 1st July (from Savannah May 2) as an English vessel, having been transferred at Savannah. I send you copy of the section of the merchant shipping act, under which these vessels must have obtained provisional papers from the English consul.

I shall inform Mr. Adams of my suspicions as to the real ownership of the *Gondar* and *John Fraser*. As I before informed you, Fraser, Trenholm & Co. some time since bought a steamer for this direct line. From some information I got, I was induced to believe that she was being fitted at Stockton-on-Tees, a place on the east coast.

I sent a man over there, and he reports that a steamer (screw) of about 700 tons, called the *Czar*, had been built for a London firm and by them sold to Fraser, Trenholm & Co., and that she left there about three weeks since for London, it was supposed, having only coal for a few days, and a small number of riggers, etc., to work her. I have written to the consul at London about her.

There is another similar vessel, nearly finished, for the same house, also said to be bought by Fraser, Trenholm & Co.

I am, sir, your obedient servant,

H. WILDING,
U. S. Vice-Consul.

Hon. W. H. SEWARD,
Secretary of State.

Boat expedition up Back River, Virginia, July 24, 1861.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron; also referring to the capture of a sloop by the U. S. S. *Dawn*.

U. S. S. MINNESOTA,
Hampton Roads, July 25, 1861.

SIR: I have the honor to report to the Department that yesterday, in compliance with request from Major-General Butler by Lieutenant Crosby, I furnished him with 5 launches, all manned and equipped (3 from the *Beane*) which, with 4 boats from

River. They returned at 2 a. m. this morning, making report that they had destroyed 10 vessels, schooners and sloops, by burning, and brought back with them a schooner heavily loaded with corn, provisions, and other articles.

They discovered no batteries or any body of rebels, seeing occasional scouts. They met with no accident.

This morning about 8 o'clock, I am happy to inform the Department, the U. S. S. *Dawn* arrived, having in tow a heavily loaded sloop, with some passengers on board, which she captured on her passage from Cherrystone, trying to get into York River. The *Dawn* fired a couple of muskets, which had no effect, then fired a shot from one of her guns, when a small boat put off from the sloop and reached the shore. This proved to be the captain, with a little boy, leaving passengers on board, eight men, whom I have brought to the *Minnesota*, and shall hold as prisoners of war until otherwise directed by the Department.

I enclose a full list of their names, residence, and place of destination, and believe they were bound for the rebel Army. I venture, very respectfully, to recall the attention of the Department to my communication No. 76, in reference to the English brig taken by the *St. Lawrence* and yet at this point.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

[Enclosure.]

List of prisoners captured by the U. S. S. Dawn, July 24, 1861.

Names.	Where from.	Bound to.
B. R. Dashiell.....	Maryland.....	Richmond.
J. W. Pauling.....	Eastville, Va.....	Yorktown.
George P. Jones.....	Princess Anne, Md.....	Richmond.
T. E. B. Collins.....	Fauquier County, Va.....	Do.
W. B. Duncan.....	Laurel, Del.....	Suffolk, Va.
Lemuel Yerby.....	Princess Anne, Md.....	Richmond.
Sidney S. Jones.....	do.....	Do.
John R. Birch.....	Eastville, Va.....	Norfolk.

Report of Colonel Johnston, C. S. Army, commanding at Cockletown, Va.

HEADQUARTERS FORCES FROM COCKLETOWN,
Half-Way House, Va., July 25, 1861.

MAJOR: I have the honor to report that I returned to this point yesterday, after occupying Bethel for a few hours, the Messex picket having reported that the enemy had landed in force from nine barges in their vicinity. These barges were towed by two armed steam tugs underway at this point. I was informed that a detachment of the enemy's forces were occupying a position almost 2 miles from their boats. Judging them to be in large force, and thinking that perhaps the movement might be a combined one with a party from Newport News or Hampton, I established my headquarters at this point, and ordered Lieutenant-Colonel Cumming to join me here, and detached Lieutenant-Colonel Hood with two guns, a squadron of cavalry, and Colonel Rightor's battalion, and five companies of Colonel Cumming's regiment, under Captain Hardee, to look out [for] this party.

Colonel Hood returned this morning. He found that the enemy had burned a number of vessels and towed out others, one known to be the property of Mr. Booker, which was loaded with Mr. Booker's effects, and was to have dropped down the river last night. The enemy left before dark, and had succeeded in getting out of the river, except one steam tug, which got aground before dusk, and was detained until the high tide, but got out before he could fire on it.

I strengthened my picket at Messex Point and established one near New Market Bridge. This picket was not permitted to take its position. It was driven beyond its horses by a strong picket of the enemy, but returned at 12 o'clock and brought off its horses, which had not been discovered by the enemy.

Owing to the fatigue my soldiers had undergone, and the difficulties occasioned by the quartermaster's and commissary departments, I have remained in camp here during the day with my infantry and artillery, the cavalry being at Bartlett's to obtain forage. I expect to occupy Bethel, where I shall endeavor to secure the negroes in the lower part of the peninsula, and to carry out your instructions in relation to this position. When this is completed, unless otherwise directed, I expect to occupy Harrod's and Young's mills, from which points I can best, with safety, operate against marauding parties.

I am, major, very respectfully, your obedient servant,

RO. JOHNSTON,
Colonel of Cavalry.

Major G. B. COSBY,
Acting Assistant Adjutant-General, Hdqrs. Army of Yorktown.

Report of Commander Chandler, U. S. Navy, commanding U. S. S. Dawn,
of the movements of that vessel from July 6 to 25, 1861, and the capture
of the sloop Josephus.

U. S. S. DAWN,
Hampton Roads, Virginia, July 25, 1861.

SIR: I have the honor to report, while standing in for your anchorage, that nothing of very material importance has occurred until last night since my departure from Hampton Roads on the 6th, in obedience to your order of the 5th instant, to "resume (my) former station at the mouth of York River, using all diligence to prevent the ingress and egress of all vessels into and from the waters of Virginia."

On the 8th instant, whilst underway in York River, where we had been anchored since the 6th, about 6 miles from Yorktown, I received (by the *Penguin*, Commander Livingston) your order of the 8th, directing me to "be vigilant and not hesitate to seize all vessels about whose movements (I) have the least suspicions, and particularly those crafts called pungies," in allusion to information that had just reached you, and which you bring to my notice, that "J. Pruitt, of Mobjack Bay, owns a pungy, and with it supplies the secessionists with provisions," which orders I have strictly and most faithfully obeyed, having moved the *Dawn* immediately to Mobjack Bay and given chase night and day to everything large or small of a suspected appearance, either in the Mobjack or Chesapeake Bay; and kept a constant lookout, with the spy and opera glass, on all others too, at all hours; in one instance chasing a small sloop boat from Mobjack Bay at night, off the Wolf Trap Shoal, which afterwards escaped into one of the small inlets north of New Point Comfort; and on another, running over at night to

the eastern shore of the Chesapeake in chase of a fore-and-aft schooner, which we overhauled and boarded about 11 p. m. some 15 miles to the northward and eastward of New Point Comfort.

Previously, on the 13th, while at anchor in Mobjack Bay, observing a large smoke at Yorktown, and supposing a great battle might be going on, we steamed round York Spit and up York River, in order to be present; but when within 6 miles of the city we ascertained it was the burning of woods, only, in the vicinity.

The day afterwards (14th) we chased up Mobjack Bay a sloop boat that attempted to get out into the Chesapeake, and only abandoned the chase after running the steamer into 2 fathoms water (which is her draft aft), when the sloop boat returned up one of the small rivers that empty into Mobjack Bay.

Last night about midnight we captured, on the northwestern side of York Spit, the sloop that I have now in tow (supposed to be, as her name has been erased, the *Josephus*), from the eastern shore of Virginia, bound to West Point (on York River), loaded with corn and oats, and having about 1½ dozen chickens and about 5 or 6 bushels of clams. We found 10 male passengers on board, including 2 small boys, of whom I send herewith a list, with their places of residence.

After running the steamer into 2 fathoms water in chase of this sloop (as far as we could go on an ebb tide), and when within about one-quarter mile of her, we fired two musket shot at her, to which she seemed to pay no attention. Having the cutter all ready, with a crew armed with muskets, pistols, and swords, she was sent to board her, but with orders to keep out of our line of fire in approaching her. We then fired a round shot within a few feet ahead of her, taking the precaution to aim the gun myself, merely to frighten the crew of the sloop and bring her to, which had the desired effect, the skipper, with one hand, however (according to the subsequent report of the passengers), making his escape in his boat, but not until he had urged their resistance with firearms to the approach of our boat previous to our shot. He got off under the shadow of the land.

Our cutter took possession of and brought her alongside the steamer, when, putting a prize crew on board and running out into deeper water, we anchored with the sloop astern and the passengers on board of her, about half past 1, and at 4 this morning we got underway and steamed down here, where I shall have the honor of immediately reporting to you in person, and also of handing you this communication, with a memorandum of the quantity of coal, provisions, wood, and water now on board, together with the requisitions (from the different departments) of the steamer's wants.

List of passengers.

Names.	Residence.
George P. Jones, Sidney S. Jones, Lemuel Yerby, B. R. Dashiell.....	Princess Anne, Md.
John R. Birch, Jos. W. Pauling.....	Eastville, Va.
T. E. B. Collins.....	Warrenton, Va.
W. B. Duncan.....	Suffolk, Va.
James Robinson, boy (cook).....	[New] Kent County, Va.
W. H. Brown, boy.....	Severn River, Va.

I have the honor to be, very respectfully, your obedient servant,
WILLIAM CHANDLER,
Commander, U. S. Navy.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

vessel has been seen in these waters for some time past and the only one belonging to the enemy except a small tug which takes good care to keep out of the way. My own vessel getting aground, although in charge of the pilot (and it is due him to say he had never been so far up the river), I went on board the *Dawn* and with a boat ahead, sounding, opened fire on the schooner. The enemy showed very little disposition to defend her. The object of the expedition being successfully accomplished, we returned to our usual anchorage.

I have the honor to be, very respectfully, your obedient servant,

JOHN L. DAVIS,

Lieutenant-Commander and Senior Officer Present.

Rear-Admiral S. F. DU PONT, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

Abstract log of the U. S. S. Dawn, Acting Lieutenant Barnes, U. S. Navy, commanding.

November 7, 1862.—At 11:30 a. m. exchanged signals with the *Wissahickon*. Were ordered by Commander Davis to follow him up the Little Ogeechee River to assist in capturing a schooner lying below Coffee Bluff battery. At 1 *Wissahickon* ran aground; endeavored to get her off; not succeeding, abandoned the attempt until flood tide. Captain Davis and pilot came on board and we proceeded up river. Commenced shelling the schooner, which had got underway and was trying to make her escape. The guns from the battery replied to our fire, their shot falling short. The schooner finding it impossible to escape ran ashore under the guns of the battery. When we were within 2½ miles of her ran aground and waited one hour and thirty minutes for tide, to cross the bar. When afloat proceeded on up river and continued shelling schooner. Battery ceased to reply to our fire. When within 1½ miles of the schooner discovered her to be on fire fore and aft. After lying by until she was nearly consumed, turned and steamed down river. From the appearance of the flames and heavy black smoke supposed the schooner to be loaded with naval stores. Commander Davis went on board the *Wissahickon*; we then got underway and steamed back to anchorage at mouth of Hell Gate.

Report of Rear-Admiral Du Pont, U. S. Navy, of the arrival of United States vessels at Port Royal, S. C.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., November 8, 1862.

SIR: I have the honor to report the arrival here of the gunboat *Ottawa* on the 6th instant and of the two mortar schooners *C. P. Williams* and *Norfolk Packet* on the 7th.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Ensign Wood, U. S. Navy, commanding U. S. schooner Norfolk Packet.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., November 8, 1862.

