

CONFEDERATE STATES RAM ATLANTA.

OFFICIAL RECORDS
OF THE
UNION AND CONFEDERATE NAVIES
IN THE
WAR OF THE REBELLION.

PUBLISHED UNDER THE DIRECTION OF
The Hon. WILLIAM H. MOORE, Secretary of the Navy,

PROF. EDWARD A. RAWSON, U. S. NAVY,
SUPERINTENDENT OF U. S. WAR RECORDS,

AND
MR. CHARLES W. STEWART.

BY AUTHORITY OF AN ACT OF CONGRESS APPROVED JULY 31, 1894.

SERIES I—VOLUME 14.

SOUTH ATLANTIC BLOCKADING SQUADRON
FROM APRIL 7 TO SEPTEMBER 30, 1863.

WASHINGTON:
GOVERNMENT PRINTING OFFICE,
1902.

CONTENTS OF PRECEDING VOLUMES.

VOLUME 1.

Operations of the cruisers from January 19, 1861, to December 31, 1862.

VOLUME 2.

Operations of the cruisers from January 1, 1863, to March 31, 1864.

VOLUME 3.

Operations of the cruisers from April 1, 1864, to December 30, 1865.

VOLUME 4.

Operations in the Gulf of Mexico from November 15, 1860, to June 7, 1861. Operations on the Atlantic Coast from January 1 to May 13, 1861. Operations on the Potomac and Rappahannock rivers from January 5 to December 7, 1861.

VOLUME 5.

Operations on the Potomac and Rappahannock rivers from December 7, 1861, to July 31, 1865. Operations of the Atlantic Blockading Squadron from April 4 to July 15, 1861.

VOLUME 6.

Operations of the Atlantic Blockading Squadron from July 16 to October 29, 1861. Operations of the North Atlantic Blockading Squadron from October 29, 1861, to March 8, 1862.

VOLUME 7.

Operations of the North Atlantic Blockading Squadron from March 8 to September 4, 1862.

VOLUME 8.

Operations of the North Atlantic Blockading Squadron from September 5, 1862, to May 4, 1863.

VOLUME 9.

Operations of the North Atlantic Blockading Squadron from May 5, 1863, to May 5, 1864.

VOLUME 10.

Operations of the North Atlantic Blockading Squadron from May 6 to October 27, 1864.

VOLUME 11.

Operations of the North Atlantic Blockading Squadron from October 28, 1864, to February 1, 1865.

VOLUME 12.

Operations of the North Atlantic Blockading Squadron from February 2 to August 3, 1865. Operations of the South Atlantic Blockading Squadron from October 29, 1861, to May 13, 1862.

VOLUME 13.

Operations of the South Atlantic Blockading Squadron from May 14, 1862, to April 7, 1863.

TABLE OF CONTENTS.

	Page.
List of illustrations	IX
Preface	XI
Order of compilation of Series I	XV
List of vessels of South Atlantic Blockading Squadron	XVII
Calendar	XIX
South Atlantic Blockading Squadron:	
Principal events—	
Union reports—	
Attack by Federal ironclads upon the defenses of Charleston, S. C., April 7, 1863.....	3-112
Capture of steamer George Washington in Coosaw River, April 9, 1863	114-121
Engagement of U. S. S. Commodore McDonough with Confed- erate battery, April 17, 1863	142, 143
Capture of Confederate steamer St. John, April 18, 1863.....	144, 145
Capture of British schooner Minnie, April 20, 1863	151-154
Capture of schooner Amelia and her subsequent loss at sea	182-184
Cooperation of naval vessels in armed reconnoissance of James Island, May 31, 1863	123, 124
Combined attack on Bluffton, S. C., June 4, 1863.....	237, 238
Rear-Admiral Foote, U. S. Navy, ordered to command South Atlantic Blockading Squadron	240
Capture of C. S. ram Atlanta in Wassaw Sound, Ga., June 17, 1863.....	263-292
Rear-Admiral Dahlgren, U. S. Navy, ordered to command South Atlantic Blockading Squadron	295
Rear-Admiral Du Pont, U. S. Navy, relieved of command of South Atlantic Blockading Squadron by Rear-Admiral Dahl- gren, U. S. Navy, July 6, 1863	311
Joint attack upon Morris Island, July 10 and 11, 1863. . .	317-336, 346-349
Joint engagement, Stono River near Grimball's Landing, July 16, 1863.....	345-353
Bombardment of Fort Wagner, July 18, 1863	354-373
Bombardment of Fort Wagner, July 24, 1863	390-395
Capture of steamer Emma by army transport steamer Arago, July 24, 1863.....	399
Engagements of Federal ironclads with Fort Wagner, July 28 to August 1, 1863.....	404-409
Capture of boat's crew by C. S. S. Juno, August 5, 1863	421-427

South Atlantic Blockading Squadron—Continued.	Page
Principal events—Continued.	
Union reports—Continued.	
Destruction of U. S. S. Pawnee's launch by torpedo, August 16, 1863.....	445-448
Joint bombardment of Forts Sumter, Gregg, and Wagner, August 17 to 23, 1863.....	449-490
Capture of Confederate signal station near Jacksonville, Fla., August 19, 1863.....	490, 491
Capture of boat's crew from Confederate steamer Oconee, August 20, 1863.....	492-494
Attack by Confederate torpedo boat on U. S. S. New Ironsides, off Charleston, August 21, 1863.....	496-500
Night attack by ironclads on Fort Sumter, August 23, 1863....	501-511
Operations against defenses of Charleston, S. C., August 31 to September 8, 1863.....	527-579
Evacuation of Morris Island by Confederates, September 7, 1863.....	547, 548
Review of services of the ironclads from July 6 to September 8, 1863, by Rear-Admiral Dahlgren, U. S. Navy.....	590-602
Boat attack on Fort Sumter, night of September 8-9, 1863....	606-640
Confederate reports—	
Attack by Federal ironclads upon the defenses of Charleston, S. C., April 7, 1863.....	74-112
Capture by Confederates of steamer George Washington in Coosaw River, April 9, 1863.....	121
Capture of the C. S. ram Atlanta in Wassaw Sound, Ga., June 17, 1863.....	287-292
Joint attack of Federal forces upon Morris Island, July 10 and 11, 1863.....	333-336, 719
Joint engagement of Federal forces with Confederate batteries in Stono River near Grimball's Landing, July 16, 1863..	352, 353, 720
Bombardment by Federal forces of Fort Wagner, July 18, 1863.....	367-373, 721
Bombardment by Federal forces of Fort Wagner, July 24, 1863.....	394, 395, 731
Capture of boat's crew by the C. S. S. Juno, August 5, 1863....	424, 427
Joint bombardment by Federal forces of Forts Sumter, Gregg, and Wagner, August 17 to 23, 1863.....	483-490, 742-745, 750-752
Capture of Confederate signal station near Jacksonville, Fla., August 19, 1863.....	491
Capture of boat's crew from Confederate steamer Oconee, August 20, 1863.....	494
Attack by Confederate torpedo boat on U. S. S. New Ironsides, off Charleston, August 21, 1863.....	498-500
Night attack by Federal ironclads on Fort Sumter, August 23, 1863.....	500-511
Operations against defenses of Charleston, S. C., August 31 to September 8, 1863.....	567-579
Evacuation of Morris Island by Confederates, September 7, 1863.....	572-573
Boat attack on Fort Sumter, night of September 8-9, 1863....	636-640
Commander Lynch, C. S. Navy, assigned to command of battery at Cumming's Point.....	686

TABLE OF CONTENTS.

VII

South Atlantic Blockading Squadron—Continued.	Page.
Principal events—Continued.	
Confederate reports—Continued.	
Commander Page, C. S. Navy, relieved by Commander Webb, C. S. Navy, of command in Savannah River	697
Flag-officer Hunter, C. S. Navy, assumed command of naval forces in Savannah River	712, 713
Reports of Brigadier-General Ripley of defensive operations at Charleston, July 8 to September 10, 1863.....	718-723, 731-733, 737-745, 750-763
General Confederate reports, orders, and correspondence, April 8 to September 15, 1863.....	686-768

LIST OF ILLUSTRATIONS.

	Page
Confederate States ram Atlanta. View	Frontispiece.
Map of approaches to Charleston, S. C.	3
United States steamer Keokuk. View and partial transverse sections.	24
Sketch showing raft attached to United States steamer Weehawken.	44
Sketch showing position of Federal fleet, Charleston, S. C., 4 p. m. April 7, 1863.	81
Sketch showing scene of battle in Charleston Harbor, April 7, 1863.	90
Sketch showing injuries to northeast face of Fort Sumter, April 7, 1863.	91
Sketch showing injuries to east face of Fort Sumter, April 7, 1863.	92
Drawing of torpedo raft captured by Confederate forces, April 7, 1863.	93
Sketch showing proposed method of destroying torpedoes.	166
Sketch of timber obstruction from Charleston, S. C.	171
United States steamer Weehawken	266
Confederate States ram Atlanta. Outline drawing, deck plan, and transverse section	290
Sketch showing injuries received by United States steamer Pawnee, July 16, 1863.	350
United States steamer Huron	440
Sketch of torpedo captured in Stono River, S. C.	447
Sketch showing bombardment of Morris Island, S. C., August 17, 1863.	454
Sketch showing injury to armor plate of United States steamer New Ironsides	555
United States steamer New Ironsides	605

P R E F A C E .

The work of preparing the Official Records of the Union and Confederate navies for publication, which was begun July 7, 1864, was organized under the superintendency of Prof. J. R. Soley, U. S. Navy, at that time librarian of the Navy Department, afterwards Assistant Secretary of the Navy.

In August, 1890, the work of collecting these records and their classification was ably continued by his successor, Lieutenant-Commander F. M. Wise, U. S. Navy, who, having received orders to sea, was relieved by Lieutenant-Commander Richard Rush, U. S. Navy, in May, 1893.

The long-delayed publication was finally authorized by act of Congress approved July 31, 1894, and begun by Mr. Rush. The first five volumes were published under his efficient administration, and the important duty of organizing the office for the distribution of these volumes was accomplished.

In March, 1897, Mr. Rush, having been ordered to sea, was succeeded by Professor Edward K. Rawson, U. S. Navy, as superintendent.

No change is contemplated at present in the outline of the plan of publication as approved by the Department. This plan includes only the use of such material as may be certified to be contemporaneous naval records of the war, which is divided into three series, in the following order of arrangement:

I. The first series embraces the reports, orders, and correspondence, both Union and Confederate, relating to all naval operations on the Atlantic and Gulf coasts and inland waters of the United States during the war of the rebellion, together with the operations of vessels acting singly, either as cruisers or privateers, in different parts of the world. These reports are accompanied by occasional maps and diagrams.

In this series the papers are arranged according to squadrons and flotillas, chronologically; and, as far as possible, the Union reports of any events are immediately followed by the Confederate reports.

II. The second series embraces the reports, orders, and correspondence relating to—

1. The condition of the Union Navy in 1861, before the commencement of hostilities, and to its increase during the progress of the war, including the annual and special reports of the Secretary of the Navy and chiefs of the various bureaus.

2. The construction and outfit of the Confederate Navy, including privateers, setting forth also the annual and special reports of the Confederate Secretary of the Navy and chiefs of bureaus.

3. Statistical data of all vessels, Union and Confederate, as far as can be obtained.

4. Returns of naval and military property captured by the navies of both sides during the war.

5. Correspondence relating to naval prisoners.

This series is also arranged chronologically in each of the above sections, as far as practicable.

III. The third series embraces all reports, orders, correspondence, and returns of the Union and Confederate authorities not specially relating to the matter of the first and second series.

It is the intention of the Department to introduce throughout the volumes of the different series illustrations of each class or type of vessels referred to, in order to preserve the identity of these ships as they actually appeared during the war. These cuts have been reproduced either from photographs of the vessels themselves or from the carefully prepared drawings made from official sources.

*Much difficulty has been found in collecting the records, for, while the official reports of commanders of fleets and of vessels acting singly are on file in the Navy Department, it is found that the correspondence between flag-officers and their subordinates is frequently missing. Without this squadron correspondence the historical value of the work would necessarily be impaired, and the Department therefore has spared no pains to secure the letter books and papers of the chief actors on both sides. These papers have for the most part been obtained, and they have been copiously used in the compilation of the work. The reports of the Union commanders are full and fairly complete. It is to be regretted, however, that the Confederate records are not equally complete, due to the great difficulty found in collecting them, and also to the fact that a large part of the archives of the Confederate Navy Department was burned at the close of the war. Frequent careful

searches throughout various parts of the country, conducted by a special agent of the Department, have brought to light many duplicates of these papers, found among the personal files of participants. It is hoped that the publication will revive the interest of participants in the events referred to, and lead them to bring to the notice of the Department the whereabouts of any papers bearing upon naval operations in the civil war of which they may have knowledge.

The thirteenth volume of the records (Series I, vol. 13), which has recently been published by the Department, gives the operations of the South Atlantic Blockading Squadron from May 14, 1862, to April 7, 1863. The present volume (Series I, vol. 14) gives the operations of the South Atlantic Blockading Squadron from April 7 to September 30, 1863.

The reports and correspondence are placed chronologically, with a distinct heading for every paper. In the record of events in which both sides took part, the Confederate reports (where they could be obtained) immediately follow the Union reports, while the miscellaneous Confederate correspondence is placed at the end of the volume. Reference to the table of contents will show the context of these Confederate papers. It is believed that the chronological arrangement of the records, in connection with the full and complete index to each volume, will afford ample means of reference to its contents without other subdivision or classification. In reports of special or single events, in which the papers bear specific relation to those events, the chronological order has been somewhat modified, and such documents have been placed together in the compilation.

EDWARD K. RAWSON,
CHARLES W. STEWART,
Compilers.

NAVY DEPARTMENT,
Washington, D. C., June, 1902.

INTRODUCTORY NOTE.—Correspondence relating to the assembling of the fleet of ironclads in Hampton Roads, Virginia, in January-March, 1863, has been published in Series I, volume 8, pp. 359-394, as this fleet was at first intended for an attack upon Wilmington, N. C., and much assistance was rendered by the North Atlantic Blockading Squadron in its preparation and dispatch for service with the South Atlantic Squadron.

NOTE.—The following is an extract from the law governing the distribution of the sets comprising the publication (act of Congress approved July 31, 1894):

* * * Of said number, six thousand eight hundred and forty copies shall be for the use of the House of Representatives, two thousand one hundred and twelve copies for the use of the Senate, and one thousand and forty-eight copies for the use of the Navy Department and for distribution by the Secretary of the Navy among officers of the Navy and contributors to the work. The quotas herein authorized of said publication for the Senate and House of Representatives shall be sent by the Secretary of the Navy to such libraries, organizations, and individuals as may be designated by the Senators, Representatives, and Delegates of the Fifty-third Congress, it being the purpose of this distribution herein provided for to place these records in public libraries, and with permanent organizations having libraries, so far as such libraries may exist in the several States and Territories. Each Senator shall designate not exceeding twenty-four and each Representative and Delegate not exceeding nineteen of such addresses, and the volumes shall be sent thereto from time to time, as they are published, until the publication is completed; and all sets that may not be ordered to be distributed as provided herein shall be sold by the Secretary of the Navy for cost of publication, with ten per centum added thereto, and the proceeds of such sale shall be covered into the Treasury. If two or more sets of said volumes are ordered to the same address, the Secretary of the Navy shall inform the Senators, Representatives, or Delegates who have designated the same, who thereupon may designate other libraries, organizations, or individuals. The Secretary of the Navy shall inform distributees at whose instance the volumes are sent.

The following joint resolution regarding the distribution of the work was approved January 30, 1896:

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy be, and he is hereby, authorized and directed to send the undistributed copies of the Official Records of the War of the Rebellion, both of the Union and of the Confederate navies, to such libraries, organizations, and individuals as may be designated before the meeting of the next Congress by the Representatives in the Fifty-fourth Congress of the districts whose Representatives in the Fifty-third Congress failed to designate the distributees of their quota of said Official Records, or any part thereof, as authorized by the act of Congress approved July thirty-first, eighteen hundred and ninety-four, and the joint resolution approved March second, eighteen hundred and ninety-five, to the extent and in the manner and form provided in said act.

The following is an extract from the act of Congress of May 28, 1896, which increased the edition from 10,000 to 11,000 copies:

* * * For printing, binding, and wrapping one thousand additional copies of series one, volumes one, two, three, and four, for supplying officers of the Navy who have not received the work, two thousand four hundred dollars.

ORDER OF COMPILATION OF NAVAL WAR RECORDS.

SERIES I.

1. Operations of the Cruisers, 1861-1865.

Union cruisers.

West India (Flying) Squadron, under Acting Rear-Admiral Wilkes, U. S. N., 1862-1863.

West India (Flying) Squadron, under Acting Rear-Admiral Lardner, U. S. N., 1863-1864.
Confederate cruisers and privateers.

2. Operations in the Gulf of Mexico, January to June 7, 1861.

Surrender of the Pensacola Navy Yard.

Cooperation of the Navy in the relief of Fort Pickens.

3. Operations on the Atlantic Coast, January to May 13, 1861.

Cooperation of the Navy in the attempts to relieve Fort Sumter.

Abandonment and destruction of the Norfolk Navy Yard.

Home Squadron, under Flag-Officer Pendergrast, U. S. N.

4. Operations on the Potomac and Rappahannock Rivers, 1861-1865.

Potomac Flotilla, under Commander Ward, U. S. N., 1861.

Potomac Flotilla, under Captain Craven, U. S. N., 1861.

Potomac Flotilla, under Lieutenant Wyman, U. S. N., 1861-1862.

Potomac Flotilla, under Commodore Harwood, U. S. N., 1862-1863.

Potomac Flotilla, under Commander Parker, U. S. N., 1863-1865.

5. Atlantic Blockading Squadrons, 1861-1865.

Atlantic Blockading Squadron, under Flag-Officer Stringham, U. S. N., May 13 to Sept. 23, 1861.

West India Squadron, under Flag-Officer Pendergrast, U. S. N., 1861.

Naval Defenses of Virginia and North Carolina, under Flag-Officer Barron, C. S. N.

Atlantic Blockading Squadron, under Flag-Officer Goldsborough, U. S. N., 1861.

North Atlantic Blockading Squadron, under Rear-Admiral Goldsborough, U. S. N., 1861-1862.

Naval Defenses of Virginia and North Carolina, under Flag-Officer Lynch, C. S. N.

James River Squadron, under Flag-Officer Buchanan, C. S. N.

James River Squadron, under Flag-Officer Tattnall, C. S. N.

James River Flotilla, under Commodore Wilkes, U. S. N., 1862.

North Atlantic Blockading Squadron, under Acting Rear-Admiral Lee, U. S. N., 1862-1864.

James River Squadron, under Flag-Officers Forrest and Mitchell, C. S. N.

* Naval Defenses Inland Waters of North Carolina, under Commander Pinkney, C. S. N.

* Naval Defenses Cape Fear River, North Carolina, under Flag-Officer Lynch, C. S. N.

North Atlantic Blockading Squadron, under Rear-Admiral Porter, U. S. N., 1864-1865.

James River Squadron, under Flag-Officers Mitchell and Semmes, C. S. N.

* Naval Defenses Cape Fear River, North Carolina, under Flag-Officer Pinkney, C. S. N.

North Atlantic Blockading Squadron, under Acting Rear-Admiral Radford, U. S. N., 1865.

South Atlantic Blockading Squadron, under Rear-Admiral Du Pont, U. S. N., 1861-1863.