SIR: You will please proceed with the mortar schooner *Norfolk Packet* under your command off Charleston and report to the senior officer present for blockading duty.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral

Acting Ensign G. W. WOOD,
Commanding U. S. Schooner Norfolk Packet.

Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Master Freeman, U. S. Navy, commanding U. S. schooner C. P. Williams.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., November 8, 1862.

SIR: You will proceed with the mortar schooner *C. P. Williams* under your command, on Monday, the 10th instant, and in tow of the steamer *Water Witch*, Lieutenant-Commander Pendergrast, to Ossabaw Sound and report to Lieutenant-Commander Davis, of the *Wissahickon*, the senior officer present, for blockading duty.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Acting Master S. N. FREEMAN,
U. S. Schooner C. P. Williams.

Report of Commander Steedman, U. S. Navy, senior officer in St. Simon's Sound, Georgia, requesting the use of a vessel in place of the U. S. S. Wamsutta.

U. S. GUNBOAT PAUL JONES,

St. Simon's, Georgia, November 8, 1862.

SIR: Owing to the breaking of the air pump of the *Wamsutta*, which disables her for active service, I have directed Acting Master Gray (commanding) to proceed to Port Royal.

Herewith I transmit the report of the survey made upon the engine by a board of officers.

The absence of this vessel will cause me no little inconvenience, as it will deprive me having any communication with the other gunboats at Sapelo, Doboy, etc.

I therefore respectfully request that some other vessel be ordered in her place. Should this be impracticable, I respectfully suggest that the captured steamer *Governor Milton* may be obtained from the Army and placed at my disposal. She will answer in every respect both as a dispatch and gunboat.

Engagement of Federal vessels with Confederate battery in Ogeechee River, Georgia, November 19, 1862.

Report of Lieutenant-Commander Davis, U. S. Navy, commanding U. S. S. *Wissahickon*.

U. S. GUNBOAT *WISSAHICKON*,
Ogeechee River, Georgia, November 19, 1862.

SIR: I have the honor to report that this morning I moved up the river with this vessel, the *Dawn*, and mortar schooner *No. 5*, and opened fire on the battery at Genesis Point at 8:15.

Advancing from the first position about a quarter of a mile with this vessel and the *Dawn*, continued firing, when the enemy disappeared as though they had deserted the battery; all this time they fired no guns. I again advanced about a quarter of a mile, with the *Dawn* in company to the bend of the river in the direction of the battery and about $1\frac{1}{4}$ miles from it, when the enemy opened fire, at 9:45, and I regret to say the first shot struck this vessel abreast the XI-inch gun and about 4 feet below the water line, causing a serious leak; failing to gain on it with the pumps, and apprehensive of the necessity of putting the vessel ashore, I reluctantly dropped down beyond their range, and succeeded in partially stopping the leak so that the pumps would keep her free. At 2:30 p. m. we ceased firing and returned to our usual anchorages. No casualties occurred during the day on our side. The practice of the vessels was to all appearances entirely satisfactory.

To-morrow I will lay the vessel ashore and with the means at my command repair the damage.

I have the honor to be, very respectfully, your obedient servant,
JOHN L. DAVIS,

Lieutenant-Commander and Senior Officer Present.

Rear-Admiral S. F. DU PONT, U. S. Navy.

Commanding South Atlantic Blockading Squadron.

Abstract log of the U. S. S. *Dawn*, Acting Lieutenant Barnes, U. S. Navy, commanding.

November 19, 1862.—At 6:30 a. m. took mortar boat *No. 5* in tow and steamed up Ogeechee River. At the mouth of Florida Passage were joined by the gunboat *Wissahickon*; ran up and engaged the battery. Continued firing at intervals until 1:30, when we took mortar boat in tow and, accompanied by the *Wissahickon*, steamed back to anchorage in Vernon River. Number of shell fired from 100-pounder, 49; number of shell fired from 20-pounder, 37; number of shot fired from 32-pounder, 5.

Abstract log of the U. S. S. *Wissahickon*, Lieutenant-Commander Davis, U. S. Navy, commanding.

November 19, 1862.—Great Ogeechee River, from 8 to 12: At 8:15 opened fire on the battery with the XI-inch gun, 20-pounder Parrott, and 12-pounder rifled howitzer guns. At 8:30 shifted our position one-fourth of a mile nearer the battery. At 9:30 got underway and moved up the river. At 9:45 received a shot about midships, six strakes

below water line, causing the ship to leak badly. At 9:55 ceased firing. Expended the following number of shell: Ten XI-inch 15-second fuze and 7 XI-inch 20-second; 20-pounder rifled Parrott, 6 percussion shell, 2 20-second and 9 10-second fuze, and 12-pounder rifled howitzer, 8 percussion shell.

Commendatory letter of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Davis, U. S. Navy.

FLAGSHIP *WABASH*,
Port Royal Harbor, S. C., December 11, 1862.

SIR: The *Water Witch* arrived to-day, bringing Charles Cook and Michael Green. The former I shall probably employ as a pilot; the latter will be sent north.

I have considered the report of your engineer, and as soon as possible will relieve you at Ossabaw, so that the necessary repairs can be made to your vessel.

I take this occasion to acknowledge your letters of the 19th and 20th* of November, referring to an engagement with the battery at Genesis Point, in which the *Wissahickon* accidentally received a shot, temporarily disabling her. I beg leave to commend your whole course in the matter, particularly in concealing so effectually from the enemy your injuries. Their official accounts make no mention of them.

I am glad to learn that you have buoyed the channel.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant-Commander J. L. DAVIS,
U. S. S. Wissahickon, Ossabaw.

Letter from the U. S. consul at Cardiff, Wales, to the Secretary of the Navy, giving information regarding the blockade runner Hero.

No. 60.]

UNITED STATES CONSULATE,
Cardiff, [Wales], November 20, 1862.

SIR: I have just ascertained that the bark *Hero*, of Yarmouth, Nova Scotia, which is loading here with coal, will stop at Cork, [Ireland], and take in 30 tons of gunpowder and sail for Nassau, [New Providence]. She has double topsail yards and [is] painted black with a yellow streak. Her clearance from this port will show nothing but coal for Nassau, and therefore may deceive some of our ships that may over-haul her. But she is a Trojan horse, with munitions of war, if not armed men inside.

With the highest respect, your obedient servant,

CHAS. D. CLEVELAND,
U. S. Consul.

HON. GIDEON WELLES,
Secretary of the Navy.

P. S.—Since writing the above I have seen the enclosed* in the *London Star*.

* Not found.

with air by the fans, and rapidly passed out through furnaces and smokepipe, causing no unusual discomfort. The temperature during the action did not exceed 104°; average for whole time of action (four hours), 103° Fahrenheit. The sound or report of our guns was not acute, as when standing by during a discharge on the open deck, but was heavy and dull. The concussion of air seemed insignificant, except when the guns were fired aft, then deck and boilers seemed to spring up an inch or more, causing apprehensions of leakage from the numerous tube joints of the boilers. We were aware of this vessel being struck many times by the rebels' shot, but could not distinguish where except when striking overhead, and could not then realize any danger from them.

At 10:15 and 10:20 a. m. started ahead slow for a few minutes each time. At 11:50 all hands were "piped down," then called to "up anchor." At 12:05 noon started ahead slow until 12:45 p. m. Stopped, anchored, then removed air port battle covers from over fireroom and cleaned fires and machinery.

There was no increase of water in the bilge more than usual during the action, neither has there been any damage discovered in boilers, engines, or department, excepting the breakage of glass articles by the concussion, such as lamps, thermometers, etc. Considering the performance of the boilers, engines, and machinery of this vessel satisfactory during the action, I beg leave to submit this as my report for the day.

THOS. A. STEPHENS,
Senior Engineer.

Captain JOHN L. WORDEN.

Congratulatory letter of Rear-Admiral Du Pont, U. S. Navy, to Commander Worden, U. S. Navy.

WABASH,
Port Royal, January 28, 1863.

MY DEAR CAPTAIN: You have managed everything judiciously and we have acquired valuable information. Further success depended in my mind upon the character and distance of the obstructions from the fort.

I am sending home for more ammunition. I recommend your preventing any ill-considered reports reaching the press and magnifying your attack into a repulse.

Please give my regards to your clever associates, Gibson, Davis, and Barnes.

I will acknowledge your report, of course, in a more official form than by the letter which goes with this. The only fault I find is the tremendous amount of ammunition consumed by gunboats, particularly by Barnes with his rifle gun.

With thanks to Him who overrules all these things that you are all spared, I am, most truly, yours,

S. F. DU PONT.

Commander J. L. WORDEN,
Montauk.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Worden, U. S. Navy, regarding a renewal of the attack.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 28, 1863.

SIR: I have received your report of operations in the Ogeechee. Unless you can get nearer the fort by the removal of the obstructions and torpedoes, I see no advantage in renewing the attack upon it.

You will please order the *Dawn* up here without delay. I need not add how careful you should be if you make any attempt to deal with the torpedoes.

If you can spare the *James Adger* I wish her to tow the *Passaic* to Wassaw or the Savannah River.

Respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.
Commander J. L. WORDEN,
U. S. S. Montauk, Senior Officer Present, Ossabaw.

Abstract log U. S. S. Montauk, Commander Worden, U. S. Navy, commanding.

January 25, 1863.—Getting ship ready for action.

January 26.—At 1:30 p. m. started up the Ogeechee River. At 7 saw a light over the marsh in the direction of Coffee Bluff. At 7:45 two boats on expeditionary duty passed up from the fleet.

January 27.—At 6:30 a. m. got underway and stood up the river. At 7:30 anchored below the battery about 1,600 yards, on the Big Ogeechee River, about 700 yards below the obstructions. At 7:25 beat to quarters and opened fire with shell, which was immediately answered by the enemy with eight heavy guns. Continued the engagement until 11:55, when we ceased firing on account of not having proper ammunition to continue the engagement. At this time the enemy had but two guns mounted, and were firing at intervals of about twelve minutes. At 12:10 lifted our anchor and steamed back to our former moorings, where we anchored at 12:30 p. m. The following projectiles were expended during the action: XV-inch gun—2 hollow shot, 2 5-second shell, 16 7-second shell, 5 10-second shell, 1 15-second shell, 35 cartridges. From XI-inch gun—5 solid shot, 3 5-second shell, 24 10-second shell, 3 15-second shell. During the action we were struck by the enemy's shot as follows: Four times in turret, once in smokestack, four times on deck, three times in side plating, once in boat spars, sinking second cutter, also a number of times by fragments of shell. The *Wissahickon*, *Seneca*, *Dawn*, and mortar schooner *C. P. Williams* participated in the engagement; no casualties.

Abstract log of the U. S. S. Seneca, Lieutenant-Commander W. Gibson, U. S. Navy, commanding.

January 26, 1863.—In Ogeechee River. From 8 to meridian: Commenced preparing the vessel for battle by putting the chains up and down the outside of the vessel amidships; sand bags on the inside of

boats came within range I ordered Captain Arthur Shaaff, commanding the First Battalion Georgia Sharpshooters, to line the river bank with his riflemen. His right rested about a quarter of a mile in rear of and west of the battery. As soon as I was satisfied that there was no intention on the part of the enemy to land at Kilkenny, on my right flank, and that his intention was restricted to passing the obstructions, I ordered him to deploy his battalion on his right file at 10 paces intervals, which enabled him to cover the bank of the river for over a mile with his sharpshooters, who had excellent cover, and would have annoyed the enemy terribly had he succeeded in passing the obstructions. Martin's light battery I held in reserve at Hardwick, which is about $1\frac{1}{2}$ miles in rear of the battery. Captain McAllister's troop I also held in readiness about a mile in rear of the battery. The two rifle guns of the Chatham Artillery, under Lieutenant Whitehead, I had placed in pits on a commanding bluff on the river, about a mile in rear of the battery, the two guns of the C. S. S. *Rattlesnake*, under the command of Captain Baker, I also ordered placed on Richmond Bluff, about 7 miles in rear of the battery. The steamer *Rattlesnake*, according to your direction, was moved to a suitable point in the river and in readiness to be sunk had necessity required it.

At 7:45 a. m. the bombardment commenced. Our battery opened fire first, but not until the ironclad had approached and taken a position north of and within 800 or 1,000 yards of the battery. Their wooden boats lay about 2 miles from and to the east of the fort. The enemy fired steadily and with remarkable precision. At times their fire was terrible. Their mortar firing was unusually fine, a large number of their shells bursting directly over the battery. The ironclad's fire was principally directed at the VIII-inch columbiad, and at about 8:15 o'clock the parapet in front of this gun was so badly breached as to leave the gun entirely exposed. The detachment did not leave their gun or evince the slightest fear, but in a most gallant and determined manner fought their gun to the close of the action, refusing to be relieved. The name of the brave officer who commanded this gun is First Lieutenant W. D. Dixon, of the Republican Blues, Company C, First Georgia Volunteer Regiment. At 8:30 a. m. one of the 32-pounders was disabled, one of the trunnions being knocked off. The same shot also killed Major John B. Gallie [Twenty-second Battalion, Georgia Artillery], the gallant commander of the battery. Prior to this he had been wounded in the face by a fragment of shell, but refused to be relieved, and continued, notwithstanding his suffering, inspiring the men with his own gallant and unconquerable spirit up to the time he was killed. Thus perished nobly a brave, good, and gallant soldier. Captain G. W. Anderson, jr., upon Major Gallie's death, succeeded to the command of the battery, and displayed during the whole action the utmost coolness and gallantry, as did Captain [Robert] Martin, commanding the X-inch mortar, Captain G. A. Nicoll, [Company F, Twenty-second Battalion, Georgia Artillery], and each and every officer of the battery. The whole fire of our battery was concentrated upon the ironclad, which we struck at least eighteen times, and, I think, damaged. At 12:15 p. m. she ceased firing and dropped down the stream out of reach of our guns. I think she was damaged, for the reason that just before backing down the stream we could hear them hammering on the turret, which ceased to revolve; neither did she again return our fire, which at this juncture was very severe

I have entered into particulars for the reason that this attack was one of no ordinary character, as will be readily admitted when the class of the enemy's vessels and their superior armament are taken into consideration, as well as the close proximity of the ironclad to the battery. I think that the brave and heroic garrison of Fort McAllister have, after a most severe and trying fight, demonstrated to the world that victory does not, as a matter of course, always perch itself on the flag of an ironclad when opposed even to an ordinary earthwork manned by stout and gallant hearts. In commemoration of this gallant action I respectfully recommend that the garrison be allowed to have "Fort McAllister" inscribed on their standard. I beg leave to call the attention of the brigadier-general commanding particularly to my adjutant, First Lieutenant Robert Wayne, who in the most gallant and heroic manner bore all of my orders in the battery during the whole action. He was as much, if not more, exposed than anyone during the action, and his conduct won the admiration of all. I would also express my indebtedness to Captain McAllister, who by his gallantry, energy, and soldier-like appreciation of what I required of him, did much to facilitate my arrangements for the defense of the river.

Our total list of casualties are 8—Major Gallie killed and 7 privates wounded, none of them severely.

The damage to the work has already been repaired. All that remains to be done is to mount another gun in the place of the 32-pounder disabled. This we will do as soon as the one you have ordered to be brought here from Savannah arrives.

Enclosed you will please find the report of Captain G. W. Anderson, jr., the immediate commander of the battery, as well as that of Captain Robert Martin, commanding the X-inch mortar.

I am, sir, very respectfully, your obedient servant,

R. H. ANDERSON,

Colonel, Commanding.

Captain George A. MERCER,

Assistant Adjutant-General, District of Georgia, Savannah.

[Endorsement.]

HDQRS. DEPT. SOUTH CAROLINA, GEORGIA, AND FLORIDA,
Charleston, S. C., February 6, 1863.

Respectfully forwarded for the information of the War Department. The results related within of the obstinate attack by an ironclad of the monitor class on our battery at Genesis Point are important and encouraging. The armament of the battery in question unfortunately was not heavy nor such as I should have placed at that point had the proper guns been at my disposition. (See my report of November 1, 1862.) It consisted of but one VIII-inch columbiad, one 42-pounder, five 32-pounders, and one X-inch mortar, which has been placed there recently. But, thanks to the intrepidity of the garrison and supporting force of officers and men, the battery withstood the formidable attack and the enemy was beaten back. I beg to commend to the notice of the President the names of all mentioned in these papers.

G. T. BEAUREGARD,

General, Commanding.

U. S. S. DARLINGTON.

Acquisition.—Captured by the *Pawnee*, March 3, 1862, Fernandina, Fla.
 Cost.—\$11,268.
 Description.—
 Class: Side-wheel steamer.
 Rate: 4th.

U. S. S. DAET.

Acquisition.—Captured about July 4, 1861, on the coast of Texas, by the *South Carolina*.
 Description.—
 Class: Schooner; pilot boat.
 Rate: 4th.

U. S. S. DAUNTLESS. (See U. S. S. Mignonette.)

U. S. S. DAWN. (See U. S. S. Midnight.)

U. S. S. DAWN.

Acquisition.—Purchased, October 12, 1861, at New York, from Barston, Pope & Co., by George D. Morgan.
 Cost.—\$35,000.
 Description.—
 Class: Screw steamer; wood.
 Rate, rig, etc.: 4th; schooner.
 Tonnage.—390.
 Dimensions.—Length, 154'; beam, 28' 10"; depth, 9' 8".
 Draft.—Loaded, 12'; light, 10'.
 Speed.—Maximum, 11 knots; average, 8 knots.
 Engines.—One; vertical, direct-acting.
 Battery.—May 6, 1861, 2 32-pdr. 57 cwt.; 1 20-pdr. Parrott rifle, 2 32-pdr. 57 cwt.; May 1, 1863, 1 light 12-pdr., 2 32-pdr. 57 cwt., 1 100-pdr. Parrott rifle, 1 30-pdr. Parrott rifle; March 22, 1863, 1 100-pdr. Parrott rifle, 1 20-pdr. Parrott rifle, 1 12-pdr. Dahlgren.
 Disposition.—Sold at public auction, November 1, 1865, at Boston Navy Yard, to W. H. Starbuck, by Horatio Harris, for \$20,000.
 Remarks.—Chartered at New York for 3 months at \$7,000 per month, April 26, 1861; afterwards purchased. Total cost of repairs while in the Government service was \$16,220.24. Commissioned, May 9, 1861.

U. S. S. DAYLIGHT.

Acquisition.—Purchased, October 12, 1861, from Barston, Pope & Co., at New York, by George D. Morgan.
 Cost.—\$55,000.
 Description.—
 Class: Screw steamer; wood.
 Rate, rig, etc.: 4th; formerly bark-entine.
 Tonnage.—682.
 Dimensions.—Length, 170'; beam, 30' 6"; depth, 11'.
 Draft.—Loaded, 13'; light, 11'.
 Speed.—Average, 5 knots.
 Engines.—Two; Ericsson's half trunk. Diameter of cylinder, 44"; stroke, 24".

U. S. S. DAYLIGHT.

Acquisition.—Purchased, May 19, 1863, from New York prize court, by Navy Department.
 Disposition.—Sunk as an obstruction in Petit Bois Channel.
 Remarks.—Paid for, but not taken or used for naval purposes.

U. S. S. DECATUR.

Acquisition.—Launched in 1839 at New York.
 Cost.—To June 15, 1852, building and repairing, \$212,426.20.
 Description.—
 Class: Sloop-of-war; sails.
 Rate, rig, etc.: 4th; ship.
 Tonnage.—566.
 Dimensions.—Length, 117'; beam, 32'; depth, 15'.
 Draft.—Fifteen feet 6 inches.
 Battery.—1853-4, 16 guns; April 10, 1863, 4 VIII-inch guns, 4 32-pdr. 42 cwt.; December 31, 1865, 12 32-pdr. 27 cwt., 4 32-pdr. 33 cwt.
 Disposition.—Sold at auction, August 17, 1865, at Mare Island, Cal., for \$6,600 in gold.
 Remarks.—March 9, 1863, she was being fitted out as a harbor battery for city of San Francisco. Fore-and-aft sails. Repairs to August, 1865, from November, 1864, cost \$10,441.73.

U. S. S. DELAWARE. (See U. S. S. Piscataqua.)

U. S. S. DELAWARE.

Acquisition.—Purchased, October 14, 1861, at Wilmington, Del., by Capt. G. J. Pendergrast, from Harlan, Hollingsworth & Co.
 Cost.—\$45,000.
 Description.—
 Class: Side-wheel steamer; gun-boat; iron.
 Rate, rig, etc.: 4th; schooner.
 Tonnage.—357.
 Dimensions.—Length, 161'; beam, 27'; depth, 8' 3".
 Draft.—October 18, 1864, 6'; light, 4' 6".
 Speed.—Maximum, 13 knots.

U. S. S. DELAWARE.

Acquisition.—Built by Navy Department. Launched in 1820 at Norfolk.
 Cost.—To June 30, 1853, \$1,137,401.60.
 Description.—
 Class: Ship-of-the-Line; sails; wood.
 Rate, rig, etc.: 1st; ship.
 Tonnage.—2,633.
 Dimensions.—Length, 196' 4"; beam, 53'; depth, 22'.
 Draft.—26' 2".
 Battery.—Eighty-four guns.
 Remarks.—April 20, 1861, burned at Norfolk, Va., by U. S. forces. She was commenced in August, 1817. March 22, 1861, she was in ordinary at the navy yard, Gosport, Va.

U. S. S. DELAWARE FARMER.

Acquisition.—Purchased at Baltimore.
 Cost.—\$500.
 Description.—Schooner.
 Remarks.—Purchased to sink. Stone Fleet.

U. S. S. DELTA.

Acquisition.—Purchased, June 3, 1864, at Philadelphia, Pa., by Commodore C. K. Stribling, from Thomas Wilson & E. Dever.
 Cost.—\$11,000.
 Description.—
 Class: Screw steamer; picket boat.
 Rate: 4th.
 Tonnage.—50.
 Dimensions.—Length, 66'; beam, 14'; depth, 8'.
 Speed.—Maximum, 9 knots.
 Engines.—One. Diameter of cylinder, 16"; stroke, 16".
 Boilers.—One.
 Disposition.—Sold, September 5, 1865, at public auction at New York, for \$5,700, to C. & J. E. Peters by Burdett, Jones & Co.
 Remarks.—Name changed from *Linda* November 27, 1864; also known as Tug No. 4. Purchased to use as a tugboat on James River.

U. S. S. JULIA.

Acquisition.—Purchased, July 24, 1863, from Key West prize court by Navy Department.
 Cost.—\$375.
 Description.—Sloop.
 Tonnage.—10.
 Disposition.—Broken up and sold at Key West, 1865.

U. S. S. JULIET.

Acquisition.—Purchased, November 1, 1862, at Cincinnati, Ohio, by Commodore J. B. Hull.
 Cost.—\$16,340.35.
 Description.—
 Class: Stern-wheel steamer; wood.
 Rate: 4th.
 Tonnage.—157.
 Dimensions.—Length, 155' 6"; beam, 30' 2"; depth, 3' 9".
 Draft.—Deeply laden, 5'.
 Speed.—Maximum, 4 miles.
 Engines.—Two. Diameter of cylinder, 13"; stroke, 3' 6".