* Naval Defenses of South Carolina and Georgia, under Flag-Officer Tattnall, C. S. N.

* Naval Defenses of Charleston Harbor, South Carolina, under Flag-Officer Ingraham, C. S. N.

South Atlantic Blockading Squadron, under Rear-Admiral Dahlgren, U. S. N., 1863-1865.

* Naval Defenses of Charleston Harbor, South Carolina, under Flag-Officer Tucker, C. S. N.

Naval Defenses of Savannah, Ga., under Flag-Officers Hunter and Tattnall, C. S. N.

*The Confederate material under this head is very scant. It is therefore hoped that those who have any Confederate naval documents upon the subject will communicate with the Office of Naval War Records, Navy Department, Washington, D. C.

6. Gulf Blockading Squadrons, 1861-1865.

- Gulf Blockading Squadron, under Flag-Officer Mervine, U. S. N., 1861.
- Gulf Blockading Squadron, under Flag-Officer McKean, U. S. N., 1861-1862.
 - * Mississippi River Defenses, under Flag-Officer Hollins, C. S. N.
- East Gulf Blockading Squadron, under Flag-Officer McKean, U. S. N., 1862.
- East Gulf Blockading Squadron, under Acting Rear-Admiral Lardner, U. S. N., 1862.
- East Gulf Blockading Squadron, under Acting Rear-Admiral Bailey, U. S. N., 1862-1864.
- East Gulf Blockading Squadron, under Captain Greene, U. S. N., 1864.
- East Gulf Blockading Squadron, under Acting Rear-Admiral Stribbling, U. S. N., 1864-1865.
- West Gulf Blockading Squadron, under Flag-Officer Farragut, U. S. N., 1862-1863.
 - Mortar Flotilla, under Commander Porter, U. S. N., 1862.
 - Lower Mississippi River Defenses, under Commander J. K. Mitchell, C. S. N., 1862.
 - * Mobile Defenses, under Flag-Officer Randolph, C. S. N.
 - Trans-Mississippi Marine Department, under Major Leon Smith, C. S. A.
- West Gulf Blockading Squadron, under Commodore Bell, U. S. N. (ad Interim), 1863.
- West Gulf Blockading Squadron, under Rear-Admiral Farragut, U. S. N., 1864.
 - * Mobile Defenses, under Admiral Buchanan, C. S. N.
- West Gulf Blockading Squadron, under Commodore Palmer, U. S. N., 1864-1865.
- West Gulf Blockading Squadron, under Acting Rear-Admiral Thatcher, U. S. N., 1865.
 - * Mobile Defenses, under Flag-Officer Farrand, C. S. N.

7. Operations on the Western Rivers, 1861-1865.

- Naval Forces on Western Waters, under Commander Rogers, U. S. N., 1861.
- Naval Forces on Western Waters, under Flag-Officer Foote, U. S. N., 1861-1862.
 - * Mississippi River Defenses, under Flag-Officer Hollins, C. S. N.
- Naval Forces on Western Waters, under Flag-Officer Davis, U. S. N., 1862.
 - * Mississippi River Defense Fleet, under Captain Montgomery, C. S. A.
 - * Mississippi River Defenses, under Commander R. F. Pinkney, C. S. N.
 - * Mississippi River Defenses, under Flag-Officer Lynch, C. S. N.
- Mississippi Squadron, under Rear-Admiral Porter, U. S. N., 1862-1864.
- Mississippi Squadron, under Acting Rear-Admiral Lee, U. S. N., 1864-1865.
 - * Naval Defenses of Red River, Louisiana, under Lieutenant J. H. Carter, C. S. N.

*The Confederate material under this head is very scant. It is therefore hoped that those who have any Confederate naval documents upon the subject will communicate with the Office of Naval War Records, Navy Department, Washington, D. C.

UNITED STATES VESSELS OF WAR SERVING IN THE SOUTH ATLANTIC BLOCKADING
SQUADRON, APRIL 7 TO SEPTEMBER 30, 1863.

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
America.....	Fourth...	100	Yacht.....	9	3
Aries.....	Third.....	820	Screw steamer.....	90	7
Augusta.....	Third.....	1,310	Side-wheel steamer.....	157	10
Augusta Dinsmore.....	Third.....	834	Screw steamer.....	70	2
Bibb.....	.....	.....	Coast-Survey steamer.....	85	.....
Brazillera.....	Fourth.....	540	Bark.....	68	6
C. P. Williams.....	Fourth.....	210	Mortar schooner.....	45	3
Canandaigua.....	Second...	1,895	Screw steamer.....	163	10
Catskill.....	Third.....	844	Ironclad steamer.....	74	2
Chippewa.....	Fourth.....	507	Screw steamer.....	64	6
Cimarron.....	Third.....	860	Side-wheel steamer.....	122	10
Columbine.....	Fourth.....	183	Screw steamer.....	24	2
Commodore McDonough.....	Fourth.....	532	Side-wheel steamer.....	75	6
Conemaugh.....	Third.....	955	.....do.....	125	9
Courier.....	Fourth.....	554	Sailing ship.....	82	3
Daffodil.....	Fourth.....	160	Steam tug.....	28	2
Dal Ching.....	Fourth.....	520	Screw steamer.....	83	7
Dan Smith.....	Fourth.....	150	Schooner.....	38	5
Dandelion.....	Fourth.....	111	Screw steamer.....	22	2
Dawn.....	Fourth.....	399	.....do.....	34	2
E. B. Hale.....	Fourth.....	192	.....do.....	50	5
Fernandina.....	Fourth.....	297	Bark.....	79	6
Flag.....	Third.....	963	Screw steamer.....	140	9
Flambeau.....	Third.....	900	.....do.....	92	5
G. W. Blunt.....	Fourth.....	121	Schooner.....	16	1
Hope.....	Fourth.....	134	.....do.....	18	1
Housatonic.....	Second...	1,240	Screw steamer.....	160	13
Huron.....	Fourth.....	507	.....do.....	76	4
James Adger.....	Third.....	1,151	Side-wheel steamer.....	120	8
Keokuk.....	Third.....	677	Ironclad steamer.....	92	1
Keystone State.....	Third.....	1,364	Side-wheel steamer.....	163	10
Kingfisher.....	Fourth.....	450	Bark.....	95	5
Lehigh.....	Second...	844	Ironclad steamer.....	80	2
Lodona.....	Third.....	860	Screw steamer.....	97	7
Madgie.....	Fourth.....	218	.....do.....	45	3
Mahaska.....	Third.....	832	Side-wheel steamer.....	145	6
Marblehead.....	Fourth.....	507	Screw steamer.....	81	4
Memphis.....	Third.....	791	.....do.....	100	7
Mercedita.....	Third.....	776	.....do.....	121	9
Midnight.....	Fourth.....	386	Bark.....	70	7
Mohawk.....	Fourth.....	459	Screw steamer.....	65	8
Montauk.....	Third.....	844	Ironclad steamer.....	67	2
Nahant.....	Third.....	844	.....do.....	76	2
Nantucket.....	Third.....	844	.....do.....	85	2

XVIII LIST OF UNITED STATES VESSELS OF WAR,

United States vessels of war serving in the South Atlantic Blockading Squadron, April 7 to September 30, 1863—Continued.

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
New Ironsides.....	First.....	3,486	Screw steamer.....	449	20
Norfolk Packet.....	Fourth...	349	Mortar schooner.....	40	4
Norwich.....	Fourth...	431	Screw steamer.....	80	6
O. M. Pettit.....	Fourth...	165	Side-wheel steamer.....	30	2
Oleander.....	Fourth...	246	.....do.....	35	2
Ottawa.....	Fourth...	507	Screw steamer.....	90	5
Para.....	Fourth...	190	Mortar schooner.....	34	3
Passaic.....	Third.....	844	Ironclad steamer.....	70	2
Patapsco.....	Third.....	844	.....do.....	72	2
Paul Jones.....	Third.....	863	Side-wheel steamer.....	148	9
Paul Jones, Jr.....				(*)	.....
Pawnee.....	Second...	1,289	Screw steamer.....	151	11
Philadelphia.....	Fourth...	500	Side-wheel steamer.....	24	1
Potomska.....	Fourth...	287	Screw steamer.....	77	5
Powhatan.....	First.....	2,415	.....do.....	273	19
Racer.....	Fourth...	252	Mortar schooner.....	36	3
Rescue.....	Fourth...	111	Screw steamer.....	20	1
Sebago.....	Third.....	832	Side-wheel steamer.....	156	6
Seneca.....	Fourth...	507	Screw steamer.....	84	4
South Carolina.....	Third.....	1,165	.....do.....	105	8
Stettin.....	Fourth...	600	.....do.....	72	5
Unadilla.....	Fourth...	507	.....do.....	90	6
Uncas.....	Fourth...	192	.....do.....	62	5
Valparaiso.....	Fourth...	402	Ship.....	36	.....
Vermont.....	First.....	2,633	Ship of the line.....	153	24
Wabash.....	First.....	3,274	Screw steamer.....	508	48
Wamsutta.....	Fourth...	270	.....do.....	75	5
Water Witch.....	Fourth...	378	Side-wheel steamer.....	73	3
Weehawken.....	Third.....	844	Ironclad steamer.....	72	2
Wissahickon.....	Fourth...	507	Screw steamer.....	80	4

* No rolls.

CALENDAR.

1863.

APRIL.							MAY.							JUNE.						
Sun.	M.	T.	W.	T.	F.	Sat.	Sun.	M.	T.	W.	T.	F.	Sat.	Sun.	M.	T.	W.	T.	F.	Sat.
.....	.....	.....	1	2	3	4	.....	.....	.....	.....	.....	1	2	.....	1	2	3	4	5	6
5	6	7	8	9	10	11	3	4	5	6	7	8	9	7	8	9	10	11	12	13
12	13	14	15	16	17	18	10	11	12	13	14	15	16	14	15	16	17	18	19	20
19	20	21	22	23	24	25	17	18	19	20	21	22	23	21	22	23	24	25	26	27
26	27	28	29	30	.....	.....	24	25	26	27	28	29	30	28	29	30	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	31	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
JULY.							AUGUST.							SEPTEMBER.						
Sun.	M.	T.	W.	T.	F.	Sat.	Sun.	M.	T.	W.	T.	F.	Sat.	Sun.	M.	T.	W.	T.	F.	Sat.
.....	.....	.....	1	2	3	4	.....	.....	.....	.....	.....	.....	1	.....	.....	1	2	3	4	5
5	6	7	8	9	10	11	2	3	4	5	6	7	8	6	7	8	9	10	11	12
12	13	14	15	16	17	18	9	10	11	12	13	14	15	13	14	15	16	17	18	19
19	20	21	22	23	24	25	16	17	18	19	20	21	22	20	21	22	23	24	25	26
26	27	28	29	30	31	.....	23	24	25	26	27	28	29	27	28	29	30	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	30	31	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

SOUTH ATLANTIC BLOCKADING SQUADRON.

FROM APRIL 7 TO SEPTEMBER 8, 1863.

SOUTH ATLANTIC BLOCKADING SQUADRON.

FROM APRIL 7 TO SEPTEMBER 8, 1863.

*Attack by Federal ironclads upon the defenses of Charleston, S. C.,
April 7, 1863.*

First report of Rear-Admiral Du Pont, U. S. Navy.

No. 169.]

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FLAGSHIP NEW IRONSIDES,
Inside Charleston Bar, April 8, 1863.

SIR: I yesterday moved up with eight ironclads and this ship and attacked Fort Sumter, intending to pass it and commence action on its northwest face, in accordance with my order of battle.

The heavy fire we received from it and Fort Moultrie and the nature of the obstructions compelled the attack from the outside. It was fierce and obstinate, and the gallantry of the officers and men of the vessels engaged was conspicuous.

This vessel could not be brought into such close action as I endeavored to get her. Owing to the narrow channel and rapid current she became partly unmanageable, and was twice forced to anchor to prevent her going ashore, once owing to her having come into collision with two of the monitors. She could not get nearer than 1,000 yards.

Owing to the condition of the tide and an unavoidable accident, I had been compelled to delay action until late in the afternoon, and toward evening, finding no impression made upon the fort, I made the signal to withdraw the ships, intending to renew the attack this morning. But the commanders of the monitors came on board and reported verbally the injuries to their vessels, when, without hesitation or consultation (for I never hold councils of war), I determined not to renew the attack, for, in my judgment, it would have converted a failure into a disaster, and I will only add that Charleston can not be taken by a purely naval attack, and the army could give me no cooperation.

Had I succeeded in entering the harbor I should have had 1,200 men and 32 guns, but five of the eight ironclads were wholly or partially disabled after a brief engagement.

The reports of the commanding officers will be forwarded with my detailed report, and I send Commander Rhind home with this dispatch, whose vessel sank this morning from the effect of the bombardment yesterday and who will give the Department all the information it may desire.

I have alluded above only to Forts Sumter and Moultrie, but the vessels were also exposed to the fire of the batteries on Cumming's Point, Mount Pleasant, the Redan, and Fort Beauregard.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

P. S.—I forward herewith a list of casualties (marked Nos. 1 and 2) on board the *Keokuk* and *Nahant*.

S. F. D. P.

Report of casualties on the U. S. S. *Keokuk*.

U. S. FLAGSHIP *NEW IRONSIDES*,
Charleston Harbor, April 8, 1863.

Wounded dangerously: Alex. McIntosh, acting ensign; Charles McLaughlin, seaman.

Wounded severely: James Ryan, seaman; William McDonald, seaman.

Wounded painfully: Charles B. Mott, landsman.

Wounded slightly: Commander A. C. Rhind; Richard Nicholson, quartermaster; David Chaplin, seaman; J. W. Abbott, seaman; George Watson, seaman; O. C. Clifford, seaman; D. Cuddeback, ship's cook; J. O'Connell, landsman; J. E. O'Connor, landsman; Henry Swords, seaman; John Brown, second, seaman.

Very respectfully, your obedient servant,

A. C. RHIND,
Commander.

Rear-Admiral S. F. DU PONT.

Report of casualties on the U. S. S. *Nahant*.

U. S. IRONCLAD *NAHANT*,
Off Charleston, April 7, 1863.

SIR: I have to report the following casualties in the action of to-day:

Commander John Downes, Massachusetts, slight contusion of foot from a piece of iron loosened from pilot house.

Pilot Isaac Sofield, New Jersey, severe contusion of neck and shoulder from flying bolt in pilot house; is doing well.

Quartermaster Edward Cobb, Massachusetts, compound comminuted fracture of skull from flying bolt in pilot house; has since died.

John MacAllister, seaman, Canada, concussion of brain from flying bolt in turret striking him on the head; is doing well.

John Jackson, seaman, Massachusetts; Roland Martin, seaman, Massachusetts; James Murray, seaman, Massachusetts, were very slightly hurt by falling bolts in turret, not disabling any of them.

Very respectfully, your obedient servant,

C. ELLERY STEDMAN,
Assistant Surgeon, U. S. Navy.

Commander JOHN DOWNES, U. S. Navy,
Commanding U. S. S. Nahant.

Detailed report of Rear-Admiral Du Pont, U. S. Navy.

No. 185.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 15, 1863.

SIR: In my previous dispatch of April 8 I gave a brief account of the attack on Fort Sumter, on the afternoon of the 7th instant, and I have now the honor to present to the Department a more detailed report:

On the morning of the 2d instant I left Port Royal for North Edisto, hoisting my flag on the U. S. S. *James Adger*, Commander Patterson, and crossed the bar the same day.

As there was some reason to believe that on the departure of the ironclads from Port Royal there might be an attempt to commit a raid by the *Atlanta* and other rams at Savannah, and as the army was apprehensive of an attack on their positions at Hilton Head and Beaufort, I had ordered Captain Steedman to Port Royal with his vessel, the *Paul Jones*, having previously directed the *Wabash*, Commander Corbin, and *Vermont*, Commander Reynolds, to be hauled over to the Hilton Head shore to protect the vast amount of public property there. The *Sebago* was also stationed in Calibogue Sound, the *Marblehead* in Savannah River, and the *E. B. Hale* in Broad River; whilst the *Paul Jones*, owing to her light draft, was also to make frequent reconnoissances up the latter stream and the Beaufort River.

On the 5th instant, having provided steamers to tow the ironclads, I left North Edisto for Charleston with all the vessels intended to participate in the attack on that place, and arrived there in the afternoon. In accordance with my previous arrangements, the *Keokuk*, Commander Rhind, aided by Captain Boutelle, of the U. S. Coast Survey, and Acting Master Platt, with Pilot Godfrey and others, proceeded at once to buoy the bar and to report the depth of water which could be availed of in crossing the next morning with the *New Ironsides*.

The *Patapsco*, Commander Ammen, and the *Catskill*, Commander G. W. Rodgers, covered the *Keokuk* during this operation, and afterwards anchored inside of the bar that same evening in order to protect the buoys.

On the morning of the 6th I crossed the bar with the *New Ironsides*, Commodore T. Turner, and the rest of the ironclads, viz: *Passaic*, Captain Drayton; *Weehawken*, Captain John Rodgers; *Montauk*, Captain J. L. Worden; *Patapsco*, Commander Ammen; *Catskill*, Commander G. W. Rodgers; *Nantucket*, Commander Fairfax; *Nahant*, Commander Downes, and the *Keokuk*, Commander Rhind, intending to proceed the same day to the attack of Fort Sumter and thence the city of Charleston; but after reaching an anchorage inside the weather became so hazy, preventing our seeing the ranges, that the pilots declined to go farther.

I herewith enclose (marked No. 1) the order of battle and plan of attack, in which the *Weehawken*, Captain John Rodgers, with a raft in front, was to be the leading vessel of the line, and the *Keokuk*, Commander Rhind, was to be the last, the *New Ironsides* being in the center, from which signals could be better made to both ends of the line.

On the following day, April 7, at noon, this being the earliest hour at which, owing to the state of the tide, the pilots would consent to move, I made signal to the vessels to weigh anchor, having previously ordered them not to reply to the batteries on Morris Island, but

reserve their fire until they could pass Fort Sumter, in case there were no obstructions, and attack its northwest face.

The chain of the *Weehawken*, the leading vessel, had, however, become entangled in the grapnels of the pioneer raft, and the vessels were delayed in moving until about fifteen minutes past 1, when, everything being clear, the *Weehawken* moved on, followed by the *Passaic* and others in the regular order of battle.

On the way up the leading vessel passed a number of buoys strewed about in every direction, causing a suspicion of torpedoes, one of which burst near the *Weehawken*, without, however, producing any serious injury.

At ten minutes past 2 the *Weehawken*, the leading vessel, signaled obstructions in her vicinity, and soon after approached very close to them. They extended across the harbor from Fort Moultrie to Fort Sumter, and were marked by rows of casks very near together and in several lines. Beyond these, again, piles were seen extending from James Island to the middle ground.

At 2:50 the guns of Fort Moultrie opened upon the *Weehawken*, followed shortly after by all the batteries on Sullivan's Island, Morris Island, and Fort Sumter.

Not being able to pass the obstructions, the *Weehawken*, and successively the *Passaic*, *Nahant*, and others, were obliged to turn, which threw the line into some confusion as the other vessels approached. This was particularly the case with the flagship, which became, in a measure, entangled with the monitors and could not bring her battery to bear upon Fort Sumter without great risk of firing into them. She was obliged, on her way up, to anchor twice to prevent her from going ashore, and on one of these occasions in consequence of having come into collision with two of the ironclads.