U. S. S. JUNIATA.

Acquisition.—Built at Philadelphia Navy Yard by Government, March, 1862; machinery by Pusey & Jones, Wilmington, Del. Launched, March 20, 1862, at Philadelphia Navy Yard. Commenced, June, 1861, and completed, March, 1863.
 Cost.—\$387,881.23.
 Description.—
 Class: Screw steamer; sloop-of-war.
 Rate, rig, etc.: 2d; bark.
 Tonnage.—1,240.
 Draft.—Forward, 14'; aft, 16' 7".
 Speed.—Maximum, 9 knots; average, 6 knots.
 Engines.—One; double cross-head, horizontal, back action. Diameter of cylinder, 42"; stroke, 30". 1 Sewell's condenser.
 Boilers.—Two main, 1 auxiliary. Martin's patent.
 Battery.—February 11, 1863, 1 100-pdr. Parrott rifle, 1 XI-inch Dahlgren S. B., 4 30-pdr. Parrott rifles, 1 light 12-

U. S. S. JUNIPER.

Acquisition.—Purchased, June 7, 1864, at New York, N. Y., by Rear Admiral H. Paulding, from Solomon Thomas.
 Cost.—\$28,000.
 Description.—
 Class: Screw steamer.
 Rate, rig, etc.: 4th; tug.
 Tonnage.—116.
 Dimensions.—Length, 79' 6"; beam, 18' 4"; depth, 8' 9".
 Draft.—Loaded, 9'.
 Speed.—12 miles claimed.

Remarks.—Taken into the service as tender for the vessels of the East Gulf Squadron. Shared in the capture of the bark *Stonewall*, February 20, 1863, at Point Rosa, Fla.

Boilers.—Two.
 Battery.—December 15, 1862, 6 24-pdr. howitzers.
 Disposition.—Sold at auction, August 17, 1865, at Mound City, Ill., to Philip Wallach, by Solomon A. Silver, for \$6,150.
 Remarks.—Total cost of repairs while in the naval service was \$11,568.37. Out of commission, in 1864; recommissioned, September 6, 1864. Finally went out of commission, June 30, 1865.

pdr., 4 24-pdr. howitzers; July 22, 1864, 1 100-pdr. Parrott rifle, 2 30-pdr. Parrott rifles, 6 VIII-inch Dahlgren S. B., 1 light 12-pdr. howitzer; October 28, 1864, add 4 VIII-inch Dahlgren S. B.; January 1, 1865, add 2 IX-inch Dahlgren S. B., and remove 1 light 12-pdr.
 Disposition.—Sold, March 25, 1891, at Portsmouth, N. H., to Herbert H. Ives, New York, for \$15,890.
 Remarks.—Commissioned, December 4, 1862, at Philadelphia Navy Yard. Stricken from Navy Register, November 21, 1889. Went out of commission, December 23, 1863; recommissioned, July 16, 1864; went out of commission, June 29, 1867; recommissioned, July 19, 1869; went out of commission, July 10, 1871; recommissioned, February 10, 1873; went out of commission, September 5, 1876; recommissioned, October 30, 1882. Finally went out of commission, February 28, 1882.

valves. Diameter of cylinder, 24"; stroke, 20".
 Boilers.—One; leg; 2 furnaces and upper return flue.
 Battery.—October 15, 1864, 1 20-pdr. Parrott rifle, 1 12-pdr. heavy rifle.
 Disposition.—Sold, June 29, 1865, to Treasury Department, by Navy Department, for Lighthouse Board, for \$7,000.
 Remarks.—Name changed to *Uno*. Commissioned, July 11, 1864; went out of commission, May 28, 1865.

U. S. S. KALAMAZOO.

Acquisition.—By contract. Hull and machinery built at New York Navy Yard, by Delameter Iron Works.
 Cost.—\$211,791.49.
 Description.—
 Class: Steamer; twin screws; double-turreted monitor; iron and wood.
 Rate: 2d.
 Tonnage.—6,160.
 Draft.—Estimated, 17' 6".
 Speed.—Estimated, 10 knots.
 Engines.—Two pairs; direct-acting, horizontal, with jet condensers. Diameter of cylinder, 46½"; stroke, 50".
 Boilers.—Eight; horizontal tubular; with 6 furnaces in each.
 Disposition.—Broken up at New York in 1884.

U. S. S. KALMIA.

Acquisition.—Purchased at Poughkeepsie, N. Y., from Aaron Innes.
 Cost.—\$25,000.
 Description.—
 Class: Screw steamer; wood.
 Rate, rig, etc.: 4th; tug.
 Tonnage.—112.
 Dimensions.—Length, 85'; beam, 19' 6"; depth, 7' 6".
 Draft.—February 2, 1864, aft, 8'.
 Speed.—February, 1864, 12 knots.

U. S. S. KANAWHA.

Acquisition.—Built by contract with G. E. & W. H. Goodspeed, East Hadam, Conn., and Pacific Iron Works, Bridgeport, Conn. Launched, October 21, 1861, at the former place. Delivered at New York Navy Yard, December 20, 1861.
 Cost.—\$97,500.
 Description.—
 Class: Screw steamer; gunboat; wood.
 Rate: 4th; schooner, 2-masted.
 Tonnage.—507.
 Dimensions.—Length, 158'; beam, 23'; depth, 12'.
 Draft.—October 21, 1861, forward, 5' 4"; aft, 7' 8".
 Engines.—Two; horizontal, back action, Sewell's surface condenser. Diameter of cylinder, 18"; stroke, 30".

U. S. S. KANSAS.

Acquisition.—Hull built at Philadelphia Navy Yard; machinery taken from the prize steamer *Princess Royal*. Launched, September 29, 1863.
 Cost.—\$212,316.78.
 Description.—
 Class: Screw steamer; gunboat.

Remarks.—Name changed to *Colossus*, June 15, 1869. This vessel was never finished. November 27, 1865, ordered that work on her be suspended. Thickness of side plating will be 6"; of plates and stringers, 8" thick. There will be longitudinal iron truss frames and transverse ones. She was designed by Naval Constructor B. F. Delano. Estimated weights: Deck armor, 810 tons; stringers, 265 tons; side armor, 522 tons. John Bird was contractor for truss frames and ventilating apparatus. Phoenix Iron Company contracted for wrought-iron stringers.

Engines.—One; overhead cylinder, condensing. Diameter of cylinder, 28"; stroke, 24".
 Boilers.—One; felted. Flues returning through tubes.
 Disposition.—Sold, October 25, 1865, at New York, for \$9,900, at public auction.
 Remarks.—The name of this vessel changed from *Aaron Innes* to *Kalmia* when purchased.

Boilers.—Two; Martin's tubular patent; with 2 furnaces in each boiler.
 Battery.—January 23, 1862, 1 20-pdr. Parrott rifle, 1 XI-inch Dahlgren S. B., 2 24-pdr. howitzers; December 21, 1863, 1 XI-inch Dahlgren S. B., 1 IX-inch Dahlgren S. B., 1 20-pdr. Parrott rifle, 2 24-pdr. howitzers; June 14, 1864, remove 1 IX-inch Dahlgren S. B.
 Disposition.—Sold, June 13, 1866, at New York, for \$12,050.
 Remarks.—January 21, 1862, commissioned at New York, N. Y.; went out of commission, July 5, 1866.

Tonnage.—625; 593.
 Dimensions.—Beam, 29'; depth, 12' 9".
 Draft.—Loaded, 9' forward; aft, 10' 6".
 Speed.—Maximum, 12 knots; average, 7 knots.
 Engines.—Two; condensing, horizontal, direct acting.

U. S. S. UNO. (See U. S. S. Juniper.)

U. S. S. VALLEY CITY.

Acquisition.—Purchased, July 26, 1861, at New York, N. Y., by George D. Morgan, from H. Atwater.
Cost.—\$18,000.
Description.—

Class: Screw steamer; wood.
Rate, rig, etc.: 4th; 2 flagstays with backstays.

Tonnage.—190.

Dimensions.—Length, 127' 6"; beam, 21' 10"; depth, 7' 6".

Draft.—Loaded, 8' 4"; light, 6' 6".

Speed.—Maximum, 10 knots.

Engines.—Diameter of cylinder, 2'; stroke, 2'.

Battery.—August 5, 1861, 4 32-pdrs. 42 cwt.; January 19, 1862, add 1 12-pdr. rifle to the preceding; May 5, 1863, add 1 heavy 12-pdr. to the preceding; December 31, 1864, add to the preceding 2 20-pdr. brass rifles.

Disposition.—Sold at public auction, August 15, 1865, at New York, by Burdett, Jones & Co., to Mr. Clyde, for \$8,000.

Remarks.—Commissioned, September 13, 1861, at New York Navy Yard. Total cost of repairs while in the Government service was \$44,675.69.

U. S. S. VALPARAISO.

Acquisition.—Purchased November 22, 1861, at New Bedford, Mass., by G. D. Morgan & E. H. Chappell.
Cost.—\$5,500.
Description.—Ship.

Tonnage.—402.

Disposition.—Sold at public auction, September 2, 1865, at Bay Point, S. C., by Rear-Admiral Radford, to English & Co., for \$625.

U. S. S. VANDALIA.

Cost.—Total to September, 1849, was \$387,312.75.

Description.—

Class: Screw steamer; sloop; wood.

Rate, rig, etc.: 4th; ship.

Tonnage: 700; 783.

Battery.—November 11, 1863, 1 30-pdr. Parrott rifle, 4 VIII-inch 55 cwt., 16 32-pdrs. 33 cwt.

Remarks.—Commissioned November 8, 1860, at New York Navy Yard, where she went out of commission, February 4, 1863; October 17, 1863, at Portsmouth Navy Yard, as receiving and guard ship.

U. S. S. VANDERBILT.

Acquisition.—Having been given to Government by Commodore Vanderbilt, she was transferred, September, 1862, from war to naval service.
Description.—

Class: Side-wheel steamer; wood.
Rate, rig, etc.: 2d; hermaphrodite brig.

Tonnage.—1,770; 3,360.

Dimensions.—Length, 250'; beam, 38' 6"; depth, 27'.

Draft.—Loaded, 21' 6"; light, 18' 6".

Speed.—Maximum, 14 knots; average, 10 knots.

Engines.—One; beam. Diameter of cylinder, 6' 8"; stroke, 12'.

Boilers.—Four; tubular, and return tubes.

Battery.—November 11, 1862, 2 100-pdr. Parrott rifles, 12 IX-inch Dahl-

green S. B., 1 light 12-pdr.; December 31, 1864, 2 100-pdr. Parrott rifles, 12 IX-inch Dahlgren S. B., 2 30-pdr. Parrott rifles; March 31, 1865, remove from the preceding 1 100-pdr. Parrott rifle; June 30, 1865, add to the preceding 1 12-pdr. rifle; December 31, 1865, 12 IX-inch Dahlgren S. B.

Disposition.—Sold, April 1, 1873, at Mare Island, Cal., to George Howes, for \$42,000 in currency.

Remarks.—Delivered to Government, September 2, 1862, at New York Navy Yard. Total cost of alterations and repairs while in the naval service was \$221,433.86.

U. S. S. VAN HOUTEN, PETER B. (See U. S. S. Jasmine.)

U. S. S. VARUNA.

Acquisition.—Purchased, December 31, 1861, at New York, N. Y., by George D. Morgan, from C. Mallory & C. S. Bushnell.

Cost.—\$127,460.

Description.—Screw steamer.

Tonnage.—1,300.

Battery.—January 18, 1862, 6 VIII-inch 63 cwt., 2 VIII-inch 55 cwt.,

2 30-pdr. Parrott rifles; April 4, 1862, similar to the preceding.

Disposition.—Sunk, April 24, 1862, in action below New Orleans, La.

Remarks.—Total cost of repairs while in Government was \$34,947.99.

U. S. S. VELOCITY.

Acquisition.—Purchased September 30, 1862, by Navy Department from Key West prize court.

Cost.—\$1,410.

Description.—

Class: Schooner.

Rate: 4th.

Battery.—Two guns.

Disposition.—Captured January 21, 1863, by Confederates at Sabine Pass.

U. S. S. VERBENA.

Acquisition.—Purchased, June 7, 1864, at New York, N. Y., by Rear Admiral H. Paulding from Thomas M. Wheeler.

Cost.—\$27,000.

Description.—

Class: Screw steamer; wood.

Rate, rig, etc.: 4th; tug.

Tonnage.—104.

Dimensions.—Length, 74' 10"; beam, 17' 6"; depth, 8' 10".

Draft.—May 2, 1864, aft, 8'.

Speed.—Maximum, 12 miles.

Engines.—Overhead cylinder, condensing engine, link motion. Diameter of cylinder, 24"; stroke, 20".

Boilers.—One; substantial "leg"; 2 furnaces and upper return flue.

Battery.—September 30, 1864, February 6, June 10, 1865, 1 20-pdr. Parrott rifle, 1 light 12-pdr. S. B.

Disposition.—Sold at public auction, July 20, 1865, at Washington, to W. E. Gladwick, by William L. Wall & Co., for \$8,950.

Remarks.—Purchased under name of *Ino*. Commissioned, July 11, 1864, at New York Navy Yard; went out of commission, June 13, 1865, at Washington Navy Yard. There are two engine feed pumps; one hand pump; one No. 3 steam pump, with usual connections. Crank shaft runs in iron boxes, fitted with soft metal. Wrought-iron air-pump levers and a convenient arrangement of levers for moving the engine by hand.

U. S. S. VERMONT.

Cost.—To December, 1850, \$212,999.59.
Description.—

Class: Sails; ship-of-the-line; wood.

Rate, rig, etc.: 3d; ship.

Tonnage.—2,633.

Battery.—February 26, 1862, 4 VIII-inch 63 cwt., 20 32-pdrs. 57 cwt.; April 30, 1863, 10 VIII-inch 63 cwt., 6 32-pdrs. 57 cwt., 2 32-pdrs. 42 cwt.

Disposition.—Receiving ship at New York Navy Yard, 1897, having been ordered to be used as a permanent storeship there after September 1, 1865.

Remarks.—Commissioned, January 30, 1862, at Boston Navy Yard. July 30, 1864, officers of the *Vermont* were transferred to the *New Hampshire*.

U. S. S. VESUVIUS. (See U. S. S. Tippecanoe.)

U. S. S. VICKSBURG. (See U. S. S. Acacia.)

U. S. S. VICKSBURG.

Acquisition.—Purchased, October 20, 1863, at New York, N. Y., by Rear Admiral F. H. Gregory, from Maxon, Fish & Co.

Cost.—\$125,000.

Description.—

Class: Screw steamer; wood.

Rate, rig, etc.: 3d; hermaphrodite brig.

Tonnage.—886; 930.

U. S. S. WINONA.

Acquisition.—Built by contract with C. & R. Poillon and Allaire Works, New York, N. Y.

Cost.—\$101,000.

Description.—

Class: Screw steamer; gunboat; wood.

Rate, rig, etc.: 4th; 2-masted schooner.

Tonnage.—507.

Dimensions.—Length, 158'; beam, 28'; depth, 12'.

Draft.—August, 1864, 10' 6".

Speed.—Maximum, 10 knots; average, 7 knots.

Engines.—Two; horizontal, back-action, surface condenser. Diameter of cylinder, 2' 6"; stroke, 1' 6".

Boilers.—Two; Martin's tubular.

Battery.—December 14, 1861, 1 XI-inch Dahlgren S. B., 1 20-pdr. Parrott rifle, 2 24-pdr. howitzers; June 8, 1863, add to the preceding 2 32-pdrs.

33 cwt.; August 31, 1863, remove from that of December 14, 1861, 1 24-pdr. howitzer; December 15, 1863, similar to that of December 14, 1861; February 16, 1864, add to that of December 14, 1861, 2 24-pdr. howitzers; June 30, 1864, add to that of February 16, 1864, 1 light 12-pdr. S. B.; January 1, 1865, add to that of February 16, 1864, 1 heavy 12-pdr. S. B.

Disposition.—August 16, 1865, ordered to Portsmouth Navy Yard, to be laid up; November 22, 1865, ordered to New York, where she was sold, November 30, 1865.

Remarks.—Delivered, November 26, 1861, at New York Navy Yard, where she was put in commission December 11, 1861. Went out of commission, June 9, 1865, at Portsmouth Navy Yard. Total cost of repairs while in naval service was \$22,262.75.

U. S. S. WINOOSKI.

Acquisition.—Hull built by Government at Boston Navy Yard, where she was launched, July 30, 1863; machinery by contract with Gardner & Lake, Providence, R. I. Completed, May 8, 1863.

Cost.—\$156,489.09.

Description.—Side-wheel steamer; double-ender; wood.

Tonnage.—974.

Engines.—One; inclined, direct-action, surface condenser. Diameter of cylinder, 4' 10"; stroke, 8' 9".

Boilers.—Two; vertical, tubular.

Disposition.—Sold, August 26, 1868, to John Mullen, for \$19,100.

Remarks.—Date of contract for machinery was October 8, 1862. Total cost of repairs while in naval service was \$33,428.70.

U. S. S. WISSAHICKON.

Acquisition.—Built by contract with John Lynn and Merrick & Sons, Philadelphia, Pa., where she was launched, October 2, 1861.

Cost.—\$98,500.

Description.—

Class: Screw steamer; gunboat; wood.

Rate, rig etc.: 4th; 2-masted schooner.

Tonnage.—507.

Dimensions.—Length, 158'; beam, 28'; depth, 12'.

Draft.—Forward, 9'; aft, 10' 8".

Speed.—Maximum, 10.5 knots; average, 7 knots.

Engines.—Two; horizontal, back-action, surface condenser. Diameter of cylinder, 2' 6"; stroke, 1' 6".

Boilers.—Two; Martin's tubular.

Battery.—December 30, 1861, 1 XI-inch Dahlgren S. B., 1 20-pdr. Parrott rifle, 2 24-pdr. howitzer; February 21, 1863, 1 150-pdr. Parrott rifle, 1 20-pdr. Parrott rifle, 2, 24-pdr. howitzers, 1 12-pdr. rifle; June 1, 1865, similar to that of February 21, 1863.

Disposition.—Sold at public auction, October 25, 1865, at New York, for \$13,000.

Remarks.—Commissioned, November 25, 1861, at Philadelphia Navy Yard, where she was delivered to Government, November 12, 1861.

U. S. S. WONDER. (See U. S. S. Nettle.)

U. S. S. WYALUSING.

Acquisition.—Hull built by contract with C. H. & W. M. Cramp; machinery by contract with Pusey,

Description.—

Class: Side-wheel steamer; double-ender; wood.

U. S. S. WYALUSING—Continued.

Dimensions.—Length, 205'; beam, 35'; depth, 11' 6".

Draft.—Loaded, 9'; light, 7' 6".

Speed.—Maximum, 14 knots.

Engines.—One; inclined, direct-action, surface condenser. Diameter of cylinder, 4' 10"; stroke, 8' 9".

Boilers.—Two; vertical, tubular.

Battery.—February 10, 1864, 2 100-pdr. Parrott rifles, 4 IX-inch Dahlgren S. B., 4 24-pdr. howitzers, 2 12-pdr.

rifles, 2 heavy 12-pdrs. S. B.; March 31, 1865, similar to that of the preceding.

Disposition.—Sold, October 15, 1867, at Philadelphia, Pa., for \$15,000.

Remarks.—Commissioned February 8, 1864, at Philadelphia Navy Yard; went out of commission, June 10, 1865, at New York Navy Yard. Cost of repairs while in naval service was \$6,500.03.

U. S. S. WYANDANK.

Acquisition.—Purchased, September 12, 1861, at Brooklyn, N. Y., by George D. Morgan from Union Ferry Co.

Cost.—\$19,000.

Description.—

Class: Side-wheel steamer; wood. Rate, rig, etc.: 4th; ferryboat.

Tonnage.—400.

Dimensions.—Length, 132' 5"; beam, 31' 5"; depth, 10' 10".

Battery.—December 31, 1864, 2 heavy 12-pdrs. S. B.; July 1, 1865, 1 20-pdr. Parrott rifle, 1 heavy 12-pdr. S. B.

Disposition.—Broken up, in 1879, at Annapolis, Md.

Remarks.—Total cost of repairs while in naval service was \$37,323.15.

U. S. S. WYANDOTTE.

Description.—

Class: Screw steamer; 3d class; wood.

Rate, rig, etc.: 4th; barkentine.

Tonnage.—458; 464.

Draft.—Loaded, forward, 10' 6"; aft, 13' 6". Light, forward, 9'; aft, 11' 6".

Speed.—Maximum, 7 knots.

Engines.—Beard's vertical, right acting, condensing.

Battery.—December 6, 1861; 4 32-pdrs. 27 cwt., 1 24-pdr. howitzer, Dahlgren; May 7, 1862, add 1 12-pdr. rifle to the preceding; August 1, 1864, 4 32-pdrs. 27 cwt.; September 22, 1862, add to the preceding 1 20-pdr. Par-

rott rifle; December 30, 1862, 4 32-pdrs. 27 cwt., 2 20-pdr. Parrott rifles, 1 12-pdr. Dahlgren rifle; April 16, 1863, similar to that of September 22, 1862; as is also January 9, 1865.

Disposition.—Sold at auction July 12, 1865, at New York, N. Y., for \$10,000.

Remarks.—Name changed from *West-cornport* to *Wyandotte*, June 14, 1859. Purchased for Paraguay expedition. Commissioned, December 31, 1861, at New York Navy Yard. Went out of commission September 24, 1861, and June 3, 1865, at New York Navy Yard.

U. S. S. WYOMING.

Acquisition.—Hull built by Government at Philadelphia Navy Yard, where she was launched January 19, 1859; machinery by contract with Merrick & Sons, Philadelphia, Pa. Commenced in July, 1858, and completed in October, 1859.

Cost.—\$323,537.40.

Description.—

Class: Screw steamer; 2d-class sloop; wood.

Rate: 3d.

Tonnage.—997.

Draft.—Forward, 13' 3"; aft, 13' 4".

Speed.—Maximum, 10.5 knots; average, 7 knots.

Engines.—Two; horizontal, back-action, condensing. Diameter of cylinder, 4' 2"; stroke, 2' 6".

Boilers.—Three; 2 main, vertical tubular; 1 auxiliary.

Battery.—September 30, 1865, 2 XI-inch Dahlgren S. B., 1 60-pdr. Parrott rifle, 3 32-pdrs. 57 cwt.

Disposition.—Sold, May 16, 1892.

Remarks.—Heretofore used as a store-ship at Port Royal, S. C., the *Wyoming* has been turned over to the Naval Academy, Annapolis, Md., to be used as a practice ship, and can no longer be considered among the effective vessels of the Navy.

CHAPTER IV.

EQUIPMENT OF BOATS

WHEN DIRECTED TO BE MANNED AND ARMED FOR SERVICE.

316. Boats are to be provided according to the time they are to be absent and the nature of the service they are to perform, keeping in view the details prescribed in table, *article 333*.

Boat Howitzers are to be distributed as follows:

317. *In Ships-of-the-line and 1st class Propeller Frigates*, each of their two Launches is to have a 24-pdr. of 1,800 pds. weight, with a boat carriage; and both the 1st and 2nd Cutters are to have a 12-pdr. of 750 pds. weight, with a boat and also a field carriage.

318. *In all other Frigates*, each of the two Launches is to have a 12-pdr. of 750 lbs., with a boat and also a field carriage; and the 1st Cutter is to have a 12-pdr. of 430 lbs., with a boat carriage.

319. *In Mazee Sloops, [Frigates cut down,] and 1st class Propeller Sloops*, the Launch is to have a 12-pdr. of 750 lbs., with a boat and a field carriage; and the 1st Cutter a 12-pdr. of 430 lbs., with a boat carriage. *In 1st and 2nd class Sailing Sloops*, the Launch is to have a 12-pdr. of 750 lbs., with boat and field carriages.