The monitors and the *Keokuk* were able to get within easy range of Fort Sumter at distances varying from 550 to 800 yards, in which positions they were subjected successively to a tremendous concentrated fire from all the batteries on Sullivan's Island, Morris Island, Sumter, and others of the most formidable kind and from guns of the heaviest caliber.

Not being able to place the *New Ironsides* where I desired, though she was in a distance of 1,000 yards, and evening approaching, at 4:30 I made signal to withdraw from action, intending to resume the attack the next morning.

During the evening the commanding officers of the ironclads came on board the flagship, and, to my regret, I soon became convinced of the utter impracticability of taking the city of Charleston by the force under my command.

No ship had been exposed to the severest fire of the enemy over forty minutes, and yet in that brief period, as the Department will perceive by the detailed reports of the commanding officers, five of the ironclads were wholly or partially disabled; disabled, too, as the obstructions could not be passed, in that which was most essential to our success—I mean in their armament or power of inflicting injury by their guns.

Commander Rhind, with the *Keokuk*, had only been able to fire three times during the short period he was exposed to the guns of the enemy, and was obliged to withdraw from action to prevent his vessel from sinking, which event occurred on the following morning.

The *Nahant*, Commander Downes, was most seriously damaged, her turret being so jammed as effectually to prevent its turning; many of the bolts of both turret and pilot house were broken, and the latter became nearly untenable in consequence of the nuts and ends flying across it.

Captain P. Drayton, in the *Passaic*, after the fourth fire from his XI-inch gun, was unable to use it again during the action, and his turret also became jammed, though he was, after some delay, enabled to get it in motion again.

Commander Ammen, of the *Putapsco*, lost the use of his rifled gun after the fifth fire, owing to the carrying away of the forward cap-square bolts.

On the *Nantucket* Commander Fairfax reports that after the third shot from the XV-inch gun the port stopper became jammed, several shot striking very near the port and driving in the plates, preventing the further use of that gun during the action.

The other ironclads, though struck many times severely, were still able to use their guns; but I am convince^d that in all probability in another thirty minutes they would have been likewise disabled.

In the detailed reports, herewith forwarded from the commanding officers of all the vessels engaged, excepting that of the *New Ironsides*, not yet received (respectively marked Nos. 2, 3, 4, 5, 6, 7, 8, 9), the Department will be fully informed of the character and extent of the injuries received by these vessels, and to which I have only partially referred.

I also forward herewith a statement in tabular form (marked No. 10), drawn up by the ordnance officer, Lieutenant Mackenzie, by which, among other things, it appears that only 139 shot and shell were fired by our vessels, though during that same period the enemy poured upon us an incessant storm of round shot and shell, rifled projectiles of all descriptions, and red-hot shot.

Any attempt to pass through the obstructions I have referred to would have entangled the vessels and held them under the most severe fire of heavy ordnance that has ever been delivered, and while it is barely possible that some vessels might have forced their way through, it would only have been to be again impeded by fresh and more formidable obstructions and to encounter other powerful batteries, with which the whole harbor of Charleston has been lined.

I had hoped that the endurance of the ironclads would have enabled them to have borne any weight of fire to which they might have been exposed; but when I found that so large a portion of them was wholly or one-half disabled by less than an hour's engagement before attempting to remove (overcome) the obstructions or testing the power of the torpedoes, I was convinced that a persistence in the attack would only result in the loss of the greater portion of the ironclad fleet and in leaving many of them inside the harbor to fall into the hands of the enemy.

The slowness of our fire and our inability to occupy any battery that we might silence or to prevent its being restored under cover of night were difficulties of the gravest character, and until the outer forts should have been taken the army could not enter the harbor or afford me any assistance.

The want of success, however, will not prevent me from bringing to the notice of the Department the gallant officers and men who took part in this desperate conflict.

Commodore Turner, of the *New Ironsides*; Captain Drayton, of the *Passaic*; Captain John Rodgers, of the *Weeharoken*; Captain J. L. Worden, of the *Montauk*; Commander Ammen, of the *Patapsco*; Commander George W. Rodgers, of the *Catskill*; Commander Fairfax, of the *Nantucket*; Commander Downes, of the *Nahant*, and Commander Rhind, of the *Keokuk*, did everything that the utmost gallantry and skill could accomplish in the management of their untried vessels. These commanding officers have long been known to me; many of them served in this squadron before and were present at the capture of the Port Royal forts. They are men of the highest professional capacity and courage, and fully sustained their reputations, coming up to my requirements. I commend them and their reports, which speak of those under them, to the consideration of the Department.

I took my personal staff with me to the *New Ironsides*. On this, as on all other occasions, I had invaluable assistance from the fleet captain, Commander C. R. P. Rodgers, who was with me in the pilot house, directing the movements of the squadron. For now over eighteen months in this war this officer has been afloat with me, and, in my opinion, no language could overstate his services to his country, to this fleet, and to myself as its commander in chief.

Lieutenant S. W. Preston, my flag lieutenant, who has also been with me for the same period, exhibited his usual vigilance and zeal, and with that ability which is so far beyond his years, he arranged a special code of signals, which was used, and served on the gun-deck battery of the *New Ironsides*.

My aid, Ensign M. L. Johnson, full of spirit and energy, made the signals under difficult circumstances, and kept an accurate note of all that were made to and from the fleet.

Lieutenant A. S. Mackenzie, the ordnance officer of the squadron, had been preparing his department of the expedition with ceaseless labor, care, and intelligence. He served also on the gun deck of the *New Ironsides*.

The reserved squadron of wooden vessels referred to in my general order of battle, under Captain J. F. Green, of the *Canandaigua*, was always in readiness, but their services in the engagement were not called into action.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

P. S.—Since the above was written the report of Commodore Turner, of the *New Ironsides*, has been received, and is herewith enclosed (marked No. 11).

S. F. D. P.,
Rear-Admiral, etc.

Order of battle and plan of attack.

FLAGSHIP JAMES ADGER,
North Edisto, South Carolina, April 4, 1863.

The bar will be buoyed by the *Keokuk*, Commander Rhind, assisted by C. O. Boutelle, assistant, U. S. Coast Survey, commanding the *Bibb*; by Acting Ensign Platt, and the pilots of the squadron:

The commanding officers will, previous to crossing, make themselves acquainted with the value of the buoys.

The vessels will, on signal being made, form in the prescribed order ahead, at intervals of one cable's length.

The squadron will pass up the main Ship Channel without returning the fire of the batteries on Morris Island, unless signal should be made to commence action.

The ships will open fire on Fort Sumter when within easy range, and will take up a position to the northward and westward of that fortification, engaging its left or northwest face at a distance of from 600 to 800 yards, firing low and aiming at the center embrasure.

The commanding officers will instruct their officers and men to carefully avoid wasting a shot, and will enjoin upon them the necessity of precision rather than rapidity of fire.

Each ship will be prepared to render every assistance possible to vessels that may require it.

The special code of signals prepared for the ironclad vessels will be used in action.

After a reduction of Fort Sumter it is probable that the next point of attack will be the batteries on Morris Island.

The order of battle will be the line-ahead in the following succession:

- | | |
|-------------------|---------------|
| 1. Weehawken. | 6. Catskill. |
| 2. Passaic. | 7. Nantucket. |
| 3. Montauk. | 8. Nahant. |
| 4. Patapsco. | 9. Keokuk. |
| 5. New Ironsides. | |

A squadron of reserve, of which Captain J. F. Green will be the senior officer, will be formed outside the bar and near the entrance buoy, consisting of the following vessels:

- | | |
|--------------|--------------|
| Canandaigua. | Wissahickon. |
| Housatonic. | Huron. |
| Unadilla. | |

And will be held in readiness to support the ironclads when they attack the batteries on Morris Island.

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Detailed report of Captain Drayton, U. S. Navy, commanding U. S. S. Passaic.

U. S. IRONCLAD PASSAIC,
Off Morris Island, S. C., April 8, 1863.

SIR: In obedience to your signal, I yesterday, at 12:30, got underway, prepared to follow the *Weehawken*, which vessel had on the bow a raft projection for catching torpedoes. This, however, fouling her anchor and causing some delay, I, at 12:40, signaled for permission to go ahead. The *Weehawken*, however, having at length cleared her anchor, proceeded at 1:15 toward Charleston, followed by this vessel. On the way up a number of buoys of various descriptions were passed, strewed about in every direction, and causing suspicion of torpedoes, one of which machines we saw burst under the bow of the *Weehawken*. At 2:50 Fort Moultrie and the batteries on Sullivan's Island opened, to which I replied with the XI-inch in passing, and pushed on for Sumter, whose guns began almost immediately to fire, and were at once answered by my two. When opposite the center of the fort we came

pretty close to some obstructions which seemed to extend the whole way from Fort Moultrie across. Here I stopped, as the *Weehawken* had done just before. At the fourth shot from the XI-inch gun I was struck in quick succession on the lower part of the turret by two heavy shot, which bulged in its plate and beams, and, forcing together the rails on which the XI-inch carriage worked, rendered it wholly useless for the remainder of the action, several hours being necessary to put it again in working order. Soon after it was discovered that there was something the matter with the turret itself, which could not be moved, and on examination it was found that a part of the brass ring underneath it had been broken off and being forced inboard had jammed; on clearing this, the turret could again be moved, but for some time irregularly.

A little after a very heavy rifle shot struck the upper edge of the turret, broke all of its eleven plates, and then glancing upward took the pilot house, yet with such force as to make an indentation of $2\frac{1}{2}$ inches, extending nearly the whole length of the shot. The blow was so severe as to considerably mash in the pilot house, bend it over, open the plates, and squeeze out the top, so that on one side it was lifted up 3 inches above the top on which it rested, exposing the inside of the pilot house and rendering it likely that the next shot would take off the top itself entirely.

At 4:10, being desirous of more carefully examining into the injuries to the gun carriage and turret, as the engineer thought one of the braces which supports the latter was broken, and also to see what was the external injury to the pilot house, and whether it was possible to get the top into place, and not being able to do this in the crowd of vessels which were all around and under so fierce a fire, I dropped a little below Fort Moultrie and anchored, having signaled for your permission, which was not, I think, seen, however.

I soon satisfied myself that there was nothing to be done either to the pilot house or XI-inch gun, and the injury to the turret not proving very serious, I was just about returning to the upper fort when you made signal to follow your motions, and very soon after, at 4:30, to retire from action.

At 5 I got underway and followed the *Ironsides* to my present anchorage.

The only really serious injuries were the ones mentioned above, although the vessel was struck thirty-five times, as follows: Outside armor, fifteen times, which it has been too rough to examine; deck, five times, once very badly; turret, ten times; pilot house, twice; smoke pipe, once; flagstaff over turret shot away, and boat shattered.

There was a little motion, and in consequence some of the outside shots are low down. Several boltheads were knocked off and thrown into the pilot house and turret, and the former might have done serious injury to those inside had they not been stopped by a sheet-iron lining which I had placed there while at Port Royal. Owing to the delays caused by the various accidents ending in the entire disabling of one gun, I was only able to fire four times from the XI-inch and nine from the XV-inch gun. There was some loss of time also from the necessity of using the sectional rammer, as the fire was all around and required the ports to be kept closed.

On account of the dense smoke I was not able to see the effect of my own shots, but except a few scars, I could not perceive, either yesterday or this morning, when I had a very good view of its lower face,

that the fort was in the least injured, and am satisfied that our limited number of guns, with their slow fire and liability to get out of order, were no match for the hundreds which were concentrated on them at distances perhaps scarcely anywhere beyond a half mile, and nearly as well protected against injury from shot as were ours.

I could see several ranges of piles running nearly across the upper harbor, the first line having a narrow opening, just beyond which were the enemy's steamers, three of them apparently ironclads.

I was more than usually incommoded by smoke during the action, owing, no doubt, to the difficulty of keeping the blower bands in working order with such an amount of water as has been for days pouring over them through the lower part of the turret—a most serious evil, and which I think calls for a remedy if the turret is to be kept up in any but the smoothest water.

My experience at Fort McAllister satisfied me that the decks were not strong enough, and this of Fort Sumter that the pilot house is not capable of withstanding heavy shot for any length of time, and even throws a doubt on the turret itself, or at least its machinery. The fire to which we were in turn subjected was as fierce, I suspect, as vessels are often exposed to, and one of my officers who was below tells me that at one time in a few seconds he counted fifteen shot which passed over his head just above the deck, and at times the whistling was so rapid he could not keep count at all.

This certainly shows how much battering our ironclads escape by being so low on the water. You probably observed yourself in the *Ironsides* the great difficulty of managing these vessels and keeping them clear of each other and the bottom with the limited power of vision which the holes in the pilot house afford, and when to this is added the smoke I consider it a piece of great good luck that none of us got ashore or received injury from collision.

In conclusion, I have to thank Lieutenant-Commander Miller and the other officers and crew generally for the quiet and efficient manner in which all their duties were performed.

I am, very respectfully, your obedient servant,

P. DRAYTON,
Captain.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockdg. Squadron, Flagship Ironsides.

Detailed report of Captain Rodgers, U. S. Navy, commanding U. S. S. *Weehawken*.

U. S. S. WEEHAWKEN,
Inside Charleston Bar, S. C., April 8, 1863.

SIR: I have the honor to submit the following report:

Yesterday, April 7, one of the grapnels of the raft attached to us became so entangled in our chain that the *Weehawken* was detained about two hours in getting underway. In obedience to given signal we succeeded, however, in arriving under the fire of Fort Sumter at about 2:50 p. m.

The accuracy of the shooting on the part of the rebels was very great, having been attained, no doubt, by practice at range targets, since I remarked that as we passed a buoy all the guns opened at once. The missiles were very formidable, being, I infer from their marks,

bolts, ball, rifled shells, and steel-pointed shot. More than 100 guns, I think, fired upon us at once with great rapidity and mostly at short range. My counted shot marks are 53; some, I presume, have escaped attention.

Two or three heavy shot struck the side armor near the same place. They have so broken the iron that it only remains in splintered fragments upon that spot. Much of it can be picked off by hand and the wood is exposed.

The deck was pierced so as to make a hole, through which water ran into the vessel, but it was not large.

Thirty-six bolts were broken in the turret and a good many in the pilot house, but as these are concealed by an iron lining I have no means of knowing how many.

At one time the turret revolved with difficulty in consequence of a shot upon its junction with the pilot house, but it worked well again after a few turns had been made with higher steam.

The guns and carriages performed well. At 5 o'clock, in obedience to signal, withdrew from the range of fire and anchored. From the nature of the attack the vessels were alternately under the hottest fire, and no one, I presume, may be said to have had it very severe for more than forty minutes.

We approached very close to the obstructions extending from Fort Sumter to Fort Moultrie—as near, indeed, as I could get without running upon them. They were marked by rows of casks very near together. To the eye they appeared almost to touch one another, and there was more than one line of them.

To me they appeared thus:



The appearance was so formidable that upon deliberate judgment I thought it right not to entangle the vessel in obstructions which I did not think we could have passed through and in which we should have been caught. Beyond these, piles were seen between Castle Pinckney and the Middle Ground.

A torpedo exploded under us or very near to us. It lifted the vessel a little, but I am unable to perceive that it has done us any damage. I have no accident to report.

The raft which we had attached to our bow did not much impede our steering, but while lying at anchor the waves converted it into a huge battering ram. In two days it had started the armor upon our bow; no vessel can carry it except in smooth water. Its motions did not correspond to the movements of the *Weehawken*; sometimes when she rose to the sea the raft fell, and the reverse. Thus we were threatened with having it on our decks or under the overhang. No prudent man would carry the torpedo attached to the raft; in a fleet an accidental collision would blow up his own friend, and he would be more dreaded than an enemy.

All the officers and men behaved so admirably that I am unable to select one for especial commendation.

I am much indebted to Mr. Robert Platt, of the U. S. Coast Survey steamer *Bibb*, for his cool and efficient pilotage of the vessel, which he

continued to direct after a ball touching the pilot house immediately over his head had given him a severe concussion.

The guns, machinery, and, in a word, all our appliances were in excellent order, owing to the care and attention of the executive officer, Lieutenant-Commander L. H. Newman, Acting First Assistant Engineer James G. Young, and of the other officers.

With your present means I could not, if I were asked, recommend a renewal of the attack.

I have the honor to be, your obedient servant,

JOHN RODGERS,
Captain.

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

Report of Captain Worden, U. S. Navy, commanding U. S. S. Montauk.

U. S. S. MONTAUK,
Inside Charleston Bar, April 8, 1863.

SIR: I have the honor to report that on yesterday at thirty minutes past noon this vessel got underway in accordance with signal from the flagship, taking the position assigned in line next astern of the *Passaic*, and proceeded up the channel. At fifty minutes past 2 o'clock p. m. Fort Moultrie opened fire at long range upon the advanced vessels, and soon after all the forts on Sullivan's Island and the two upon the upper end of Morris Island did the same. At ten minutes past 3 o'clock this vessel opened fire upon Fort Sumter at about 800 yards distance, and still advancing. A few minutes later, the leading vessels having stopped in position about 600 yards from the fort, I also stopped in my assigned position near the *Passaic* and at about the same distance from the fort as the other vessels and delivered my fire deliberately.

Some minutes later, the flood tide having made, and setting the vessels close to some formidable looking obstructions (which I deemed it highly important to avoid), they turned their heads toward the flood, and I followed in their wake. As soon as I could get my vessel under control, which it was quite difficult to do in avoiding the other vessels, I turned toward the fort again, got within about 700 yards of it, and delivered my fire as long as I was able to hold that position; but the tide drifting us, and the other vessels being close around me, I again turned to avoid fouling them, still delivering my fire as opportunity occurred.

At about 5 o'clock I ceased firing and withdrew from action, in accordance with signal from flagship, and stood slowly down against the tide, and at about 5:40 o'clock p. m. anchored in the channel about 2½ miles below Fort Sumter.

For about fifty minutes only the vessels of the fleet were under a concentrated and terrific fire, and received their injuries during that time.

This vessel was hit fourteen times, but received no material damage. I enclose a report of the injuries she received and another of the ammunition expended.

I am happy to be able to report no casualties.

I desire to say that I experienced serious embarrassment in maneuvering my vessel in the narrow and uncertain channel, with the limited means of observation afforded from the pilot house under the rapid and concentrated fire from the forts, the vessels of the fleet close around me, and neither compass nor buoys to guide me.

After testing the weight of the enemy's fire, and observing the obstructions, I am led to believe that Charleston can not be taken by the naval force now present, and that had the attack been continued it could not have failed to result in disaster.

To the officers and crew en masse I can proudly give unbounded praise for their coolness and efficiency and for their cheerful and ready support.

To the executive officer, Lieutenant-Commander C. H. Cushman, I am much indebted for the very efficient organization of the crew and for all the arrangements for battle. He has given me an earnest, intelligent, and efficient support on all occasions.

Acting Assistant Paymaster Samuel T. Browne, having volunteered to act as signal officer, made himself familiar with the new code of signals adopted, was with me in the pilot house, and by his quickness of sight and of apprehension was of material service to me, particularly in view of my much-impaired eyesight.

Very respectfully, your obedient servant,

JOHN L. WORDEN,

Captain, Commanding Montauk.

Rear-Admiral S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Report of Lieutenant-Commander Cushman, U. S. Navy, regarding the effect of the enemy's fire upon the U. S. S. Montauk.

Hits on side armor, 4. One of these is severe, detaching the entire after starboard section of plating about three-eighths of an inch from the backing. The section will require refastening. Three of these are not injurious.

Hits on turret, 3. None injurious.