320. *In all other Sloops and Brigs*, the Launch is to have a 12-pdr. of 430 lbs., with a boat and a field carriage. Whenever the Howitzers are to be used in boats they are to be fitted for the purpose as directed in pages 4, 5, and 6 of 'Exercise and Manœuvre of Boat Howitzers.' (See Appendix D.) Their crews are to be armed with swords and revolvers.

321. For boarding parties, swords and revolvers, and rifles loading at the breech, with filled cartridge boxes, are to be supplied.

FOR SERVICE.

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n, keeping in view

igates, each of their
it, with a boat car-
12-pdr. of 750 pds.

is to have a 12-pdr.
the 1st Cutter is to

1st class Propeller
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0 lbs., with a boat
launch is to have a

s to have a 12-pdr.
r the Howitzers are
urpose as directed
of Boat Howitzers.'
with swords and

nd rifles loading at
ed.

322. When 'boats 'manned and armed' are ordered, the Officers assigned to the command of the boats will see that they are thus furnished, or otherwise, as may be specially directed, and report when the boats are ready. They will also see that all articles are safely returned, or duly accounted for, when the boats return to the vessel.

If the boats are directed to assemble alongside of any particular vessel the officers are to report as they arrive there. If signalled alongside of the ship of the Commander of the Squadron for *exercise* or for *inspection*, they are to be inspected, if he shall so direct, by an Officer appointed by him, whose duty it shall be to report those which may be particularly well prepared, and those which he may find deficient in equipment or arrangement, specifying particulars.

MANCEUVRES OF BOATS ARMED FOR SERVICE

323. The boats of a vessel being completely armed and equipped, as directed, they are to hoist their colors, shove off, and fall in as follows :

- No. 1. First Launch.
- No. 2. Second „
- No. 3. First Cutter.
- No. 4. Second „
- No. 5. Third „
- No. 6. Fourth „

Or; if they be less than six in number, they are to fall in agreeably to the order of their size and designation, with the Senior Officer always in the leading boat.

The boats of each ship are to constitute a subdivision.

324. When the Officer designated to command all the boats of a squadron has had them assembled, they are to form, in the above order, into as many columns as there are vessels to which the boats belong.

ORDER OF COLUMNS.

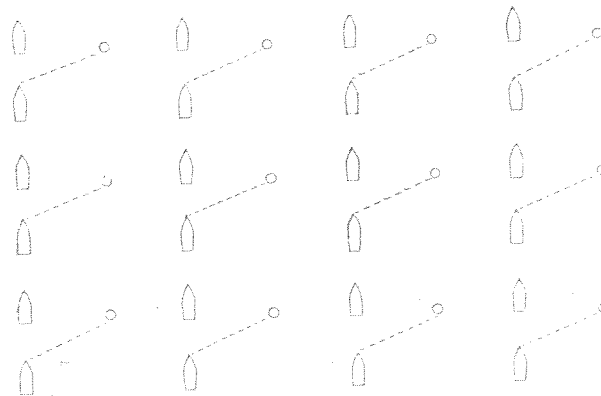
325. The order of seniority of the Commanding Officers of subdivisions of boats is to regulate the relative position of the columns; and, supposing that the natural series of the alphabet represents this order of seniority, the columns will be as follows:

D	B	H	F	A	G	I	C	E
2	2	2	2	2	2	2	2	2
3	3	3	3	3	3	3	3	3
4	4	4	4	4	4	4	4	4
5	5	5	5	5	5	5	5	5
6	6	6	6	6	6	6	6	6

This arrangement of boats is to be called the first order, and it is to serve as a basis for all other manœuvring.

TO FORM IN THE ORDER OF ATTACK THREE DEEP.

326. Each even numbered boat of a column is to be placed to the right of the next ahead of it.

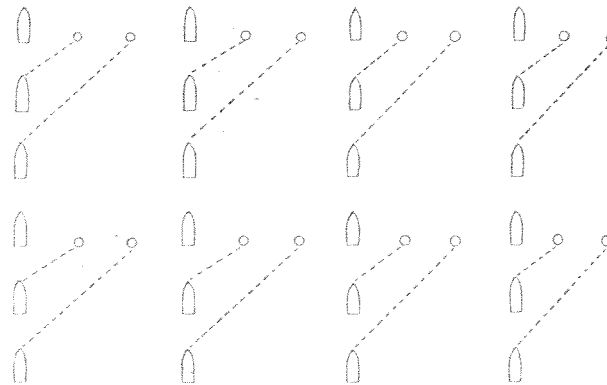


Thus, in the order of attack, three deep, the boats will be arranged as follows:

D	2	B	2	H	2	F	2	A	2	G	2	I	2	C	2	E	2
3	4	3	4	3	4	3	4	3	4	3	4	3	4	3	4	3	4
5	6	5	6	5	6	5	6	5	6	5	6	5	6	5	6	5	6

TO FORM IN THE ORDER OF ATTACK TWO DEEP.

327. In each column, boats Nos. 2 and 3 are to be placed to the right of No. 1, and boats Nos. 5 and 6 to the right of No. 4.

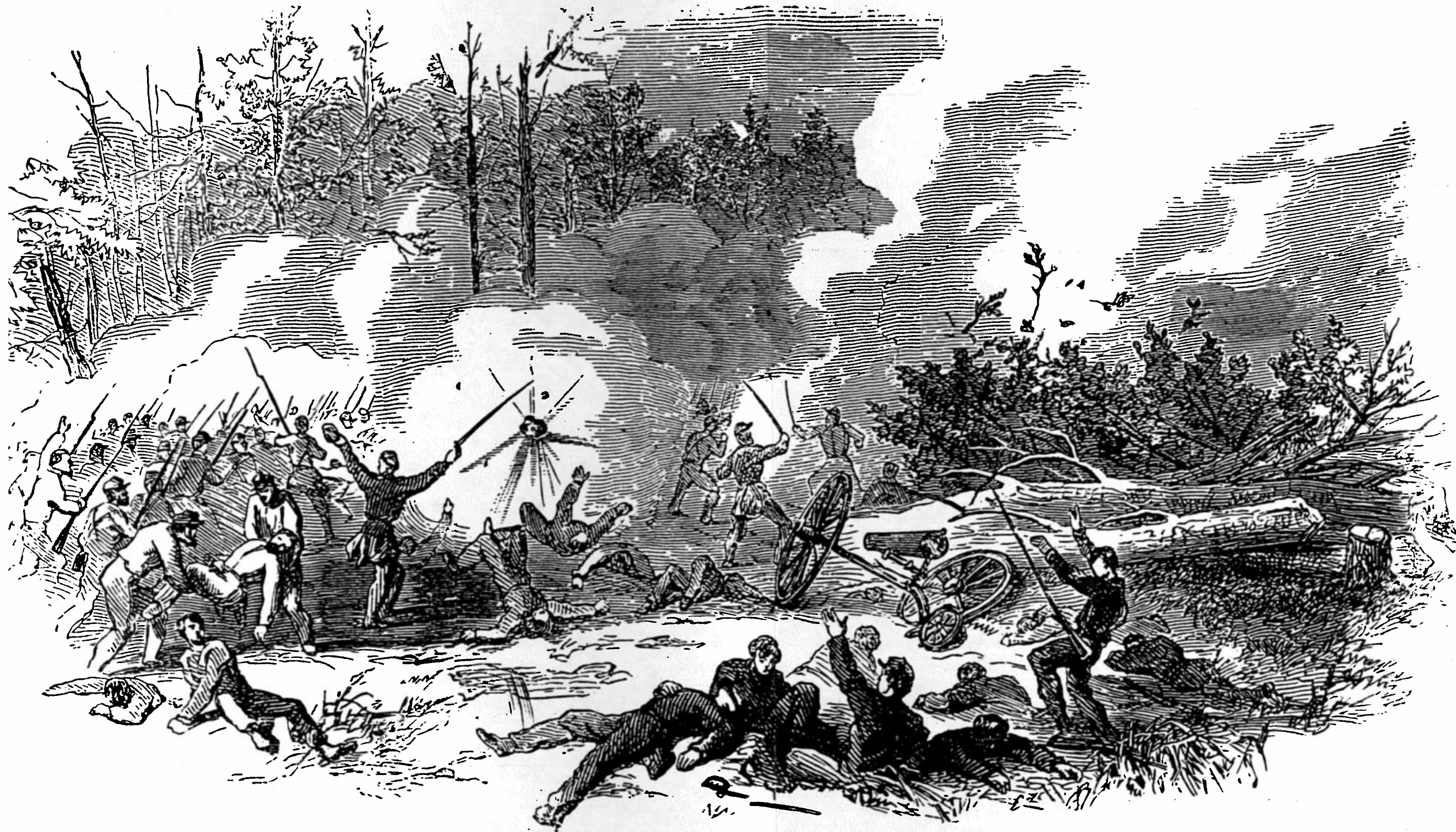


Thus, in the order of attack, two deep, the boats will be arranged as follows:

D	2	3	B	2	3	H	2	3	F	2	3	A	2	3	G	2	3	I	2	3	C	2	3	E	2	3
4	5	6	4	5	6	4	5	6	4	5	6	4	5	6	4	5	6	4	5	6	4	5	6	4	5	6

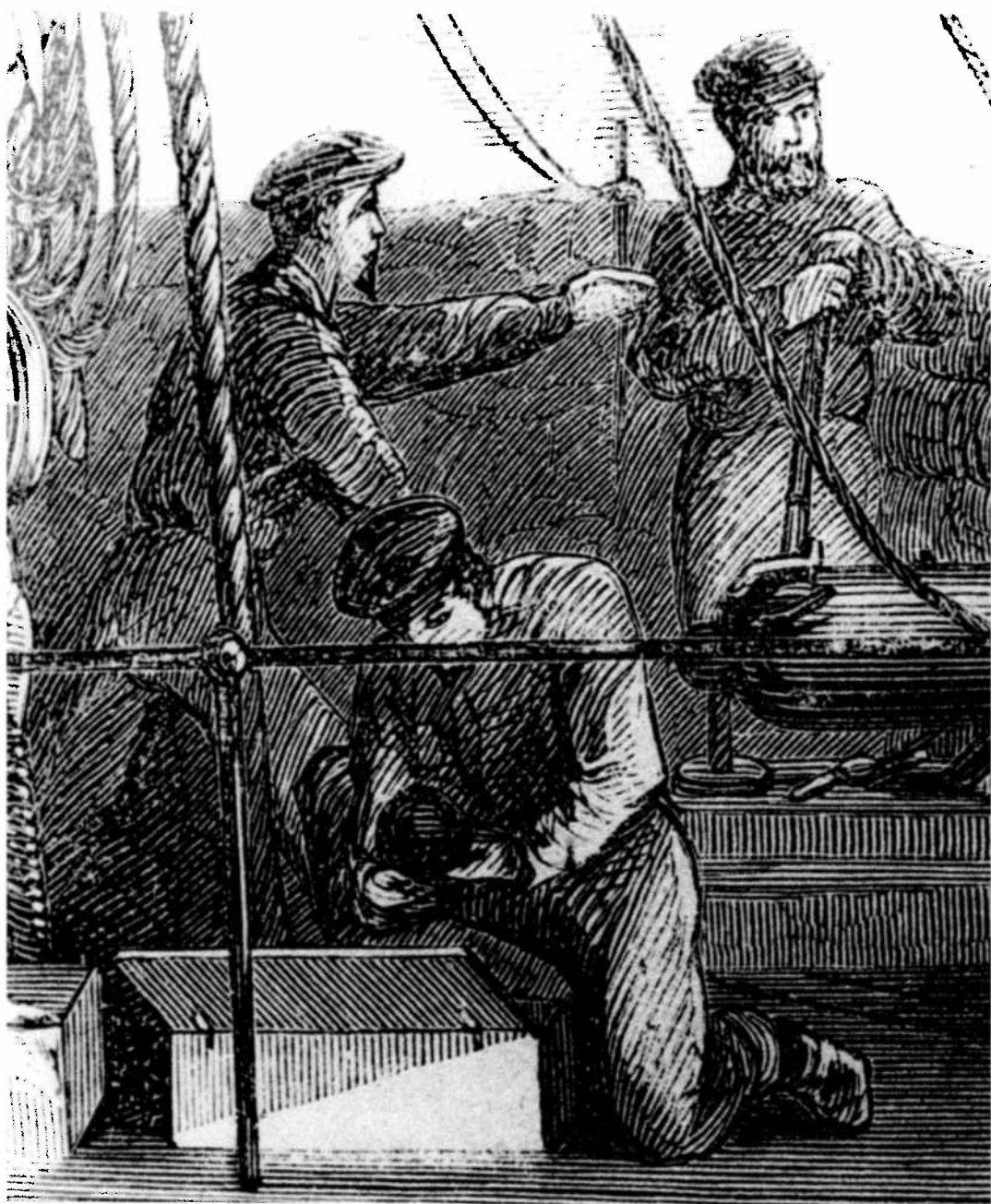
TO FORM IN THE FIRST ORDER.

328. To pass from either order of attack, just mentioned, to the First Order, the manœuvring is to be the inverse of that by which the order of attack is formed.



MAJOR T. J. OTSON'S NAVAL BATTERY OF BOAT HOWITZERS AT THE BATTLE OF NEW BERNE, N.





NAME OF VESSEL.

(U.S. Steamer E. B. Hale)

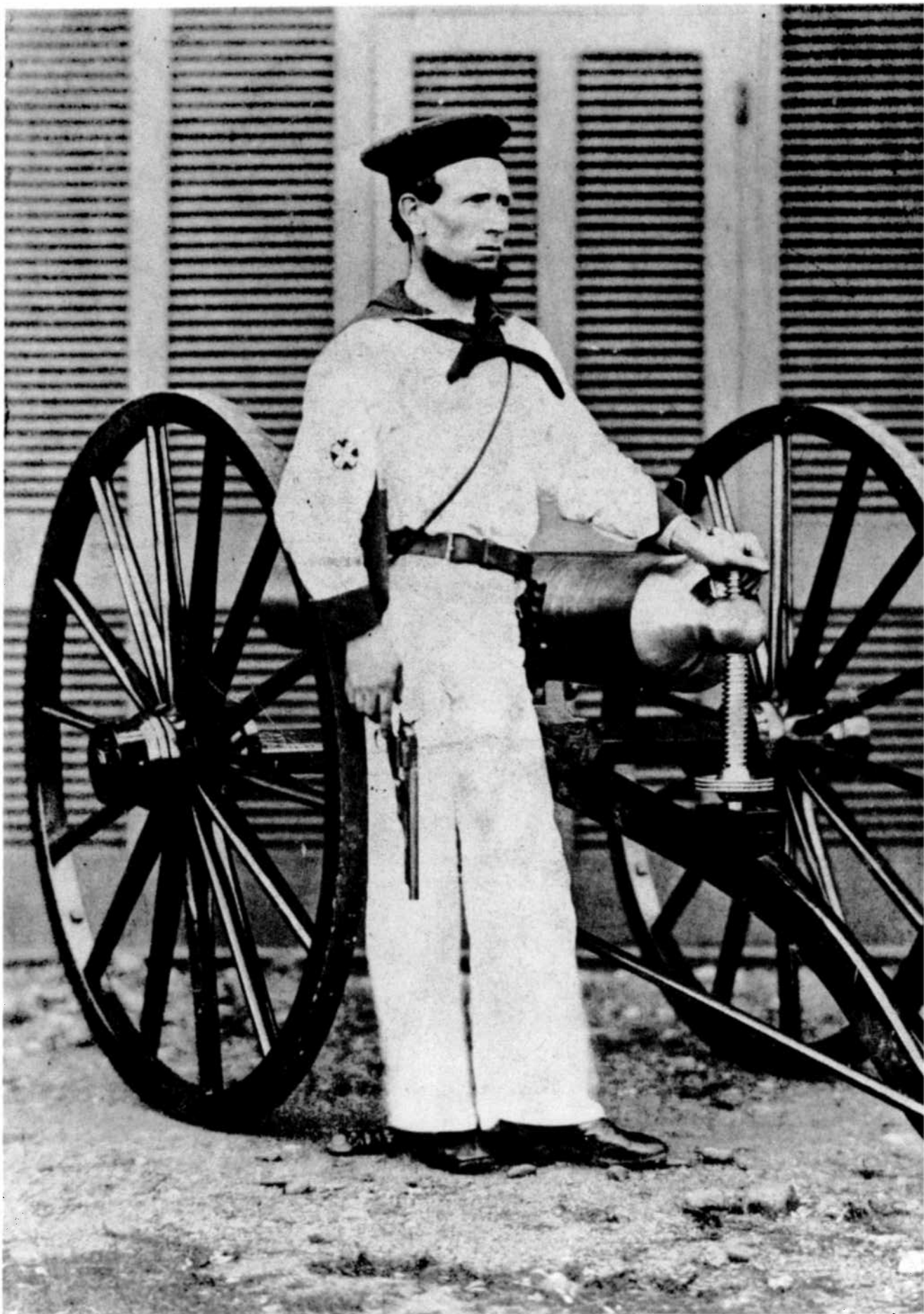
STATION.

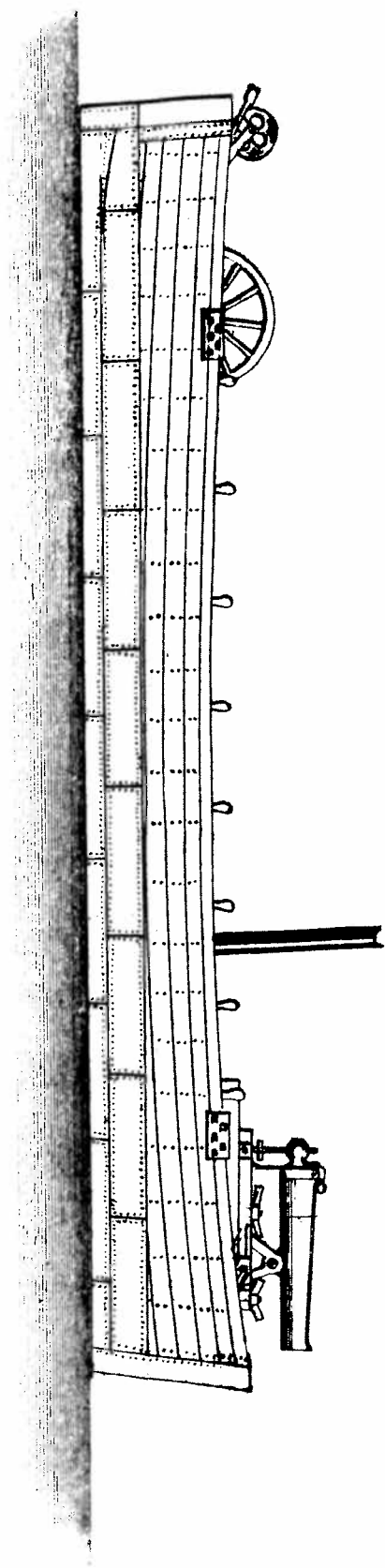
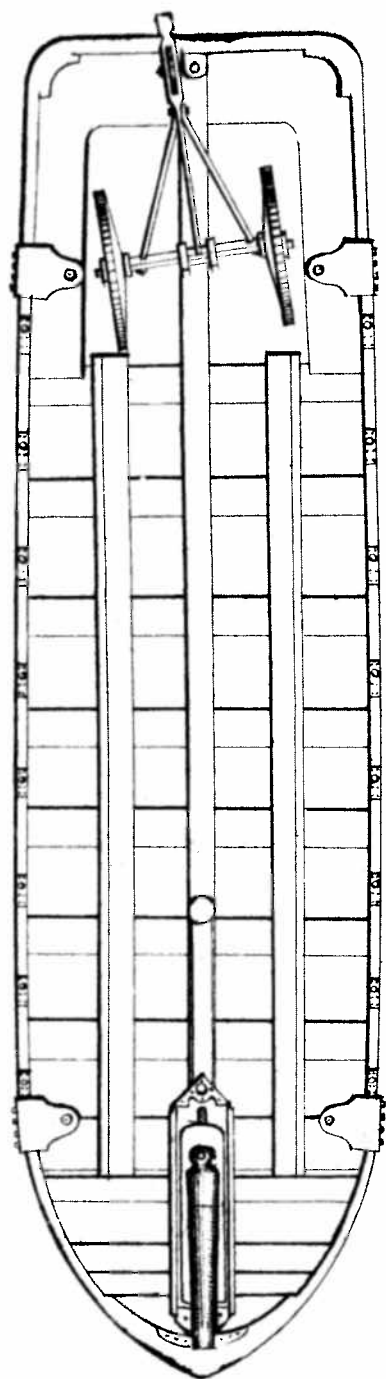
(St. Johns River Fla)

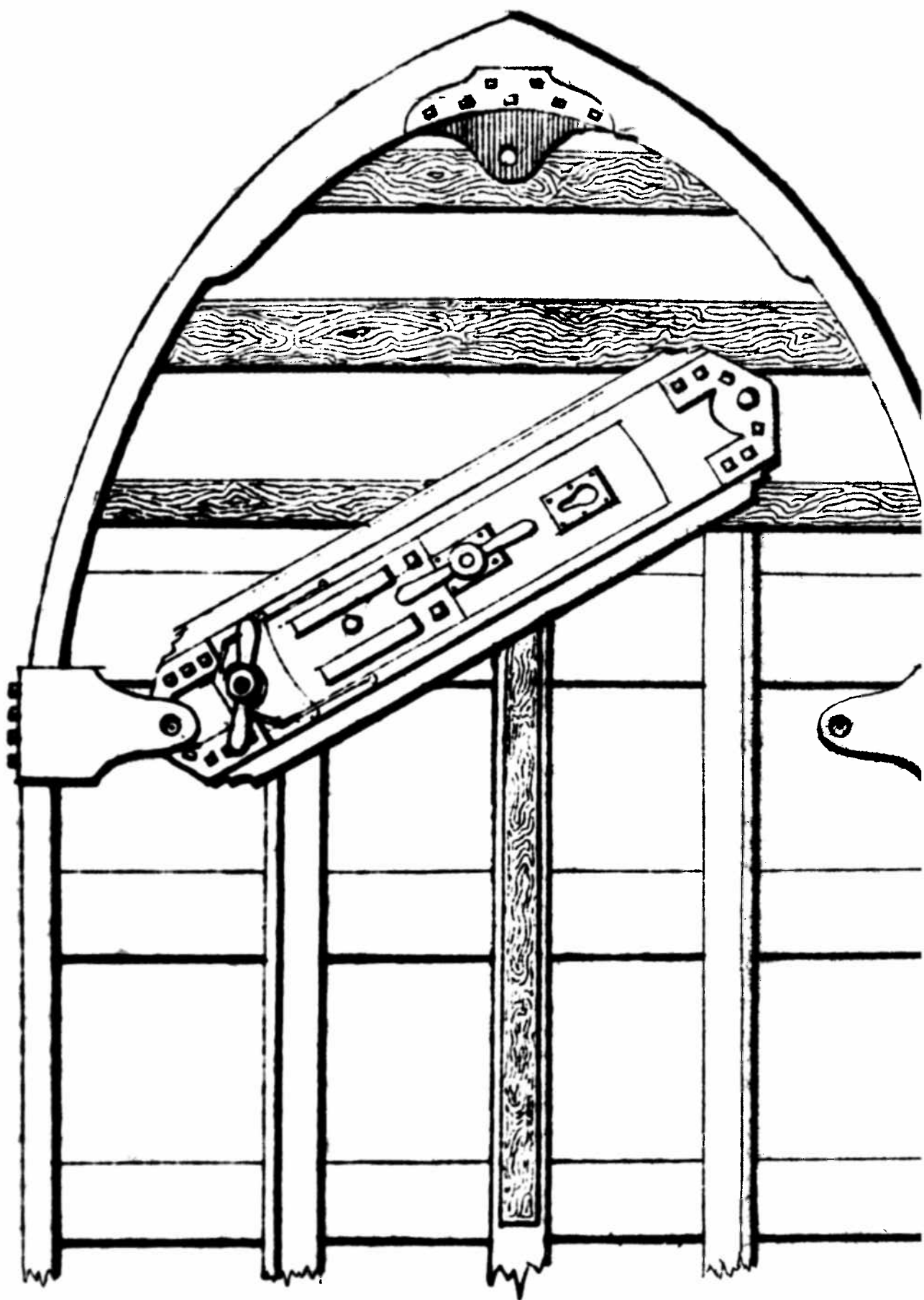
CLASS OF GUN.	Register No.	FOUNDRY.	Date of Fabrication.	Charge of Powder.	Shot.	Shell.	Shrapnel.	Grape.	Canister.	No. of Fires during Quarter.	T F
32 Pdr 42 lb	192	C. & C.	1844	6 lb	2					2	
" " " "	"	" " "	"	"	1					1	
" " " "	"	" " "	"	4 lb							
" " " "	187	" " "	"	6 lb	2					2	
" " " "	"	" " "	"	"	1					1	
" " " "	"	" " "	"	4 lb							
" " " "	189	" " "	"	6 lb	2					2	
" " " "	"	" " "	"	"	0						
" " " "	"	" " "	"	4 lb							
" " " "	190	" " "	"	6 lb	3					3	
" " " "	"	" " "	"	"	0						
" " " "	"	" " "	"	4 lb							
30 Pdr Parrot Rifle	90	S. P. P.	1862	3 1/4 lb	4					4	
12 Pdr heavy Boat Howitzer	52	W. Navy Yard	1855	1 lb	0						
" " "	"	"	"	"		0			1	1	