Hits on pilot house, 1. This hit is tolerably severe, loosening three bolts and starting in the plating somewhat.

In addition there are some light scars from grape or langrage.

Hits on deck plating, 3. None very severe.

In addition there are some grape marks also on deck and one grape-shot lodged between bolts of forward warping chock.

Hits on upper smokestack, 3. All unimportant.

Second cutter was cut adrift and lost and flags and staffs considerably riddled by grape-shot.

Respectfully, etc.,

C. H. CUSHMAN,

Lieutenant-Commander, Executive Officer.

Captain JOHN L. WORDEN,

U. S. S. Montauk.

Report of Commander Ammen, U. S. Navy, commanding U. S. S. *Patapsco*.

IRONCLAD *PATAPSCO*,
Port Royal Harbor, S. C., April 14, 1863.

SIR: I have the honor to report that on arriving off Charleston on the afternoon of the 5th I proceeded, as directed, to cover the movements of the *Keokuk* when she sounded the bar, anchoring with the *Catskill* as near as safety would permit.

It was near sunset when the work was completed and our pilot had received instructions. The *Patapsco* was immediately got underway, crossed the bar, and anchored near the inner buoy. After dark we were joined by the *Catskill*.

At 11 p. m. a steamer was discovered approaching from the direction of Charleston. She left as soon as she found herself in our vicinity and disappeared before I had an opportunity to fire on her.

In obedience to your signal, at 12:15 p. m. of the 7th we got underway and took the position in line as assigned. Owing to unavoidable delays at the head of the line, the leading vessel reached an effective range for the heavy ordnance of the enemy at about 3 p. m., when she was opened on from Fort Sumter, and shortly after from a sand battery above Fort Moultrie, with adjacent sand batteries, Sand Battery Beaugard, and two heavy guns on Cumming's Point.

The *Patapsco* was the fourth vessel in line, and at 3:10 opened with the 150-pounder rifle when at a distance of 1,500 yards from Sumter. Following in position, we opened when at about 1,200 yards with the heavy gun. After the fifth discharge of the rifle that gun was rendered useless from carrying away the forward cap square bolts, an injury which could not be repaired for two hours, notwithstanding the strenuous exertions of the executive officer and the senior engineer.

Shortly after, our leading vessel, following the head of the line, turned seaward. At that time or before, I discovered several rows of buoys above us, also one or two rows of piles or heavily moored wooden buoys above them, one row to the left of Sumter, high out of the water. This last appeared to be some distance above.

Endeavoring to turn a ship's length short of the *Montauk* we found the headway of the vessel cease and that she no longer obeyed the helm. Backing, we got off, but had been sufficiently long on the enemy's obstructions to receive the concentrated fire of the batteries mentioned, consisting, as far as I can judge from the marks and pièces of projectiles, of 7 and inch rifles and X and XI inch columbiads. At this time we were probably within 600 yards from Fort Moultrie and a little more than double the distance from Sumter.

We had passed several buoys for range of guns or other purposes on going up and after getting off of the obstructions passed down on the same side. Although I endeavored I found it impossible at the time to make the signal that we were on an obstruction, and I have to regret that observing the effect of our fire, the want of space or means of observation in the pilot house, and maneuvering the vessel prevented that close observation of the obstructions or the forces of the batteries of the enemy which would have been desirable, the seeing of all the signals made by you, or the accurate noting of the time.

After a few heavy blows on the turret, the quantity of steam, before ample to turn it, was insufficient, and this was also cause of annoyance, delay, and a decreased fire from the only gun available.

Obeying the signal to withdraw from action, I anchored on the port bow of the *New Ironsides* ready to aid her, if required, and afterwards, obeying instructions, anchored for the night in line.

Forty-seven projectiles of the enemy struck the vessel. No damage was done which disabled her, although injuries were received, which, multiplied, would do so. Forty bolts of the smokestack were broken, and a chain around it will be necessary to its continued security.

The officers and crew acquitted themselves as usual. I am indebted to Acting Master Vaughan, transferred temporarily to this vessel, for valuable aid in avoiding collisions, as it is out of the question for one person to observe properly from the various sight-holes.

I think a want of vision one of the most serious defects of this class, making it impossible to fight them advantageously, to avoid dangers, or to make a satisfactory reconnoissance.

Another question of great importance as relates to their efficient employment is the character of the battery. If it is proposed to batter down forts with a XV-inch gun, then it is quite plain that we have to come within distances at which heavy ordnance, if employed in heavy batteries against us, can not fail in the end to injure or perhaps disable us. A comparatively light projectile with the same charge of powder might enable us to take such distance as would be effective and yet be comparatively free from injury to us.

Owing to the early disabling of the rifle and the various discomfitures referred to only five projectiles were fired from each gun. I saw several of them were effective.

I have the honor to be, very respectfully, your obedient servant,
DANIEL AMMEN,
Commander.

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

Report of Commander Rodgers, U. S. Navy, commanding U. S. S. Catskill.

U. S. IRONCLAD CATSKILL,
Inside Charleston Bar, April 8, 1863.

SIR: I have the honor to report that immediately after the arrival of this ship off Charleston, on the 5th instant, I went close in to the bar to cover the *Keokuk* while sounding out the channel. About sundown, the channel having been buoyed, I got underway, in obedience to your order, and went over the bar. It was too dark to see the buoys, but the *Putapsco* having gone over, and being alone inside, I pushed on and anchored safely inside. During the night a steamer came in sight, apparently reconnoitering, but returned upon being discovered. The 6th the weather was too thick to see the ranges for proceeding up the channel. The 7th, at 12:15 p. m., in obedience to signal, I got underway with the fleet. At 1:45, having formed in order of battle, line ahead; my position being next astern the flagship, started ahead. At 2:50 Forts Moultrie, Sumter, and Beauregard, with the batteries at Cumming's Point, Mount Pleasant, and the Causeway, or Redan, extending from Fort Moultrie, operated upon the head of the line. The flagship becoming unmanageable from the shoal water and strong tide, I passed her. At 3:35 the first shot struck the *Catskill*, and at 3:39 I opened fire upon Fort Sumter, disregarding the others, the leading vessels having proceeded as far as

the obstructions. I pushed on, and approaching within 600 yards of Fort Sumter, near the *Keokuk*, continued my fire, which I could see take effect; one XV-inch shot apparently dismounted one of the barbette guns. At 5, in obedience to signal, I withdrew from action and anchored with the fleet inside the bar out of range.

The cross fire from the forts and batteries was most severe, several lines of buoys extended from Fort Sumter across the channel, and from the Middle Ground extended a row of piles, inside of which were several steamers. I was surprised to find even with this severe fire that these vessels could be so much injured in so short a time, two or three having passed me during the action, to which some disaster had happened.

This vessel was struck some twenty times but without any serious injury except one shot upon the forward part of the deck, which broke both plates, the deck planking, and drove down the iron stanchion sustaining this beam about 1 inch, causing the deck to leak.

I am glad to say that no person was injured during the engagement. The officers and crew of this vessel all behaved with coolness and courage. Lieutenant-Commander C. C. Carpenter, the executive officer, and Acting Master J. W. Simmons directed the fire of the guns in the turret with energy and skill. To Senior Engineer George D. Emmons and Peter Truscott, quartermaster, who steered this ship, I am much indebted for the assistance rendered me.

I am, very respectfully, your obedient servant,

G. W. RODGERS,
Commander.

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

Report of Commander Fairfax, U. S. Navy, commanding U. S. S. Nantucket.

U. S. IRONCLAD NANTUCKET,
Off Cumming's Point, April 8, 1863.

SIR: I have the honor to make the following report of the part taken by this vessel in the attack of yesterday upon the forts at the entrance to Charleston by the ironclad fleet under your command:

At 1:15 p. m., in obedience to a general signal from the flagship, weighed anchor and took up a position—the seventh vessel in order of battle, the line ahead.

At 2:50 the batteries opened their fire upon our advanced line. About this time the *New Ironsides* seemed to have become unmanageable, falling off and out of line, with her head downstream. Her slow progress prevented the rearmost vessels from closing up with those already under fire. It was then the signal was thrown out to “disregard the motions of the commander in chief,” and the rearmost vessels pushed on to gain a position within effective range of the forts.

At 3:20 the guns from Fort Beauregard opened upon this vessel at a distance of 750 yards.

At 3:50, having arrived within 750 yards of Fort Sumter and 1,000 yards of Moultrie and close up to the obstructions thrown across the channel, I directed the fire of the two guns to be opened upon Fort

Sumter. We were then under the fire of three forts, and most terrific was it for forty-five to fifty minutes. Our fire was very slow necessarily, and not half so observable upon the walls of the fort as the rain of their rifle shot and heavy shell was upon this vessel. After the third shot from the XV-inch gun the port stopper became jammed, several shot striking very near the port and driving in the plating. It was not used again. The XI-inch gun was fired during the entire time of one hour and fifteen minutes only twelve times.

At 5 o'clock the signal to cease firing was made. As the fleet withdrew the forts materially slackened their fire, evidently not wishing to expend their ammunition without some result. Certainly their firing was excellent throughout. Fortunately it was diverted to some half a dozen ironclads at a time. The effect of their fire upon the *Keokuk*, together with that of their heavy rifle shot upon the monitors, is sufficient proof that any one vessel could not long have withstood the concentrated fire of the enemy's batteries. The obstructions being placed at a concentrated point of fire from the three forts show conclusively that they must have been of no mean character. Our fire always drew down upon us four or five heavy rifle shots aimed at our ports. One rifle shot struck within less than 6 inches of the XV-inch port; several struck very near. I am convinced that although this class of vessels can stand a very heavy fire, yet the want of more guns will render them comparatively harmless before formidable earthworks and forts. I must say that I am disappointed beyond measure at this experiment of monitors overcoming strong forts. It was a fair trial.

I am gratified to be able to say that the officers and crew behaved with becoming coolness and bravery. Lieutenant-Commander L. A. Beardslee, the executive officer, and the senior engineer, Mr. George H. White, rendered me great assistance in the working of guns, turret, and even the vessel, as the bell gear broke early in the fight and the orders had to be passed down to turret chamber, and thence by a tube into the engine room.

Herewith are the reports of executive officer and senior engineer. They will explain the condition of the vessel after the attack.

Very respectfully, your obedient servant,

D. M. FAIRFAX,
Commander, U. S. Navy.

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

Report of Lieutenant-Commander Beardslee, U. S. Navy, regarding injuries sustained by the U. S. S. Nantucket.

U. S. IRONCLAD NANTUCKET,
Inside Charleston Bar, April 8, 1863.

SIR: In obedience to your order I furnish you with a statement of the injuries received by this ship during the engagement yesterday:

We were struck fifty-one times, besides a number of dents by fragments of shells.

The turret was struck eighteen times, principally by X-inch solid and 6-inch rifle shot.

One rifle shot struck on the lower corner of the XV-inch port, denting the outer plate about 1½ inches and bulging the whole thickness

so much as to prevent the port stopper from swinging. This shot was received after the third fire of the XV-inch and disabled the gun for the rest of the fight, we not being able to open the port. A X-inch shot struck directly opposite and near the top of the turret, starting a number of bolts and breaking the clamp ring inside. The others did no serious damage further than breaking and loosening a number of bolts. There may be more damage, but we will not be able to ascertain without removing the pilasters covering the boltheads, a job that can not be done without for the time disabling the turret. During the action the turret became jammed. Upon examination we discovered six or seven boltheads and nuts that had fallen inside and into the recess around the bottom of the turret, rendering it necessary to key the turret higher in order to clear them. Upon attempting to revolve the turret again to-day, found that another had fallen since the first were removed. The pilot house was struck once, a square hit, but doing no damage. The side armor was struck nine times, once below the water line.

A number of the side plates are started so much that another shot in their vicinity would, in my opinion, knock them off. One bolt was driven through the iron and is buried in the oak; one of the deck plates is started, from a blow on the side armor. The smokestack was riddled in the upper sections, and received five shots in the lower section; one, a solid X-inch, fell after striking upon the deck, and was secured.

The steam whistle was cut off. The deck plates were cut in twelve places. One shot cut through the iron and about 2 inches into the beam, starting the plates, several bolts, and the planking for some feet below. This was directly over the Andrews pump, in the engine room. The others are not serious. The first discharge of the XV-inch gun blew off eight of the heads of the bolts securing the muzzle box. The discharge of the XI-inch gun, or else the blow of a shot on the turret, lifted one of the perforated plates on top. These plates are not properly secured. The outer turret plate in the XV-inch port is started about one-fourth of an inch; the next layer in a less degree.

Two of the guides to the XI [inch] carriage were carried away, through the gun not being properly compressed. Some of the gear to the engine-room bell was displaced at the first fire, causing trouble and confusion in getting orders promptly conveyed from pilot house to engine room. Fortunately we had had a speaking tube from the turret chamber to the engine room put up at Port Royal.

The ship is tight and can, if necessary, go into another fight at once, but to do so would, in my opinion, greatly endanger the ship, unless considerable repairs are first given her, there being several places too much weakened to resist a second blow.

Very respectfully, your obedient servant,

L. A. BEARDSLEE,

Lieutenant-Commander and Executive Officer.

Commander D. MON. FAIRFAX, U. S. Navy,

U. S. Ironclad Nantucket.

Report of Second Assistant Engineer White, U. S. Navy, senior engineer of the U. S. S. Nantucket, regarding injuries sustained by that vessel.

U. S. IRONCLAD STEAMER NANTUCKET,
Inside Charleston Bar, S. C., April 8, 1863.

SIR: I would report the damage done this vessel during the engagement of the 7th instant as follows:

Of the shots striking the deck two have made large scores and cracked the top plate; another on the starboard side, over the engine-room platform and directly above the Andrews pump, has cut through the deck plates and several inches into the deck, forcing one of the bolts through the beam and the deck planks down on each side of it. The fastenings of both deck plates and planks are started for several feet. This should receive attention before the ship takes part in another fight. The other shots on deck have done no material damage. All the shots striking the side armor have started the bolts and plates; in one or two places the plates are cracked, but to no serious extent. Though some of these are on or near the water line, there are no leaks from them, the vessel remaining as dry as before. The turret has been struck in a number of places, breaking off the heads of several bolts and a number of the nuts on the inside. Under the XV-inch port a shot has started all the plates, causing them for a time to jam the port closer (this difficulty was overcome this morning); none of the plates are broken. Directly opposite, but near the top of the turret, a shot has bent the plates badly, carried away the inner ring and a number of nuts. The full extent of the injury can not be seen, as it is covered by a pilaster, but I can not think it serious. The shots struck the ring at the bottom of the turret, bending it badly and causing it to jam. It is of no use in its present condition.

The muzzle box of the XV-inch gun has carried away from the turret on the forward side, breaking eight bolts, five on the side and three on the bottom. This part of the vessel is a bad fit, which I think accounts for all the trouble.

On the forward side of the XI-inch port the three outer courses of plates have started by the firing of this gun, the outer one being three-tenths of an inch beyond its proper position; the porthole is cut near the edge of the plate, and there are no bolts to hold it in place. In revolving the turret it has pressed several times on the nuts, which have carried away and fallen down. For some reason, that as yet I have been unable to find out, the turret does not revolve as freely as before, but I hope to be able to remedy this trouble.

The braces between the deck beams under the turret work slack and should be provided with jam nuts. The effect of all the shot that have struck the turret nearly in a line with the axis seems to indicate that the bolts fit too loosely and the iron of the bolts is of such a character as to break too easily. The violent recoil of the XI-inch on one occasion forced a hole through one of the pilasters and backed one of the bolts some three inches out of the turret, at the same time carrying away the two after guides on the carriage; the repairs required are being made, but in the meantime the gun is ready for duty. The perforated plate over this gun was raised out of its position, but has been replaced and is being firmly secured. In order to learn how many bolts are broken, the shot racks and plates in the turret will have to be taken up in order to remove the pilasters, which would for a time

disable the vessel, and I have not thought it advisable to recommend it at present.

The impregnable smoke pipe was struck several times, breaking the heads of two bolts and carrying away a piece about 3 inches deep at the top, where the temporary pipe is fastened. The temporary smoke pipe is full of holes, but still answers every purpose. The whistle and whistle pipe are both shot away, as was the after awning stanchion.

The pilot house was struck once, but no damage was done.

During the early part of the engagement the bell pull gave way, rendering it necessary to pass the word from the pilot house. This has since been repaired.

The fact of nearly all the shot striking the turret and the after part of the vessel shows clearly that the object of the enemy was to either disable the guns or machinery; fortunately the attempt was unsuccessful. The machinery and boilers are in good order, and as soon as the bolts promised have been sent on board the guns will be as perfect as before the engagement.

I am, very respectfully, your obedient servant,

GEO. H. WHITE,
Senior Engineer.

Commander D. M. FAIRFAX, U. S. Navy,
Commanding U. S. Ironclad Steamer Nantucket.

Report of Commander Downes, U. S. Navy, commanding U. S. S. Nahant.

U. S. IRONCLAD STEAMER NAHANT,
Port Royal, April 13, 1863.

SIR: I have the honor to submit the following account of the part taken by this vessel in the action of the 7th instant with the forts and batteries in Charleston Harbor:

Weighing anchor in compliance with signal, we occupied the position assigned us in the order of battle next to the rear of the line, entering into action at about 3 p. m., and at 4 becoming hotly engaged with Forts Sumter and Moultrie and the various other batteries which lined the northern shore of the harbor and concentrated an intense fire upon us, while floating obstructions of a formidable nature apparently, drawn between Moultrie and Sumter, barred the way to further progress up the harbor. We soon began to suffer from the effects of the terrible and I believe almost unprecedented fire to which we were exposed, and at about 4:30 the turret refused to turn, having become jammed from the effects of three blows from heavy shot, two of them on the composition ring about the base of the pilot house (one of these breaking off a piece of iron weighing 78 pounds from the interior that assisted to keep the house square on its bearings, throwing it with such violence to the other side of the house, striking, bending, and disarranging steering gear in its course, that it bounded from the inside curtain and fell back into the center of the house) and the other on the outside of turret, bulging it in and driving off the 1½-inch apron bolted onto the inside to keep in place the gun rails and down the main brace of turret. The boltheads flying from the inside of pilot house at the same time struck down the pilot, Mr. Solfield, twice struck and senseless, and the quartermaster, Edward Cobb, helmsman, fatally injuring with fractured skull, leaving me alone in the pilot house, the steering gear becoming at the same time disarranged. We were within 500 yards

of Fort Sumter, unmanageable, and under the concentrated fire of, I think, 100 guns at short range, and the obstructions close aboard, but fortunately we got the preventer steering gear in working order in time to prevent disastrous result, and getting my vessel once more under command, I endeavored to renew the action, but after repeated futile efforts to turn the guns onto the fort, I concluded to retire for a time from close action and endeavor to repair damages. At this time the squadron commenced retiring from action in compliance with signal, and we permanently withdrew, having been about forty minutes in close action, during which we were struck thirty-six times heavily, had 1 man fatally, 2 severely, and 4 slightly injured, all by flying bolts and iron inside of turret and pilot house, and received the following injuries to the vessel and fittings, besides those already enumerated: The plates on side armor broken badly in several places, and in one where, struck by two shots in close proximity, partly stripped from the wood and the wood backing broken in, with edging of deck plates started up and rolled back in places. On port quarter side armor deeply indented and started from side and extremity of stem. The deck is struck twice damagingly, one shot near the propeller well, quite shattering and tearing the plating in its passage and starting up twenty-five bolts, another starting plate and twenty bolts, and slighter blows are numerous. In smokestack armor there are three shot marks, one that pierced the armor, making a hole 15 inches long and 9 inches broad, displacing grating inside and breaking seven bolts. In the turret there are marks of nine shot, fifty-six of the bolts are broken perceptibly to us, the boltheads flying off inside of turret, and the bolts starting almost their length outside, some of them flying out completely and being found at a considerable distance from the turret on the deck. Doubtless many others are broken that we can not detect, as by trying them we find others loosened. One shot struck the upper part of the turret, breaking through every plate, parting some of them in two, three, and four places. In pilot house there were marks of six shot, three of them XI-inch; twenty-one of the bolts were broken perceptibly and others evidently started. The plates are also much started and the pilot house itself, I think, much damaged and wrecked; indeed, it is my opinion that four more such shot as it received would have demolished it. One shot at the base broke every plate through and evidently nearly penetrated it. Both flagstuffs were struck, but were not entirely shot away, and the ensign remained flying throughout.

In making this minute detailed report of the damaging effects of shot upon this vessel, I have been influenced by a wish to point out wherein weak points are practically shown to exist; and I will add that this experience has proved in my mind beyond a doubt that to those above enumerated may be added all hatch plates, anchor well, and propeller-well plates, and the tops of the turret and pilot house as entirely inadequate to defend the places they cover from being entirely penetrated, and in the propeller well, wherein the propeller would probably be injured, and the pilot house, wherein is contained the wheel for steering, and where exists the only lookout for the guidance of the vessel, and the top of the turret, from which the iron would be driven in upon the heads of those fighting the guns below, the effect necessarily would be damaging.

During the action we fired 4 XV-inch shells, 3½, 7, and 10 second fuze, 3 XV-inch cored shot, 4 XI-inch shells, 10-second fuze, and 4 XI-inch solid shot.

The bearing of men and officers was most admirable. The guns were fought coolly by Acting Ensign Clark in command of division, and all the duties performed promptly and quietly in the turret under the general supervision of Lieutenant-Commander Harmony. Of the men struck by flying bolts, not one left his station at the gun voluntarily, and only one at all, and he remained until he fell senseless and was carried below. Mr. I. Sofield, the pilot, performed his duties coolly and satisfactorily until he fell senseless while in the act of seizing the spokes of the wheel just dropped by the quartermaster (Cobb), though struck in the head by a bolt at the same time, but falling almost simultaneously with him from the effect of another blow.

In conclusion, I have to state that it was not until the following day, at 5 p. m., that the turret was cleared sufficiently to be turned, although a corps of workmen, brought out from New York, and under skillful supervision, were present, and commenced work upon the damages early the following morning.

I am, very respectfully, your obedient servant,

JOHN DOWNES,
Commander.

Rear-Admiral S. F. Du Pont,
Commanding South Atlantic Blockading Squadron.

Report of Commander Rhind, U. S. Navy, commanding U. S. S. *Keokuk*.

U. S. FLAGSHIP NEW IRONSIDES,
Off Cumming's Point, S. C., April 8, 1863.

SIR: I have the honor to report that I got the *Keokuk* underway at 12:30 p. m. yesterday in obedience to the signal from the flagship and took a position in the line prescribed in your order of advance and attack. At 3:20, the flagship having made signal to disregard her motions, I ran the *Keokuk* ahead of my leading vessel to avoid getting foul in the narrow channel and strong tideway. I was forced, in consequence, to take a position slightly in advance of the leading vessel of the line, and brought my vessel under a concentrated heavy fire from Forts Moultrie and Sumter at a distance of about 550 yards from the former. The position taken by the *Keokuk* was maintained for about thirty minutes, during which period she was struck ninety times in the hull and turrets. Nineteen shots pierced her through at and just below the water line. The turrets were pierced in many places, one of the forward port shutters shot away; in short, the vessel was completely riddled.

Finding it impossible to keep her afloat many minutes more under such an extraordinary fire, during which rifled projectiles of every species and the largest caliber, as also hot shot, were poured into us, I reluctantly withdrew from action at 4:10 p. m. with the gun carriage of the forward turret disabled and so many of the crew of the after gun wounded as to prevent a possibility of remaining under fire. I succeeded in getting the *Keokuk* to an anchor out of range of fire and kept her afloat during the night in the smooth water, though the water was pouring into her in many places. At daylight this morning it became so rough that I saw the vessel must soon go down. Assistance being sent me, I endeavored to get the vessel round and tow up, and in that effort, at about 7:30 a. m., she went down rapidly, and now

lies completely submerged to the top of her smokestack. The officers and crew were all saved, the wounded having been put on board a tug a few minutes before the *Keokuk* went down. Owing to the loss of papers and the separation of officers and crew, I am unable to furnish an official medical report, but give as nearly as possible the casualties in the action of yesterday.

Very respectfully, your obedient servant,

A. C. RHIND,
Commander.

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

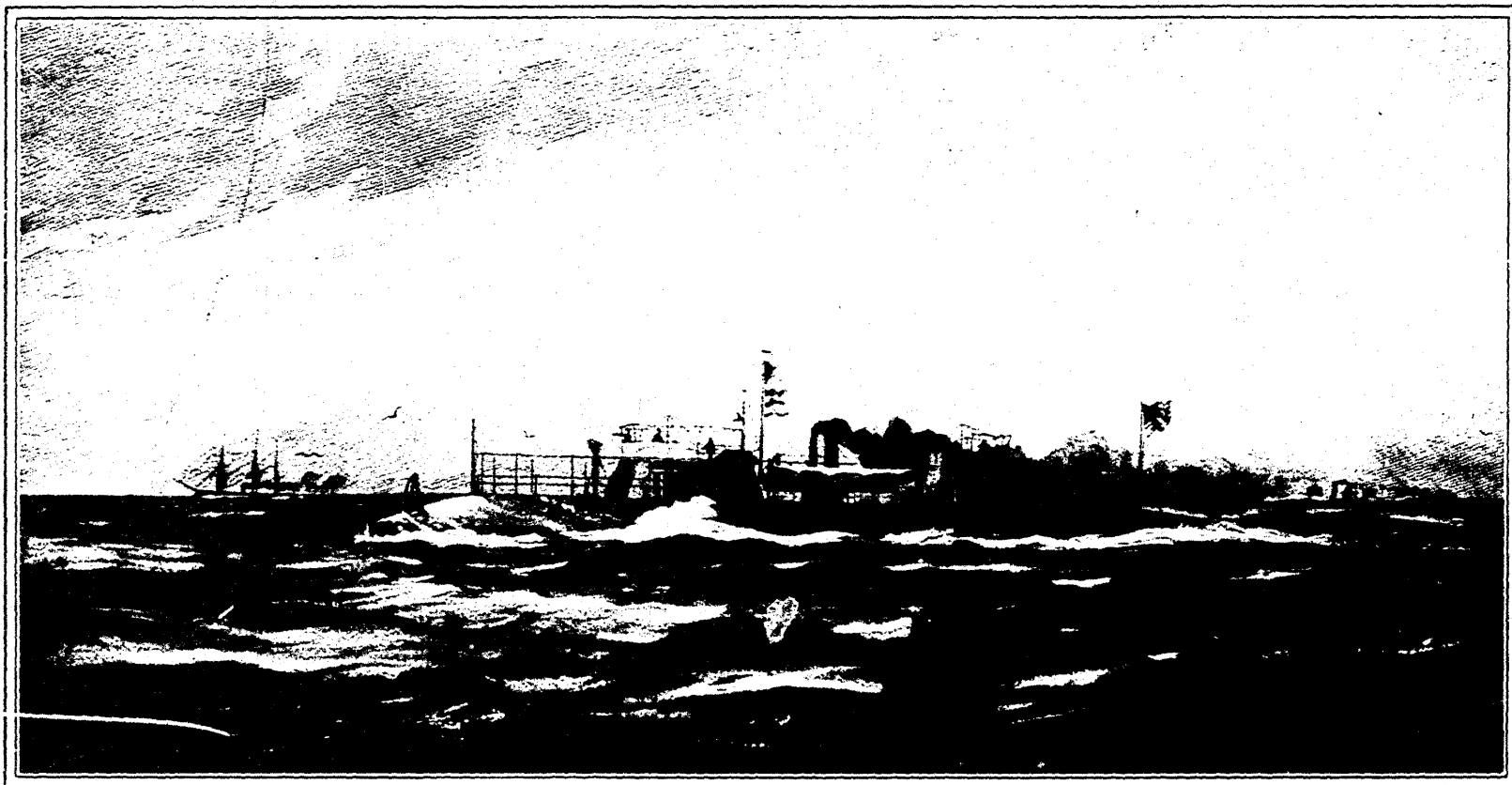
Abstract log of the U. S. S. *Keokuk*, and additional notes by Commander Rhind, U. S. Navy, commanding.

Sunday, April 5, 1863.—At 7 a. m. the fleet weighed anchor at North Edisto. At about 2 o'clock all came to, off Charleston Bar, with the exception of the *Keokuk*, which vessel proceeded at low water (about 2:30) to buoy out the channel. The work was successfully accomplished before sunset and at dusk the *Putapsco* and *Cutskill* entered and anchored for the night near the inner buoy in the main Ship Channel.

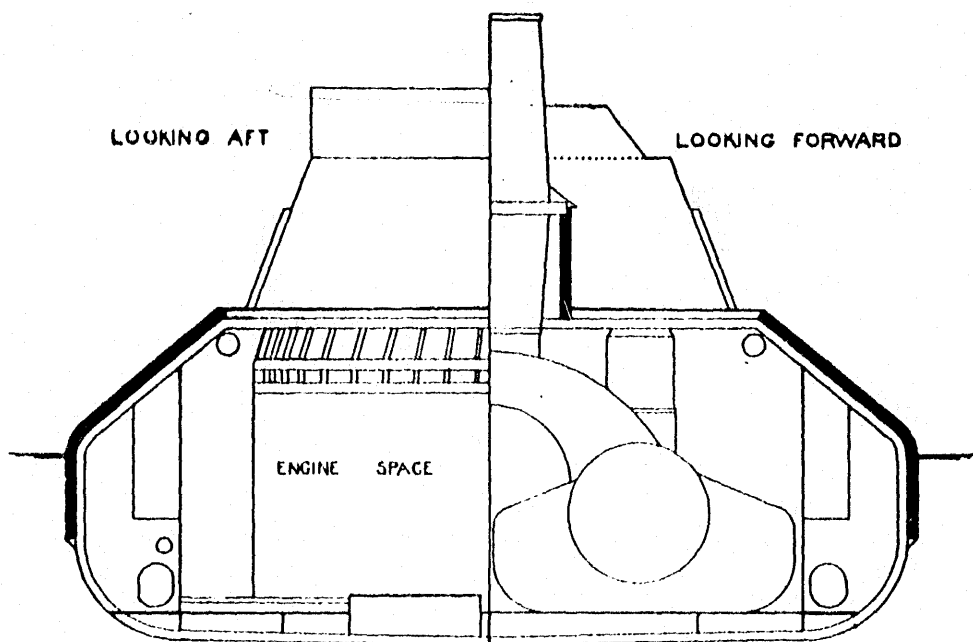
Monday, April 6.—Wind S. W., weather hazy. At 6 a. m. *Keokuk* went in and anchored near the other vessels inside, followed at about 9 by the other ironclads and the *Ironsides*, being in 18 feet of water. All anchored in line near and above the buoys to await the tide and clearing of the weather. As it remained very thick and hazy during the day the advance was postponed.

Tuesday, April 7.—Wind moderate, northward and eastward; weather fine. Enemy occupied in transporting guns down Morris Island beach, having observed our troops signaling from north point of Folly Island. At 12:30 the fleet got underway by signal from flagship, formed line, but were delayed for about an hour and a half by the anchor of the *Weehawken* (the leading vessel) getting foul of her raft ahead. At about 3 o'clock started ahead in line as prescribed. At 3:30 the flagship made signal to disregard her motions. The vessels of the fleet then took such positions as the situation permitted, the forts and batteries having opened on the leading vessels as they came into easy range. The *Keokuk* passed abreast of the other vessels to avoid fouling and consequent disaster and occupied for about thirty minutes a position at from 500 to 600 yards from the S. E. face of Fort Sumter, just below the line of obstructions. During this period the movements of the other vessels could not be observed from the *Keokuk*. So heavy and continuous was the fire upon her that she was struck ninety times in the hull and turrets, most of the shot piercing her—nineteen at and near the water line. The vessel being in a sinking condition, her head was turned down the channel and she passed out of the line and came abreast the *Ironsides* and was ordered to anchor out of range. During the night stopped leaks as well as possible.

Wednesday, April 8.—At daylight wind freshened from northward and eastward and sea became rough. The stoppage of the leaks during the night proved altogether ineffectual when the sea got up. So large and ragged were the apertures that it was impossible to keep anything our means supplied in the holes. Signal was made for assistance. On



UNITED STATES STEAMER KEOKUK.



UNITED STATES STEAMER KEOKUK. PARTIAL TRANSVERSE SECTIONS.

the arrival of the tug *Dandelion* the anchor was weighed and an ineffectual effort made to tow her stern around to the swell, the fractures in the bow being much the larger, two on the starboard and one on the port bow being very large. In towing around she began to fill forward and settled down so that the water did not find the way aft. In a few minutes she went down, the tug having been hauled alongside just in time to save the crew. The *Ironsides* remained at anchor off the [Overall] beacons. The others anchored above and below her, the *Nahant* near the bar buoy. The *Putapsco* was dispatched to Port Royal at 12:30. At 11 left in the *Flambeau* for Hampton Roads with dispatches, arriving at Newport News and communicating with the flagship at 10 a. m., 11th. At 12 started for Washington.

The *Nahant's* turret was damaged so that it would not turn, her pilot house damaged, and man at wheel injured fatally. The *Nantucket* had her XV-inch port jammed and deck broken. The *Catskill*, heavy blow on deck, smashing woodwork. The *Putapsco's* rifled gun became deranged at fourth fire. The *Passaic's* pilot house badly damaged. The *Weckwaken* and *Montauk*, though well hammered, were not damaged, I think.

Report of Commodore Turner, U. S. Navy, commanding U. S. S. *New Ironsides*.

U. S. S. NEW IRONSIDES,
Off Charleston, S. C., April 10, 1863.

ADMIRAL: Your presence on board of this ship during the severe engagement of the 7th of April against the Forts Sumter, Moultrie, Beauregard, Cumming's Point, and the adjacent batteries, which concentrated their fire on your advancing fleet, relieves me from representing many details which your absence under like circumstances would have made incumbent.

You will, however, have observed how correct my representation was that this ship could not be depended upon in a tideway and how unmanageable she became, compelling the pilot to order the anchor to be let go twice in order to avoid grounding, which would have involved the loss of the ship.

The unavoidable delay in commencing action was a severe test to my officers and crew, as they were all the time under a heavy fire of shell and shot, the effects of some of which you have personally examined.

The steadiness and discipline under an ordeal of this kind without the relief of active engagement in battle, I need not state to you, was a very gratifying spectacle to myself, though what I had expected from my officers and men.

The iron turret of this ship being too small to contain more than yourself, the fleet captain, and the pilot, who were controlling the movements of this ship and the fleet, I took up my position at the batteries, commanding them in person, where there was, with port shutters down and gratings on, scarce light enough to discern the face of the nearest person to me.

I obtained the soundings as best I could from time to time by tricing up a port shutter and heaving the lead from the sill of the port, and I found the ship frequently within a foot of the bottom.

I attributed to the extraordinary skill of the pilot (Acting Master Godfrey) the fact that she was kept clear of it.

Forcing her way up the channel, she received the fire of the enemy generally obliquely, excepting only when she fell off one way or the other. One of these shots striking the forward facing of her port shutter, carried it away instantly.

My impression is, had you been able to get this ship into close position, where her broadside would have been brought to bear, that not one port shutter could have been left under the fire of such enormous projectiles as were thrown from the enemy's works, multiplied on every side of us.

The damage done to this ship, with the exception of the loss of a port shutter, is not material. The woodwork at both ends where struck will be repaired at once.

You are aware that I barricaded every vulnerable point of her with barriers of sand bags, requiring as many as 6,000, and that her spar deck was covered with a layer of sand bags over a spread of green hides. It was to these precautions I am mainly indebted for not receiving greater injury, although it must be remembered (from reasons already stated) that you were unable to get the ship nearer than (as was supposed) about 1,000 yards, for at that point several of the monitors were ahead and brought up by the barriers and were crowding upon us all around.

So dense was the smoke in the channel that I could with difficulty at times see beyond 50 yards from the ship, and experienced great embarrassment in training my guns, even when she fell off so that I could use them.

I have briefly expressed in a foregoing passage my admiration of the deportment of my officers and men under these trying circumstances. I realized all I expected from them, but I should fall short of my duty, sir, if I omitted to present to your especial notice the first lieutenant of this ship, Lieutenant-Commander George E. Belknap. It was not in the hour of battle only that great demands were made upon him. There was a constant pressure upon the high qualities which distinguished him as an efficient officer to meet exigencies which, through a week of toil and labor, he had to provide for. He was equal to his work, gave me a perfect support at all times, and I desire here and through you to commend him to the favorable consideration of the Government as an officer of the highest merit.

Very respectfully, your obedient servant,

T. TURNER,
Commodore.

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

Abstract log of the U. S. S. *New Ironsides*, Commodore Turner, U. S. Navy, commanding.

April 7, 1863.—At 4:45 steamed down the main Ship Channel out of range of the enemy. During the action received about fifty shots above and between the water line in her armor, none of which penetrated her. Also one shot through her smokestack and two in the rail. Also received two in hull, forward of armor, which did not penetrate.

April 8.—At 7:30 a. m. the *Keokuk* made signal of distress; sent tug *Dandelion* to her assistance. At 8:20 the *Keokuk* sunk in 17 feet water, distant from us one-fourth mile. Received her crew on board. Rebels engaged building batteries on Morris Island.

Abstract of expenditure of ammunition, etc., during engagement.

APRIL 14, 1863.

Vessel.	Class of gun.	No. of fires.	Number of fires with—		Length of fuze.	Charges of powder.	Object aimed at.
			Shell.	Solid shot.			
New Ironsides.	XI-inch, No. 1, port.	1	.....	1	.....	20 pounds...	Fort Moultrie.
	XI-inch, No. 3, port.	1	.....	1	.....	do	Do.
	XI-inch, No. 4, port.	1	.....	1	.....	do	Do.
	XI-inch, No. 5, port.	1	.....	1	.....	do	Do.
	XI-inch, No. 6, port.	1	.....	1	.....	do	Do.
	XI-inch, No. 7, port.	1	.....	1	.....	do	Do.
	XI-inch, No. 8, port.	1	.....	1	.....	do	Do.
	150-pdr., No. 2, star-board.	1	.....	1	.....	16 pounds...	Fort Wagner.
Montauk	XV-inch	10	.....	*10	.....	35 pounds ..	Fort Sumter.
	XI-inch	17	1	16	5-second..	4 20-pound and 13 15-pound.	Do.
Passaic	XV-inch	9	9	.....	7-second..	35 pounds...	1 XV-inch and 1 XI-inch at Moultrie; rest at Sumter.
	XI-inch	4	2	2	10-second.	2 20-pound and 2 15-pound.	
Weehawken	XV-inch	11	11	.....	do	35 pounds...	Fort Sumter.
	XI-inch	15	15	.....	do	15 pounds...	Do.
Patapsco	XV-inch	5	5	.....	do	35 pounds...	Do.
	150-pdr	5	5	.....	Schenkle percussion.	16 pounds...	Do.
Catskill	XV-inch	10	10	.....	10 and 15 second.	35 pounds...	Do.
Nantucket	XI-inch	12	12	.....	do	15 pounds...	Do.
	XV-inch	3	3	.....	5-second..	35 pounds...	Do.
	XI-inch	12	12	.....	do	15 pounds...	9 Sumter, 2 Wagner, 1 Moultrie.
Nahant	XV-inch	7	4	*3	3 3½-second, 1 7-second, 3 35-second, and 1 10-second.	35 pounds...	1 7-second XV-inch shell and 1 10-second XI-inch shell at Moultrie; rest at Sumter.
	XI-inch	8	4	4	do	4 20-pound and 4 15-pound.	
Keokuk	XI-inch in forward turret.	3	3	.....	.....	20 pounds...	Fort Sumter.