December 31st, 1864.C. F. Mitchell Acty Mas
Com









Cutlass, or "sword"

Ames, 1861

Serial no. 861

These first deliveries were not inspected.

objects

- Gun
- tompion
- hammer, pivot, cotter
- lanyard toggle, lanyard
- elevating screw
- loop pin, spacer, cotter

Fixed round carried in pass-box.
Wood sabot joined (or "fixed")
fabric-enclosed powder charge to the projectile.
(Inert replica, Smithgall collection)

Pass box or "pouch"
held one fixed round of ammunition.
Each man slung one over his shoulder.

24b. Spm. 13

Bormann fuze-cutting tool.

(Use Parker's 1862 label).

27.

Original 1864 printed order by A
directing that this exact howitzer
be protected with the Plymouth r

(Parker, 1862)

(Ordnance Instruction, 1852)

Article:

Dahlgren evidently derived the arrangement of the boat carriage from a Russian prototype. The National Archives preserved an American plan of a Russian boat gun, which had to be totally disconnected from the gunwale to shift pivot points. Dahlgren's could be attached to

3.

Hammer in firing position,
ready to strike percussion
primer on vent.

- Cammed lanyard eliminated failure-prone lock mechanisms.
- Perforated head reduced blow-back of hammer.
- This hammer, No. 61, served on *Pinta* and *Constitution*.

Hammer in firing position, ready to strike percussion primer on vent.

- Cammed lanyard eliminated failure-prone lock mechanisms.
- Perforated head reduced blow-back of hammer.
- This specimen, No. 61, served on *Pinta* and *Constitution*.



Original 1864 printed order by Admiral Dahlgren
directing that this exact howitzer, among others,
be protected with the Plymouth rifles that he had designed.

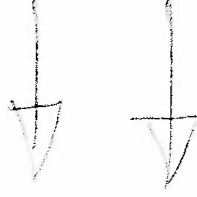
28.

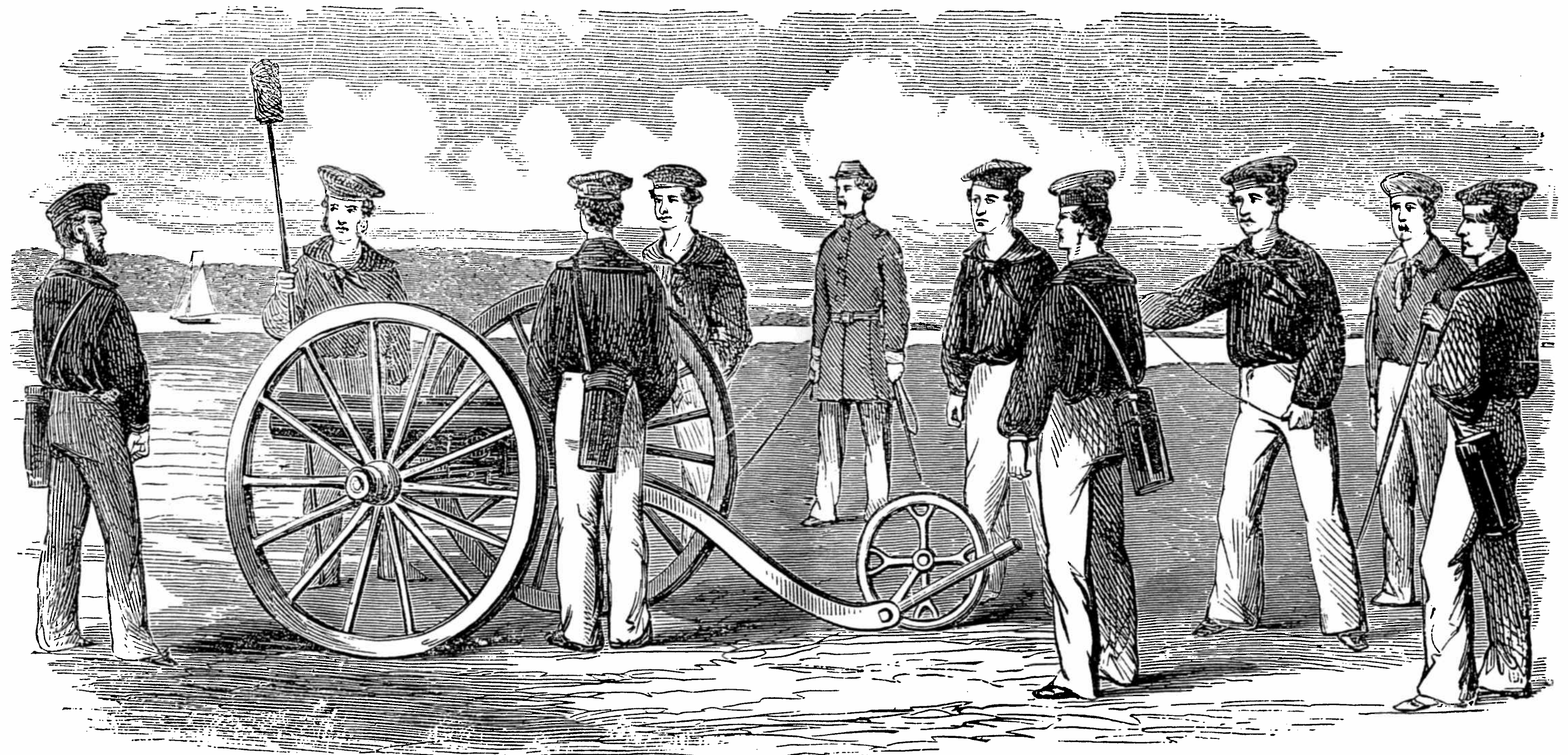
Dahlgren's autograph.

(with 27 in plastic)

(Parker, 1862)

(Ordnance Instruction, 1852)





ARTILLERY PRACTICE WITH THE DAHLGREN HOWITZER BOAT GUN—OFFICER GIVING THE WORD OF COMMAND TO FIRE.

Bob Bailey's Knurling tools : 1991

20/inch

20/inch

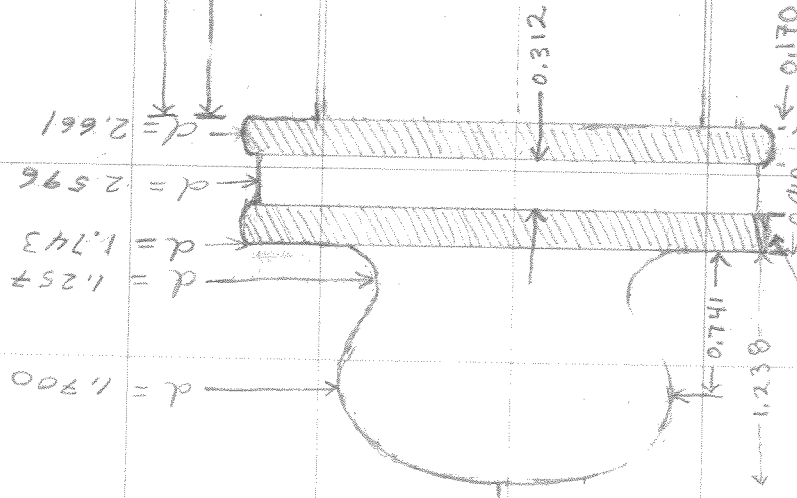
CHARLES W. THAYER

CHARLES W. THAYER

CHARLES W. THAYER

LUG PIN, DAHGREN BOAT 11.38"
 HAWITZER, BRONZE
 SCALE = 1:1
 oa. length

slight step at start of curve



0.160 KNURLING IS

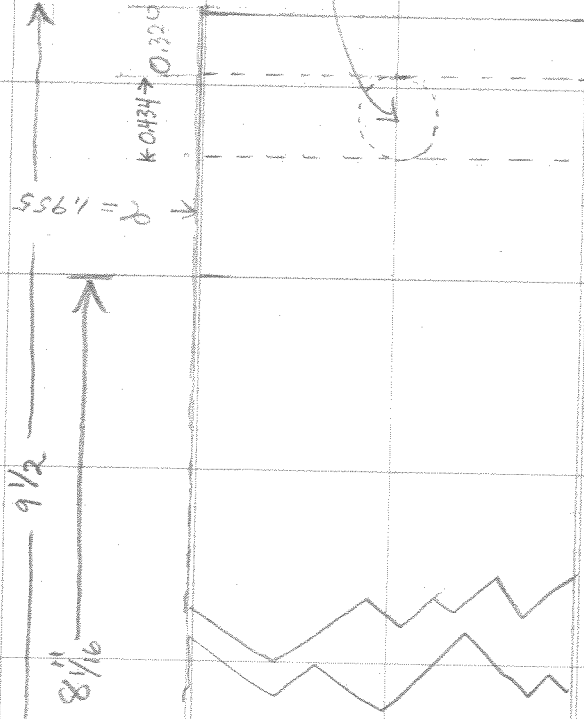
INCLINED IN DIRECTION SHOWN

4 KNURLS = 0.1570" = 25 per inch.

TYPE + SPACING OF KNURLING,

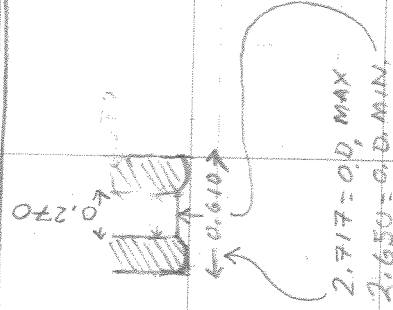
IS IDENTICAL

WITH ELEVATING SCREW,



BRONZE COTTER PIN 3.4" LONG,

SINGLE HOLE FOR COTTER PIN



SPACING RING - SLIDES ON HERE