* Cored shot.

Number of vessels, 9; number of guns, 23; number of fires, 139; number of shells, 96; number of solid shot, 30; number of cored shot, 13. Respectfully submitted.

A. S. MACKENZIE,
Lieut. and Ordnance Officer, South Atlantic Blockdy. Squadron.

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

Notes from papers of Rear-Admiral Du Pont, U. S. Navy, on the attack on Fort Sumter.

APRIL 6, 1863.

At 7 a. m. went on *New Ironsides*.
 At 7:10 a. m. underway.
 At 7:50 a. m. crossed bar.
 At 8:40 a. m. anchored inside the bar. All the ironclads by 9 o'clock were at anchor inside the bar.
 At 1 p. m. fleet underway.
 At 2 p. m. anchored in order, line ahead, the weather being too hazy to proceed to the attack.

TUESDAY, *April 7, 1863.*

- At 12 m. made preparatory signal to get underway.
 At 12:10 p. m. signal to get underway.
 At 12:50 p. m. *Weehawken* made signal "Foul anchor."
 At 1:15 p. m. *Weehawken* signaled "All clear."
 At 1:45 p. m. *New Ironsides* underway.
 At 2:10 p. m. *Weehawken* signaled "Obstructions in my vicinity."
 At 2:15 p. m. flagship signaled "Slow down."
 At 2:40 p. m. flagship signaled "I have stopped."
 At 3:05 p. m. Forts Sumter and Moultrie began firing.
 At 3:15 p. m. signaled to *Weehawken* to begin action.
 At 3:25 p. m. general signal to disregard motions of commander in chief.
 At 3:30 p. m. anchored in 3 fathoms, and immediately hove up again; port shutter of No. 5 gun shot away.
 At 4:05 p. m. signaled to ironclads to give flagship more room; immediately after *Catskill* and *Nantucket* collided with us.
 At 4:20 p. m. fired a broadside at Moultrie.
 At 4:25 p. m. made signal to follow motions of commander in chief.
 At 4:30 p. m. signaled to withdraw from action.
 At 4:35 p. m. ironclads came to anchor in 17 feet water.
 At 5 p. m. hove up and fell back to near the old anchorage.

Order of the Secretary of the Navy to Rear-Admiral Gregory, U. S. Navy, for a board of survey on the U. S. S. *Passaic*.

NAVY DEPARTMENT, *May 21, 1863.*

SIR: You will request the following gentlemen, viz, C. W. Copeland, George W. Quintard, M. F. Merritt, and J. J. Comstock, to constitute a board for the examination of the U. S. ironclad steamer *Passaic* whilst she is on the ways, and report in writing the full extent of the damage done to that vessel by the fire of the batteries in the harbor of Charleston; also whether she has been strained or injured in any part by the gales she has encountered, or from any cause whatsoever.

Captain S. C. Rowan has been directed to report to you as a member of the board.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral F. H. GREGORY, U. S. Navy,
New York.

Report of Rear-Admiral Gregory, U. S. Navy, transmitting report of board of survey on the U. S. S. *Passaic*.

NEW YORK, *June 2, 1863.*

SIR: I have now the honor to transmit the report called for by your order of the 21st ultimo of the condition in which the ironclad *Passaic* returned to this port. Every facility was given to the board of examiners and their researches were very thoroughly made, and I have not been able to find any fact omitted. Great care is now being

taken to fit that vessel perfectly, under the care of Captain Worden. The work is progressing as rapidly as possible, and it is expected she will be taken off the ways in a week.

I have the honor to be, very respectfully, your most obedient servant,
 F. H. GREGORY,
Rear-Admiral, Superintendent.

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

[Enclosure.]

NEW YORK, June 2, 1863.

DEAR SIR: In compliance with a request contained in the copy of a communication [from] the Navy Department, dated May 21, to examine the U. S. ironclad steamer *Passaic* whilst she is on the ways and report in writing the full damage done to that vessel by the fire of the batteries in the harbor of Charleston; also whether she has been strained or injured in any part by the gales she has encountered, or from any cause whatever, we have made the examination as requested and beg leave to report:

First. In regard to the damage by the fire of the batteries, but four shots have damaged any part of the structure to an extent to be worthy of particular description. The first, marked "A" on the accompanying diagrams,* struck the upper edge of the turret, glancing upward and striking the pilot house as shown. The second, marked "B," struck near the lower edge of the turret, broke the loose outside ring on the deck, and indenting the turret so as to break the lugs off the inside composition ring. The third, marked "C," indented the turret about 1½ inches, cracking slightly the inside plate. The fourth, marked "D," struck the armor on the port side about 47 feet 8 inches from the bow and 9½ inches below the deck, starting or bending the three outer plates, breaking or starting one-third of the fastening bolts, leaving the remainder undisturbed and all the plates in position.

As to the effects of these shots, the first raised the pilot house one-half inch and started it over on one side, breaking two bolts in the pilot house, but did not in any manner affect the working of the turret or the operations of the vessel.

The second shot, marked "B," by the damage already mentioned, checked the operation of the turret until the lugs of the composition rings which got jammed under the edge of the turret were removed, after which the turret could be operated as usual. The third shot, marked "C," apparently a X-inch shot, so started or disturbed the turret as to damage the slides of the XI-inch gun, rendering it for the time unserviceable by forcing the rails hard against the guide pieces on the carriage. The fourth shot did not affect the efficiency of the armor, as, though a portion of bolts were broken, the whole of the plates still remained in their proper position.

The only damage affecting the fighting efficiency of the vessel was that by the third shot disabling the working of the XI-inch gun and the breaking of the lug alluded to, and we would take the liberty of suggesting that this form of injury may hereafter be guarded [against] by fastening a very heavy iron ring or band around the base of the turret to prevent its distortion, and leaving sufficient freedom between the rails of the carriage and the turret so that any slight distortion of the turret will not affect the gun carriages.

* Not found.

There were some seven or eight shots received upon the deck, though but three of them produced effect so serious as to require repairs, and these repairs had been made before her return to this port. All the shots received upon the turret are shown in diagram No. 1,* which represents the whole exterior circumference of the turret laid down as a plane. The indentations by the shots varied from one-fourth to $1\frac{1}{4}$ inches in depth, none, however, damaging the turret further than described.

Upon the pilot house three other shots than that already described struck, making indentations from one-half inch to seventh-eighths inch depth, but doing no further damage.

Upon the armor of the vessel, besides the shots already described, there were marks of twelve other shots, making indentations varying from one-half inch to $2\frac{1}{4}$ inches in depth, but inflicting no other serious damage.

The accompanying diagrams show the effects of the four worst shots already mentioned, and the diagram No. 1 shows all the shots received by the turret. No. 1 shows the effects of shot "A" upon the turret and pilot house and No. 3 shows the effects of shot "D" upon the armor as already described.

On the whole, we are of the opinion that the only damage done by the batteries affecting the fighting efficiencies of the vessel was by the shot upon the turret, which disabled the XI-inch gun by deranging the gun slides.

The ship, so far as the board could discover, is not strained or injured by the gales she has encountered; there has been a serious leak about the bow, which the board find difficulty in accounting for; it is probable that in dropping into the sea the water got under the deck plates around the top of the anchor well; this can be guarded against hereafter by a slight alteration in the construction. There is also evidence of some slight leaks in some of the rivets, which can be easily remedied.

All of which is respectfully submitted by
Your obedient servants,

S. C. ROWAN,
Captain, U. S. Navy.
CHAS. W. COPELAND.
GEO. W. QUINTARD.
M. F. MERRITT.
JOS. J. COMSTOCK.

Admiral F. H. GREGORY, U. S. Navy,
New York.
Respectfully submitted.

F. H. GREGORY,
Rear-Admiral, Superintendent.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Major-General Hunter, U. S. Army, regarding injuries to monitors engaged in the attack.

IRONSIDES, *April 8, 1863.*

MY DEAR GENERAL: I attempted to take the bull by the horns, but he was too much for us. These monitors are miserable failures where

* Diagram not found.

forts are concerned; the longest was one hour and the others forty-five minutes under fire, and five of the eight were wholly or partially disabled.

I write this to say that the *Flambeau* will leave this morning, or as soon as you may be ready, for Fortress Monroe. She has very small accommodations, but if you desire to send a staff officer home, I will direct Captain Upshur to give him a passage.

I have sent the *Patapsco* to help take care of Port Royal.

I am, general, yours, most truly,

S. F. DU PONT.

Major-General HUNTER.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Major-General Hunter, U. S. Army, announcing the withdrawal from the attack.

FLAGSHIP NEW IRONSIDES,
Inside Charleston Bar, S. C., April 8, 1863.

GENERAL: The ironclads weighed anchor yesterday at noon to go forward to attack Fort Sumter, but were delayed for nearly two hours by the accident which fouled the anchor and raft of the leading vessel, the *Weehawken*.

The *Ironsides* became unmanageable in the narrow channel and occasioned further delay under fire, so that, finding that I should not reach the obstructions before 5 o'clock, I ordered the vessels withdrawn from action with the intention of renewing it this morning.

During the night I have received the statements of the commanding officers, and find the ships so much damaged during their short engagement as to force me to the conviction that they can not endure the fire to which they would be exposed long enough to destroy Fort Sumter or reach Charleston.

I am now satisfied that that place can not be taken by a purely naval attack, and I am admonished by the condition of these vessels that a persistence in our efforts would end in disaster and might cause us to leave some of our ironclads in the hands of the enemy, which would render it difficult for us to hold those parts of the coast which are now in our possession. I have therefore determined to withdraw my vessels, and have written to the Navy Department to that effect.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Major-General D. HUNTER,
Commanding Department of the South.

Letter from Major-General Hunter, U. S. Army, to Rear-Admiral Du Pont, U. S. Navy, expressing gratitude for the safety of the latter.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
U. S. Transport Ben De Ford, April 8, 1863.

ADMIRAL: Not knowing yet what have been the results of your attack of yesterday, so far as Fort Sumter is concerned, I can not but congratulate you on the magnificent manner in which the vessels under your command have fought.

A mere spectator, I could do nothing but pray for you, which, believe me, I did most heartily; for you and for all the gallant men under your command, who sailed so calmly and fearlessly into, under,

and through a concentric fire which has never heretofore had a parallel in the history of warfare.

That you are uninjured, and so many vessels of your command still fit for service, is a cause of deep gratitude to Almighty God. I confess when the *Weehawken* first ran under Sumter's guns, receiving the casemate and barbette broadsides from that work, simultaneously with the similar broadsides from Fort Moultrie and all the other works within range, I fairly held my breath until the smoke had cleared away, not expecting to see a vestige of the little vessel which had provoked such an attack. With each of the others the same scene was reenacted, my interest in the fate of the *Ironsides* being perhaps the keenest from my knowledge of her comparative vulnerability, and of the deep loss the country would sustain if anything were to happen to you.

Thank God for the results, so far as they go, and may He have you in His keeping through whatever chances are yet before you. No country can ever fail that has men capable of facing what your iron-clads had yesterday to endure. God bless you and keep you safe, admiral, and believe me, with the highest esteem,

Ever your true friend and servant,

D. HUNTER,
Major-General.

Admiral S. F. DU PONT,
Flagship New Ironsides, off Fort Sumter.

I sincerely trust Captain Rodgers is also unharmed.
Sincerely,

D. HUNTER.

Letter of acknowledgment from Rear-Admiral Du Pont, U. S. Navy, to Major-General Hunter, U. S. Army.

FLAGSHIP NEW IRONSIDES,
Inside Charleston Bar, S. C., April 8, 1863.

GENERAL: I am this moment in receipt of your most gratifying letter of this date.

I did not, however, require it to satisfy me of your deep sympathy in our operations of yesterday, intensified by the fact that circumstances beyond your control prevented that which of all things you would most have desired, an immediate and active cooperation.

I shall have your letter read on every ironclad on this fleet, so that every officer and man under my command may know what has long been familiar to me, the heartfelt sympathy of the commanding general and of the army of the Department of the South.

With the highest respect, I am, general, your most obedient servant,

S. F. DU PONT,
[Rear-Admiral.]

Major-General D. HUNTER,
Commanding Department of the South.

Letter from Major-General Hunter, U. S. Army, to the President of the United States.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, Port Royal, S. C., May 22, 1863.

DEAR SIR: It is more than six weeks since the attack by the iron-clads upon Charleston; an attack in which, from the nature of the plans of Admiral Du Pont, the Army had no active part.

On the day of that attack, the troops under my command held Folly Island up to Light-House Inlet. On the morning after the attack we were in complete readiness to cross Light-House Inlet to Morris Island, where, once established, the fall of Sumter would have been as certain as the demonstration of a problem in mathematics. Aided by a cross fire from the navy, the enemy would soon have been driven from Cumming's Point, and with powerful batteries of 100 and 200 pounder rifle guns placed there, Fort Sumter would have been rendered untenable in two days' fire. Fort Pulaski was breached and taken from Goat's Point, on Tybee Island (a precisely similar proposition), with 32-pounder Parrott guns, 42-pounder James guns, and a few X-inch columbiads, the XIII-inch mortars used in that bombardment having proved utterly valueless.

I mention these things to show how certain would have been the fall of Fort Sumter under the fire of the 100 and 200 pounders, rifled, now at my command.

On the afternoon after the ironclad attack on Fort Sumter the troops on Folly Island were not only ready to cross Light-House Inlet, but were almost in the act, the final reconnoissance having been made, the boats ready, and the men under arms for crossing, when they were recalled (as I hoped only temporarily) by the announcement of Admiral Du Pont that he had resolved to retire, and that consequently we could expect no assistance from the navy. Immediately the admiral was waited upon by an officer of my staff, who represented the forwardness of our preparations for crossing, the evidently unprepared condition of the enemy to receive us or drive us back if once our crossing was effected, while any delay, now that our intentions were remarked, would give the enemy time to erect upon the southern end of Morris Island, commanding Light-House Inlet, those works and batteries which he had heretofore neglected. To these considerations, earnestly and elaborately urged, the admiral's answer was that "he would not fire another shot."

A lodgment on Morris Island was thus made impossible for us, the enemy having powerful works on the island, more especially at the northern end, out of which we could not hope to drive him unless aided by a cross fire from the navy. I therefore determined to hold what we had got until the admiral should have had time to repair his vessels, and to this hour we hold every inch of ground on Folly and Cole's and Seabrook's islands that we held on the day of the expected crossing. Since then I have exercised patience with the admiral and have pushed forward my works and batteries on Folly Island with unremitting diligence; the enemy meanwhile, now thoroughly aroused to their danger, throwing up works that completely command Light-House Inlet, on the southern end of Morris Island; so that the crossing which could have been effected in a couple of hours, and with but little sacrifice, six weeks ago, will now involve, whenever attempted, protracted operations and a very serious loss of life. And to what end should this sacrifice be made without the cooperation of the navy? Even when established on the southern end of Morris Island, the northern end, with its powerful works and commanded by the fire of Forts Sumter and Johnson, would still remain to be possessed. The sacrifice would be of no avail without the aid of the navy, and I have been painfully but finally convinced that from the navy no such aid is to be expected.

I fear Admiral Du Pont distrusts the ironclads so much that he has

resolved to do nothing with them this summer, and I therefore most earnestly beg you to liberate me from these orders to "cooperate with the navy," which now tie me down to share the admiral's inactivity. Remaining in our present situation we do not even detain one soldier of the enemy from service elsewhere. I am well satisfied that they have already sent away from Charleston and Savannah all the troops not absolutely needed to garrison the defenses, and these will have to remain in the works whether an enemy be in sight or not. Liberate me from this order to "cooperate with the navy in an attack on Charleston" and I will immediately place a column of 10,000 of the best drilled soldiers in the country (as unquestionably are the troops of this department) in the heart of Georgia, our landing and march being made through counties in which, as shown by the census, the slave population is 75 per cent of the inhabitants. Nothing is truer, sir, than that this rebellion has left the Southern States a mere hollow shell. If we avoid their few strongholds, where they have prepared for and invited us to battle, we shall meet no opposition in a total devastation of their resources, thus compelling them to break up their large armies and garrisons at a few points into scores of small fractions of armies for the protection of every threatened or assailable point. I will guarantee, with the troops now fruitlessly, though laboriously occupying Folly and Seabrook's islands, and such other troops as can be spared from the remaining posts of this department, to penetrate into Georgia, produce a practical dissolution of the slave trade there, destroy all railroad communication along the eastern portion of the State, and lay waste all stores which can possibly be used for the sustenance of the rebellion.

My troops are in splendid health and discipline, and, in my judgment, are more thoroughly in sympathy with the policy of the Government than any other equal body of men in the service of the United States to-day. With the exception of one brigadier-general and one colonel commanding a brigade, there is not an officer of any consequence in the command who is not heart and soul in favor of prosecuting this war by any and every means likely to ensure success.

Only once liberate me from enforced waiting on the action of those who, I fear, are not likely to do anything, and I promise you that I will give full employment to twice or thrice my number of the enemy, and that while Rosecrans threatens Bragg in front I will interrupt his communications, threaten his rear, and spread a panic through the country.

In this connection I would ask, if possible, for a regiment of cavalry, and that the brigade sent by me to the relief of Major-General Foster may be ordered back from North Carolina. If no cavalry can be spared me, that 500 horses and 1,000 saddles and equipments may be sent to me immediately. Also that the pikes drawn for by my chief of ordnance may be supplied immediately, the weapons being the simplest and most effective that can be placed in the hands of the slaves who are liberated in our march into the interior.

In conclusion, I would again call your attention to my request to be endowed with the same powers entrusted to Adjutant-General Thomas for raising colored regiments and giving commissions to their officers. I think this of the utmost importance, as each commission promptly given to a deserving noncommissioned officer or private has the effect of conciliating the sentiment of the regiment from which the appointee is taken, and it is of the utmost importance that the experi-

ment of colored soldiers should have the hearty acquiescence of the troops with whom they are to serve.

I deem this matter of so much importance, and am so weary of inactivity, that I send this letter by special steamer to Fortress Monroe, and have instructed the captain of the vessel to wait for your reply.

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

D. HUNTER,
Major-General, Commanding.

His Excellency ABRAHAM LINCOLN,
President of the United States.

I send this letter by Captain Arthur M. Kinzie, one of my aids-de-camp, who will await your answer and return immediately by the steamer which bears this to Fortress Monroe.

D. HUNTER,
Major-General.

Extract from report of Captain Henry S. Taft, U. S. Signal Corps.

OFFICE OF CHIEF SIGNAL OFFICER,
DEPARTMENT OF THE SOUTH,
Hilton Head, S. C., April 14, 1863.

MAJOR: Admiral Du Pont sailed from Hilton Head on the morning of the 2d instant for Charleston Bar. Major-General Hunter and staff sailed the following morning; reached Edisto and anchored inside the bar, remaining until the 5th. Arrived off Stono Bar same evening and communicated with army fleet inside. Morning of the 6th moved up to Charleston Bar, where were lying at anchor the naval blockading fleet and the ironclads.

Communication was immediately opened between the headquarters of General Hunter, the flagship, and the sloop of war *Canandaigua*. During the preceding night the column of our forces under command of Colonel Howell arrived at the head of Folly Island. The signal officer with them opened communication at once with the flagship, thus giving the first information to the commanding general by signals of our possession of the island.

At 3 p. m., 7th instant, the attack upon Fort Sumter by the ironclads was made, our fleet remaining in action about two and a half hours under the most terrific fire. Immediately after the conclusion of the attack the admiral reported by signals to General Hunter the result of the engagement, as follows:

GENERAL HUNTER: Delayed in getting underway by accident, orders not reaching the leading ship.

We attempted to pass into the inner channel, but were obliged to anchor to prevent going ashore. Engaged the forts, but found it too late to continue. Casualties few. One ironclad disabled; two partially so. *Ironclads* very slightly; struck very often. Please inform senior naval officers.

Du Pont.

The succeeding day General Hunter was informed by signals that the attack would be renewed as soon as the disabled ironclads were in order. We awaited such movements until the afternoon, when I received from Lieutenant Town a confidential dispatch to the effect that no further engagement would take place for the present. This

information I gave unofficially to General Hunter, being, I suppose, the first notice he had received of such determination on the part of the admiral. In the afternoon General Hunter left the *Ben De Ford* and in a small boat went to Stono.

Morning of the 9th the *Ben De Ford* also sailed for Stono with dispatches for the general. From this date to the 11th we remained outside Stono Bar, communication by signals being constantly kept up with the troops upon Folly Island and with the troops outside the Stono.

On the 11th the general again came on board the *Ben De Ford* and sailed for Port Royal, followed by all the land forces with the exception of one brigade left in possession of Folly Island and one brigade at Edisto. Signal officers remained with these forces. A line is established from one end of Folly Island to the other at Edisto between the gunboats and land forces.

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

HENRY S. TAFFT,

Captain and Chief Signal Officer, Department of the South.

Major A. J. MYER,

Signal Officer, U. S. Army.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Captain Green, U. S. Navy, regarding the U. S. S. *Wissahickon*.

FLAGSHIP NEW IRONSIDES,
Inside Charleston Bar, April 8, 1863.

SIR: I send the *Wissahickon* to Port Royal for repairs, having on board the officers and men of the *Keokuk*, which sank this morning.

Respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain J. F. GREEN,

U. S. S. Canandaigua, Senior Officer off the Bar.

[Telegram.]

HEADQUARTERS ARMY POTOMAC,
April 8, 1863.

I have Richmond papers of the 7th. They contain nothing of interest to us except a dispatch as follows:

CHARLESTON, *April 5.*

Important movements are taking place here, but for military reasons no particulars can yet be telegraphed.

An editorial in these words:

"On yesterday morning eight monitors and ironclads were off the bar at Charleston." This brief but significant telegram which we received early in the day tells of work. The storm so long prepared for Charleston has burst at last. We await the issue with buoyant hopes, but not without the solicitude due so important a struggle. May heaven shield Charleston from all the rage of her enemies and ours.

A. LINCOLN.

Hon. SECRETARY OF NAVY.

[Telegram.]

HEADQUARTERS ARMY POTOMAC,
April 9, 1863.

Richmond Whig of the 8th has no telegraphic dispatches from Charleston, but has the following as editorial:

All thoughts are now centered upon Charleston. Official intelligence was made public early yesterday morning that the enemy's ironclad fleet had attempted to cross the bar and failed, but later in the day it was announced that the gunboats and transports had succeeded in crossing and were at anchor. Our ironclads lay between the forts, quietly awaiting the attack. Further intelligence is looked for with eager anxiety. The Yankees have made no secret of this vast preparation for an attack on Charleston, and we may well anticipate a desperate conflict. At last the hour of trial has come for Charleston. The hour of deliverance or destruction, for no one believes the other alternative, surrender, possible. The heart of the whole country yearns toward the beleaguered city with intense solicitude, yet with hopes amounting to confidence. Charleston knows what is expected of her and what is due to her fame and to the relation she sustains to the cause. The devoted, the heroic, the great-hearted Beauregard is there, and he, too, knows what is expected of him, and will not disappoint that expectation. We predict a Saragossa defense, and that if Charleston is taken it will be only a heap of ruins.

The rebel pickets are reported as calling over to our pickets to-day that we had taken some rebel fort. This is not very intelligible, and I think is entirely unreliable.

A. LINCOLN.

Hon. SECRETARY OF NAVY.

[Telegram.]

HEADQUARTERS ARMY OF THE POTOMAC,
April 10, 1863.

I send you the following extract from the Richmond Whig of April 10:

CHARLESTON, April 8—8 p. m.

All quiet thus far to-day. The people and troops are in high spirits at the results of yesterday's fight. The *Keokuk* is certainly sunk. The fighting was chiefly at a distance of 900 yards. The monitors can not pass Sumter without coming within 400 yards. The impression is very general that the enemy will renew the attack after repairing damages. Seven monitors and the *Ironsides* are still off the harbor.

10 o'clock p. m.: The latest official intelligence from the bar states that only two of the ironclads have gone south, leaving seven remaining besides the *Keokuk*, which lies sunk about 1,000 yards from Morris Island. The Yankee machine called the "Devil," designed for the removal of torpedoes, has floated ashore and fallen into our hands. All quiet now. The enemy is constantly signaling, but no renewal of the attack is anticipated before to-morrow. The Yankees have been busy all day repairing damages.

Second dispatch.

CHARLESTON, April 9—a. m.

All quiet this morning. The monitors are still in sight. Yesterday evening many pieces of the *Keokuk's* furniture, with spyglasses, washed ashore on Morris Island beach. Many of these articles were covered with clotted blood. The impression prevails at our batteries that the slaughter on board the *Keokuk* was terrible.

We have the Richmond papers of 8th and 10th, but none of the 9th. The above extract would seem to confirm dispatch we took from the enemy's signal yesterday.

DANL. BUTTERFIELD,
Major-General, Chief of Staff.G. V. Fox,
Assistant Secretary Navy.

[Telegram.]

NAVY DEPARTMENT,
Washington, D. C., April 10, 1863.

I have your telegram of last evening and to-day. As to the signals, it seems too important to give out to our people. A knowledge of the fact will cause a change. The *Keokuk* is not a monitor battery, and no doubt was injured so as to oblige them to beach her. Commencing the fight at 2 and withdrawing at 4 looks as though it was not the main attack. The real attack would be made in the morning, so as to have all the day for the work. The next affair will decide the matter and will be made after preparations found necessary from the experience of the four hours' work of Tuesday. The reported transports inside the bar are probably coal and ammunition vessels—are, in fact, his depot—and if the obstructions in the harbor render the reduction of Sumter necessary the admiral may have to go back to his base several times before finishing that work.

G. V. Fox,
*Assistant Secretary.*Major-General DANL. BUTTERFIELD,
Chief Staff, Headquarters.

[Telegram.]

NAVY DEPARTMENT,
Washington, D. C., April 10, 1863.

The sum of all the telegraphs via Richmond up to 9 a. m. yesterday at Charleston is this: Tuesday, at 2 p. m., the ironclads engaged Fort Sumter at 900 yards. At 4 p. m. they retired. The next day the *Keokuk* was observed ashore on Morris Island beach. Up to yesterday morning the ironclads were still inside the bar. I infer that the attack was for the purpose of obtaining full information, otherwise it would have been made in the morning. They are now preparing for more serious work. Their depot of coal and ammunition inside the bar is a safe one even in bad weather. If there are obstructions to prevent passing Sumter they now know them and will reduce the fort. It is evident that they can attack it every day and at night retire to their anchorage inside of the bar. The damage upon Sumter can not be repaired. The only question is, Can the ironclads stand the work? I believe the monitors can. The *Keokuk* was a small experimental vessel and was probably injured so that they beached her. I see no reason whatever to be in the least discouraged. On the contrary, my faith in the vessels and the officers is strengthened by these rebel accounts.

G. V. Fox.

Hon. M. BLAIR,
Postmaster-General, Astor House, New York.

Send copy of this telegram to Captain Ericsson, 93 Franklin street, New York.

[Telegram.]

ON BOARD STEAMER MARY SANFORD,
Morehead City, N. C., April 10, 1863—a. m.
 (Received 9:15 a. m., 12th, in cipher.)

Passed through the fleet off Charleston Thursday, 9th instant, 10 a. m. Clear and pleasant. The monitors were ranged along the beach off Cumming's Point, all in good order. Boarded by one of the pilots of the expedition, who stated the *Ironsides* and seven of the monitors attacked Fort Sumter on Tuesday, 7th, and passed some distance above the fort, receiving some 200 shot. A pointed shot of English manufacture penetrated the ironclad Whitney battery *Keokuk*, and she sunk in twelve hours after near the beach. The other ironclads passed through the shower of shot and shell uninjured or with trifling damage.

The casualties reported were very few. Captain Rhind, of the *Keokuk*, slightly injured by a bolt. The quartermaster and six men on board the monitor *Nantucket** killed. Arrangements were being made to blow up the *Keokuk*.

As regards future movements the reports were conflicting. It was positively stated by one of the pilots of the fleet who boarded us that the monitors would withdraw over the bar and further action for the present would be suspended. This was subsequently corroborated by a reporter for a New York paper who spoke us.

An officer from the *James Adger*, who previously boarded us, stated that the engagement would be renewed about 1 p. m., and added that the admiral expressed his belief of success.

The channel above the fort was obstructed. No torpedoes are reported to have been exploded.

Left the fleet at noon. When about 25 miles north, heard heavy firing.

The weather is exceedingly pleasant and the sea smooth.

J. C. HINCHMAN.

Major THOS. T. ECKERT,
Assistant Superintendent Military Telegraph.

[Telegram.]

NEW YORK, *April 11, 1863.*

The reported loss of one of the rafts before Charleston is very serious. Had we not better send on one of those now ready here? The attachment of the cable under the raft had no doubt been omitted and the upper ones shot away.

J. ERICSSON.

G. V. FOX,
Assistant Secretary.

* See report of casualties on the U. S. S. *Nahant*, p. 4. No casualties were reported from the *Nantucket*.

[Telegram.]

HEADQUARTERS ARMY POTOMAC, *April 11, 1863.*

G. V. FOX:

We have just got the papers of April 9. The following dispatch is taken from them.

DANL. BUTTERFIELD,
Major-General.

Telegraphic news—The fight commenced at Charleston—The Yankee frigate Ironsides hit—Fort Sumter uninjured—The Yankee vessels withdrawn.

CHARLESTON, *April 7.*

The attack commenced at 3 o'clock this afternoon. Four ironclads out of seven in the Yankee fleet were engaged; heavy firing took place from them, and from Forts Sumter and Moultrie, and Morris Island.

The *Ironsides* was hit and run ashore but got off and was carried out of range.

*Further particulars.*CHARLESTON, *April 7.*

At 2 o'clock this p. m. nine monitors and the frigate *Ironsides* crossed the bar and steamed in toward Fort Sumter.

At 3 o'clock they opened fire at a distance of 3,000 yards. Forts Sumter and Moultrie and the batteries at Sullivan's and Morris islands replied with spirit. At half past 2 o'clock the firing became very rapid and almost incessant until 5, when it gradually diminished, and is now heard only at long intervals. Their fire was concentrated upon Sumter.

The *Ironsides* and the *Keokuk* withdrew from the contest at half past 4 o'clock, apparently disabled; Fort Sumter is uninjured. The enemy's fire killed 1 man.

Intense excitement prevails in the city, but everybody is confident of our triumph. The battery promenade is crowded with soldiers viewing the fight.

Our ironclads have gone out to take part in the *mélée*. At this hour there is a lull in the firing.

*Third dispatch—Still later.*CHARLESTON, *April 7.*

There has been no firing since half past 5. It is certain that the *Keokuk* and *Ironsides* were badly injured. All the monitors were frequently hit, with unknown results; Fort Sumter was the chief aim of all the ironclads.

Our casualties were as follows: One boy killed and 5 men badly wounded in Sumter, and 1 gun dismounted in Moultrie, and 1 wounded; the other batteries are not heard from.

So far our success is most gratifying. We expect a renewal of the attack at any moment; occasional guns are heard.

*Fourth dispatch.*CHARLESTON, *April 8—10 a. m.*

The enemy have made no renewal of the attack on Fort Sumter. An official dispatch just received from Sumter announces that the *Montauk*, the most formidable of the monitors and possessing two turrets, has been sunk off Morris Island. The latest official dispatch indicates that the sunken monitor is the *Keokuk*.

*Official dispatches.*CHARLESTON, *April 8.*

Double-turret monitor so badly injured in conflict yesterday sunk at 9 a. m. this morning. Chimney now to be seen sticking out of the water.

G. T. BEAUREGARD.

General S. COOPER,
Adjutant-General.

CHARLESTON, April 8—8 p. m.

Seven turreted ironclads and the *Ironsides* are within the bar; 22 blockading vessels off the bar.

The *Keokuk* is certainly sunk on the beach off Morris Island. No disposition is apparent to renew the conflict.

G. T. BEAUREGARD.

General S. COOPER,
Adjutant-General.

Report of Chief Engineer Stimers, U. S. Navy.

GENERAL INSPECTOR'S OFFICE, IRONCLAD STEAMERS,
413 Broadway, New York, April 14, 1863.

SIR: I arrived in this city to-day, having left the fleet off Charleston, S. C., on the 11th instant, and I beg leave to report to the Department some of the detail facts connected with the naval attack upon Charleston, essayed by Rear-Admiral Du Pont with his fleet of ironclad steamers, which came especially within my province as the general inspector of ironclad steamers and harbor-obstruction submarine shells.

Previous to the attack I recommended to the admiral that two of the monitor vessels should have attached to their bows, one each of the submarine shells which had been furnished by the Department, and that these should precede the others and attack the obstructions, attaching to the rafts which carried the shells several grapnel hooks suspended by chains, to explode any torpedoes over which the vessels were about to pass, with the view to exploding them before the vessels themselves should come into dangerous proximity to them.

There appeared, however, to be a feeling of objection to these shells, arising from an expressed apprehension that they would either run into some of our own vessels and blow them up, or if fired, as designed, against the obstructions, would recoil against the vessel carrying them and sink it.

I explained to the best of my ability the experiment I had tried with one of them in New York Harbor, which proved how impossible it was that this latter event would happen, and urged their trial, until I was informed that I was wasting valuable time in pressing forward something which it had already been decided would not be used.

It is with exceeding regret that I am thus compelled to report that this powerful weapon, for which we have every reason to suppose the enemy was entirely unprepared, should not have been used in an attack which could have few hopes of success without it.

One of the rafts which had been provided to carry the shells was, however, attached to the bow of the *Weehawken*, with the prepared hooks attached to protect the vessel against torpedoes.

This she carried in and out again in safety, having proceeded as far as the line of obstructions, stretching from Forts Sumter to Moultrie, would permit.

Having been directed to remain outside of the bar during the fight, I witnessed the conflict from the deck of the Coast-Survey steamer *Bibb*, at the mouth of the Swash Channel. The firing on the part of the enemy was very terrific. He was not only able to keep up a very rapid fire from his numerous guns, but I felt satisfied was using reckless charges of powder, which it was clearly wisdom for him to do. I therefore expected to find upon my visit to them at least an approach

to the destructive results which had been obtained by the Chief of the Bureau of Ordnance in his experiments against iron targets in the ordnance yard at Washington. I was, however, agreeably disappointed to find, upon my inspection of the monitor vessels the next morning, that there were no clear passages through the decks and no penetrations through the sides of the vessels or the pilot houses. The blunt-headed shot had proven much less effective than round shot, not only in confining their injury to the indentation made more distinctly than is the case with round shot, but the indentations themselves were less than those made by the spherical balls. On the other hand, I found casualties had occurred which occasioned loss of life in one instance and disabled guns in others, through faults of design which only such experience could point out, and which I think can be entirely removed in the new vessels now building.

In the case of the *Keokuk*, although I have never believed her armature would withstand the shock of heavy ordnance at short ranges (*vide* my reports dated June 30, July 14, and July 31, 1862), I was rather surprised that it should have proven so easily penetrable. If the lesson which this should teach is properly received, the loss of the vessel will be a positive gain to the Government in preventing the construction of armored ships of more than doubtful impenetrability to ordinarily heavy ordnance.

Although the *Ironsides* was not built under my inspection, it may not be considered improper for me to compare, in this report, the effect of shot upon her solid forged plates of $4\frac{1}{2}$ inches thickness with the laminated plates of 5 inches thickness which protected the sides of the monitors.

This vessel was twice as distant from Fort Sumter as several of the monitor vessels; the effects are not therefore strictly comparable; still, the difference in the appearance of the two descriptions of armature are very instructive, and should not be passed lightly over by the engineer. When the laminated plates upon the sides of the monitors were struck severely, the indentations were deep, the bolts securing them to the wooden backing started loose, the entire plates bent and separated from each other to an extent which impressed the nonprofessional observer with the idea of great injury, but when the engineer examined them with the view of judging how well they would withstand another blow of the same force upon precisely the same place he perceives that the original power to resist shot has not been greatly reduced.

On the other hand, the solid plates of the *Ironsides* were not so deeply indented. There appeared to be no disturbance of the plates by bending; but few bolts were started, and few persons other than the critical engineer would look closely enough to see that the plate was broken entirely through in a manner which would inevitably permit the passage of the second shot striking the same place.

To the casual observer, therefore, the solid plates will have the appearance of having withstood the bombardment better than the laminated, but the unprejudiced engineer will perceive that the latter disposition of the metal is much the most effective in attaining the desired object.

In consideration of the vast importance to our country that that stronghold of rebellion should be reduced, I take the liberty to express to the Department my firm opinion that the obstructions can be readily

passed with the means already provided and our entire fleet of ironclads pass up successfully to the wharves of Charleston, and that the monitor vessels still retain sufficient enduring powers to enable them to pass all the forts and batteries which may reasonably be expected.

I am, respectfully, your obedient servant,

ALBAN C. STIMERS,
Chief Engineer, U. S. Navy.

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

Order of Rear-Admiral Du Pont, U. S. Navy, to Captain Rodgers, U. S. Navy, to furnish report regarding the trial of the Ericsson raft off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 20, 1863.

SIR: I have to request that you will give me all the facts and circumstances attending the use of the Ericsson raft, which with so much zeal and energy you attempted to render of service, not alone in the attack on Charleston, but afterwards, with its missiles, to make it available in blowing up the *Keokuk*.

In other words, I would like to have embodied in official form the several reports you have made to me on this subject from time to time.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain J. RODGERS,
U. S. S. Weehawken.

Report of Captain Rodgers, U. S. Navy, regarding the Ericsson raft.

U. S. S. WEEHAWKEN,
Port Royal, April 20, 1863.

SIR: In compliance with your order of this day, I have the honor to submit the following report in regard to the raft said to have been invented by Mr. Ericsson for the purpose of carrying a torpedo to be used in blowing up obstructions:

Upon trial in this harbor I found that the vessel with the simple raft steered as well, I thought, as usual; certainly not so much worse as to render its use objectionable. Whether she would handle as well with the resistance of the torpedo 12 feet under water added on to the raft I have not tried, and therefore can express no opinion.

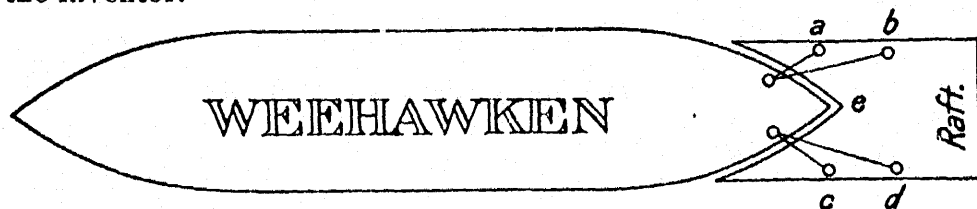
There was another trial of the simple raft attached to this vessel in North Edisto Harbor with the captains of the ironclads on board. They did not judge of it so favorably as to be willing to use it. I thought that it would not be wise to carry the torpedo into action, since in evolutions we might come into contact with some of our own vessels and thus blow them up.

The event proves that the anticipation was not ill founded. Two ironclads actually came into collision with the *Ironsides* and she had to stop to avoid the *Weehawken*. Had those vessels which actually touched her been provided with formidable torpedoes to explode upon

contact, the result might have been most disastrous. In plain words, that folly would rise into crime which should carry loaded torpedoes in a rapid tideway in a somewhat narrow channel, without known buoys, under fire, and with the attention divided, among a friendly fleet.

The proposition is so evident that it would lose by argument. I declined, accordingly, to attach the loaded torpedo to the *Weehawken* during the attack upon Fort Sumter unless I should receive positive orders to do so. I stated, however, that I thought the raft might be useful with grapnels hanging from it to catch obstructions. This, accordingly, I carried into action, and this I brought out.

The raft was cut so as to fit the bow of the vessel and secured by chains from ringbolts on the raft *a* and *c* to ringbolts on the bow of the *Weehawken*, and further secured by rope lashings to the same bolts and also from the ringbolts *b* and *d*, I presume as designed by the inventor.



In crossing Charleston bar the chains from *a* and *c* parted; all the lashings broke. This happened twice in the short period in crossing from the outside of the bar to the anchorage inside.

When inside, it was found that the sea converted the raft into a huge battering ram, which shook the vessel at every undulation.

It is obvious that with the pitching which always accompanies a swell the two bodies would be brought into collision with a power proportionate to their weight. The raft, I think, displaces about 90 tons of water. Its motions did not at all correspond with [the] motions of the vessel. The raft rose while the vessel fell, and the reverse. It was a source of apprehension lest it should get upon the deck or under the overhang.

The conclusion forced upon me was that no vessel can carry it attached to the bow except in smooth water.

After it had started the 5-inch iron armor upon the bow I cut it adrift.

Afterwards I offered to use the one still in tow of the *Eriasson* to blow up the *Keokuk*. It was brought in in weather when confessedly I could not carry it, and it was anchored. When the sea became smoother it was put upon the bow, with the torpedoes all ready to be raised and lowered into their place.

There was still some sea, with a cross current, and Chief Engineer E. D. Robie, who, in conjunction with Chief Engineer Stimers, was sent out from New York in special charge of the rafts and torpedoes, found that the water was too rough, with too much spray for him to attach the lock and fit the instrument for use. He said that the force of the waves which came over the bow of the raft would not permit the torpedo to be hoisted outside against their beating.

I went on board the *Ironsides* to report the fact to you. On board the *Ironsides* he made the same report. In the meanwhile, Chief

Engineer Stimers came on board the *Weehawken*, where I met him on my return. The sea had somewhat fallen, and he said that the torpedo could now be fitted for firing, but I found that during my absence the heavy ringbolts, *a* and *b*, had drawn out of the raft and left it liable to swing round and bring the torpedo, when ready to explode, against the *Weehawken's* side. A chain, I was told, had been prepared to come up and under the raft from beneath the point *c* and to be secured inside the anchor well. It was beneath the raft and I did not see it. I had no faith that the chain would stand a strain which had drawn out from solid wood two ragged bolts 24 inches long and nearly 5 inches in circumference. All sailors know from experience that chain is less reliable against surges than lashings.

The raft in its battering tendencies had become unbearable. In the sea and cross currents it drew the bolts intended to keep it pointed toward the object it was desired to use it upon, and it was ready to turn its destructive power against those who were to employ it.

It was decided not to make the first trial of it attached to the bow of a vessel under circumstances so adverse.

Very respectfully, your obedient servant,

JOHN RODGERS,
Captain.

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

[Telegram.]

NAVY DEPARTMENT, *April 20, 1863.*

Du Pont's detailed reports were received this morning via Baltimore. In tone and sentiment they correspond with his first dispatch. Worden's and Rhind's are samples of the whole, including John Rodgers'. No indications of movements or intended movements since dispatch of the —.

GIDEON WELLES,
Secretary Navy.

G. V. Fox,
Assistant Secretary Navy, Astor House, New York.

Statement of commanding officers of ironclads which participated in the attack on Fort Sumter, in response to newspaper accounts.

NORTH EDISTO, S. C., *April 24, 1863.*

SIR: We have lately seen in different newspapers, particularly in the Baltimore American, detailed accounts of the recent attack on Fort Sumter, in which our opinions, the condition of the vessels, and the facts in general are so perverted and falsified, that, as it is not proper for us to correct them through the same medium, we beg leave to offer a statement to the Department of what did really occur in connection with the attack referred to; in hopes that it may, perhaps, permit it to be made public, both in the interest of truth and of our reputations.

It may appear uncalled for on our parts to answer ill-natured and false statements, coming from irresponsible parties through the public

prints, but when it is considered that the opinion of those at home is almost entirely formed on just such statements, we think they may be considered of sufficient importance to notice, particularly when, as in the case of the American, they are uttered so immediately in the neighborhood of the seat of Government, and this being the case, we shall more particularly criticise the remarks which, first appearing in that paper, have thence so widely circulated in others.

Although, as might be expected, there were differences of opinion as to the probabilities of taking Charleston, not one of us ever doubted that the attempt should be made, believing as we did that, under the circumstances, almost anything would be better than to give up, without a fair trial, what had so long been prepared for. But after the experience gained under the fire of the enemy, we were unanimously of opinion that a renewal of the attack would be unwise in the extreme, and for the following reasons: Our vessels had been very much injured before passing the first of the three lines of defenses which protect Charleston, and perhaps, considering the obstacles to be met with farther up, not the strongest of the three. In receiving these injuries, they had not been able to do any [damage] to Fort Sumter, at least, sufficient to slacken its fire; and even supposing this point passed, there still remained to go over more than 3 miles of water before reaching the city, part of which we could see was obstructed by piles, and all of which offered the utmost convenience for torpedoes, cables, and every other known means of stopping an advancing naval force, to say nothing of the guns. When, in addition to this it had been proved that any heavy blow on the turret was very apt to disorder and stop it, that our side armor and decks were penetrable, and the pilot house, where is the steering apparatus, and from which is the only lookout, could be made untenable, as two of them to a great extent had been, it is scarcely surprising that we should have arrived at the above conclusions.

It is said by the writer in the American that had the torpedo been used on the front vessel the obstructions at Fort Sumter might have been blown away and the fleet could have proceeded then without difficulty to Charleston, overlooking entirely the fact that there would have still remained to destroy whatever the ingenuity of our enemies could have laid down for the remaining long distance.

These torpedo rafts had merely a theoretical reputation for removing obstacles, never having been tried at the North or elsewhere, except in blowing up water, and certainly being a source of great danger to our own vessels in fouling each other—a matter very likely to occur, taking into consideration the tide, the shoal water, and the imperfect steering qualities of the vessels, and which actually did occur on several occasions.

The result of the effort to use these torpedoes against the *Keokuk* after the action fully sustains the opinion formed of them.

It is said that these rafts, sent down to be attached to the bows of our vessels, were refused without trial and from mere naval prejudice or personal feeling. This is no truer than the other statements. Although plain to us that vessels which, at the best, are very unmanageable from losing steerageway the very instant that the propeller stops, and from scarcely being able to go more than 4 knots, and some of them not even that, would be made more so by these great projec-

tions forward, which could never have been prepared for in the original plans of the ironclads. Still, one of them was tried in our presence, and under favorable circumstances for steering, as the torpedoes were not attached. We were soon, however, convinced that our unfavorable impressions with regard to them were correct, and that in the rapid currents and narrow channels of Charleston Harbor we would most likely get our vessels ashore, clogged with such a hindrance to their turning quickly.

As regards the attempt to blow up the *Keokuk* with one of them, the failure was not owing to any difficulties thrown in the way of the experiment by any officers of the squadron, but was given up, very much to the chagrin of the admiral, simply because of the engineer who came down in charge of it not being able to put it in order for work and make the attachment, although at the time the sea for that anchorage was unusually smooth. When, afterwards, Mr. Stimers said the firing attachment could be made, the heavy ringbolts used to direct its safe action had drawn out. As it has also been stated that our vessels came out of the action almost unharmed, we will here mention some of the injuries received by them which will, we think, go to show that such was not the case, and that it would have been out of the question to renew the action on the next day, if at all, when we consider that, although again liable to the same fire as at first, in their after condition they would have been infinitely less able to endure it.

1st. *Passaic*: A large piece of brassing under the turret broken off, owing to which and its being forced over the turret could not be moved for some time, and has not worked well since. The gun carriage of the XI-inch gun disabled until the next afternoon and the top of the pilot house forced up so as to expose the inside to shot, and not got into place until late the next day.

2d. *Weehawken*: Side armor broken through, exposing the wood. The flange supporting the gun platform of XI-inch gun broken; smokestack very much injured, and both this and the turret greatly weakened from the loss of bolts; the latter also for a time stopped.

3d. *Patapsco*: Rifled gun disabled at fifth fire; smokestack penetrated in several places through the upper part of armor, out of which were forced forty bolts, rendering the whole structure very insecure until strengthened again. Besides this, the turret had been stopped for a time.

4th. *Nantucket*: XV-inch gun lost at the third fire, owing to a blow on turret jamming the port stopper, which could not be moved afterwards. Turret stopped several times, besides severe injury to smokestack and deck. The concussion box in this short time lost eight bolts and the turret was made to move with great difficulty.

5th. *Nahant*: Lost seventy-six bolts from the turret and pilot house, the latter very much injured. The steering gear deranged and the plates started; the braces that held down the inner gun tracks and brace of turret knocked off, and turret rendered immovable and not cleared until 5 o'clock the following afternoon. Even at present, after long repairs, it can only be made to revolve very slowly with 80 pounds of steam.

We have now met and, we think, refuted most of the falsehoods published in the American, and would merely beg to add in further support of our views expressed against a renewal of the attack that

the liability of the guns to become disabled on occasions which require steady use has been shown, as well as that the turret almost invariably refuses to work after receiving heavy blows from shot, not only because the consequent bulging injures the machinery, but from its being pushed from the perpendicular.

In addition, the very slow fire possible from the XV-inch gun, and the fact that, to be effective against stone walls, it must be brought so near as to take away from the impenetrable character of the ironclads, are considerations of great moment to all those who wish to see these vessels in the highest degree effective, nor have we, unfortunately, reason to believe that the batteries or turrets will, on any future occasion, when exposed to the fire of heavy guns, show more offensive power or endurance than was the case at Sumter.

Very respectfully, your obedient servants,

P. DRAYTON,
Captain Passaic.
JOHN RODGERS,
Captain Weehawken.
DANL. AMMEN,
Commander Patapsco.
GEO. W. RODGERS,
Commander Catskill.
D. M. FAIRFAX,
Commander Nantucket.
JOHN DOWNES,
Commander Nahant.

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

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting reports regarding the operation of the turret of the U. S. S. Nahant.

No. 211.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 3, 1863.

SIR: I herewith enclose copies (marked 1 and 2) of the reports of Commander Downes, of the *Nahant*, and of his first assistant engineer, F. J. Lovering, an experienced officer, respecting the turret of that vessel.

I also enclose (marked No. 3) a slip from the *Baltimore American*, written, there is every reason to believe, either by Mr. Fulton or Mr. Stimers, in which, among other things, it is stated that---

The damage done to the *Nahant*, *Passaic*, and *Weehawken*, the only vessels of the fleet really injured, was completely remedied before noon on Wednesday. The turret of the *Nahant* is represented to have been wedged by a shot striking it at the lower edge, where it comes in contact with the deck. This was not the case, and it was restored to working condition early next morning by Mr. Faron, who found that the difficulty was in the socket of the turret at the very bottom of the vessel, which had been jammed out of its place by a heavy concussion on the upper edge of the turret. In two hours he had it revolving at the rate of one and a half minutes to the current.

The Department will perceive by the reports of Commander Downes and Mr. Lovering that the turret of the *Nahant* is not yet in working order; that as late as the 28th of April, with 30 pounds of steam, it

required two minutes and forty seconds to make one revolution, and that when the pressure was reduced to 23 pounds the turret stopped.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

[Enclosure No. 1.]

IRONCLAD NAHANT,
North Edisto River, April 29, 1863.

SIR: I have the honor to forward herewith enclosed the report of the senior engineer, Mr. Lovering, upon the working condition of the turret of this vessel and the apparent causes of its unsatisfactory performance, by which it will be perceived that for the space of a week we will be unfitted for service. At the expiration of that time, however, I hope and think the obstacles to the moving of our turret will have been removed and this vessel ready for service.

I am, very respectfully, your obedient servant,

JOHN DOWNES,
Commander.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure No. 2.]

IRONCLAD NAHANT,
North Edisto River, April 28, 1863.

SIR: I have the honor to report that this forenoon, having cut out the pieces of the pilot-house ring where it bound the base of the house, I turned the turret, and with 30 pounds of steam it required two minutes and forty seconds to make one revolution; with 26 pounds of steam, three minutes and eight seconds; and when the pressure was reduced to 23 pounds the turret stopped.

The difficulty, in my opinion, is caused by the teeth of the main pinion and wheel "meshing" too deeply and by the after or XV-inch gun side of the turret settling so that the main turret beam strikes the pinion in its revolution. To remedy this, it will be necessary to remove the main pinion and reduce its thickness from one-half to three-quarters of an inch, dress the teeth of the pinion, and cut three-fourths of an inch off the end of the main pinion shaft. With the facilities at hand this can be done in one week.

I am, sir, very respectfully, etc.,

F. J. LOVERING,
Senior Engineer.

Commander J. DOWNES.

[Enclosure No. 3. From the Baltimore American.]

Impregnability of the monitors.—There will be found in our columns this morning a letter from Mr. Ericsson with regard to the test of the strength of the fleet of monitors under the walls of Sumter and Moultrie. Having witnessed that great conflict, and after the battle visited all the monitors engaged in it, we have no hesitation in asserting that it was a matter of astonishment to all experienced observers to see how little they were really injured. They were scarred and bruised,

and their smokestacks penetrated by the projectiles literally rained on them by the enemy, but even in this respect not one of them fared as badly as the original *Monitor* in her conflict with the *Merrimack*. No one doubted her entire ability to renew the fight the next day, and our entire fleet of monitors were as competent to return to the walls of Sumter as she then was to meet the *Merrimack*.

The damage done to the *Nahant*, *Passaic*, and *Weehawken*—the only vessels of the fleet really injured—was completely remedied before noon on Wednesday. The turret of the *Nahant* is represented to have been wedged by a shot striking it at the lower edge, where it comes in contact with the deck. This was not the case, and it was restored to working condition early next morning by Mr. Faron, who found that the difficulty was in the socket of the turret, at the very bottom of the vessel, which had been jarred out of its place by a heavy concussion on the upper edge of the turret. In two hours we had it revolving at the rate of one and a half minutes to the current [sic.]. Some of the bolts of her pilot house were broken, but there was no penetration either there or in the turret. Her deck was scarred, her smoke pipe cut through, and the deepest indentation, 2½ inches, received by any of the vessels made in her turret, but she could have fought as effectually next day as any of the fleet.

The only trouble with the *Passaic* was the protrusion of a bolthead in the turret, which prevented one of the slides of her port stopper from opening. A cold chisel and an hour's application of the hammer remedied this obstruction.

The *Weehawken* was more extensively scarred by the shot of the enemy than any other of the vessels, and her deck was at one point penetrated by a steel-pointed rifle shot of small caliber. This shot cut a groove in the deck about 18 inches long and very smooth, and is supposed to have passed underneath and into one of the coal bunkers. The fracture, however, was very small, and the damage of no account so far as her efficiency was concerned. The side armor of her hull was also severely tested, four balls having struck on the upper edge within a space of 2 feet. It presented at this spot a very ragged appearance. Her gallant commander, Captain John Rodgers, led the battle, was the first in and the last out, and never ceased firing. For a renewal of the fight she had received no real injury. So also with the other four. The *Patapsco*, *Catskill*, *Nantucket*, and *Montauk* were beautified by the scars of war, but not injured in the slightest manner so far as ability to renew the fight was concerned.

As to the steering qualities, they are unequalled by any vessel ever constructed. We have sailed side by side by them for hundreds of miles on the ocean, and have seen them in the strong tideway of narrow and shallow channels, and never heard any complaint of their steering qualities until we read the accounts in the New York papers in their attempts to excuse the unsatisfactory operations of the naval authorities before Charleston.

We contend that this first practical test of the power of endurance of the ironclad monitors was most satisfactory, and that there was no more reason for not renewing the conflict next day than there would have been for not commencing it on the previous day. It was regarded by most of those who witnessed it as a most satisfactory reconnoissance, showing the entire capacity of the monitors to withstand such a concentrated fire, and the inability of the enemy, with the most powerful of modern projectiles, to penetrate their armor.

Report of Commander Downes, U. S. Navy, commanding U. S. S. *Nahant*, regarding the inferior quality of bolts used in the construction of that vessel.

U. S. IRONCLAD STEAMER NAHANT,
North Edisto River, April 29, 1863.

SIR: I have transmitted to New York in the *Passaic* a quantity of boltheads broken and knocked off from the inside of the turret and pilot house of this vessel in the late action of the 7th instant in Charleston Harbor, to the number of eighty-one. As this effect of blows upon the turret and pilot house has been peculiar to this vessel, and, I believe, the *Nantucket*, and particularly severe on board the *Nahant*, I have thought it advisable to send home the bolts that the Department may satisfy itself by observation, if required, of the cause thereof, which I attribute entirely to the bad quality of iron of which they were composed, and I will add that, in my opinion, a battering such as we endured, continued for less than an hour longer, would have caused both structures to fall to pieces for want of bolts to hold them together. The other vessels were most of them struck quite as frequently on the turret, and some of them much more so than the *Nahant*, and yet their loss of bolts has been trifling in comparison, not averaging more than four or five each. The *Nahant* was struck nine times on the turret alone, with a loss of sixty bolts, two or three heavy shot knocking out from twelve to sixteen bolts each, while mere grazes broke two or three. The *Patapsco*, to select a contrast, was struck eighteen times on the turret and had only three bolts broken.

The bolts, when broken in the *Nahant's* turret, broke on the inside, the nuts flying off, inflicting in some cases severe injuries, whilst the bolts themselves sprung out their full length from the turret, and some of them even onto the deck at a distance from the turret. The *Patapsco's* bolts broke near their heads on the outside, the remainder of the bolts and the nuts inside remaining firm in their places.

From these facts I deduce the opinion that there is a radical defect in the bolting of the pilot house and turret of this vessel, which I do not think capable of withstanding such a battering as she must be expected to receive if she is to enter into conflict with heavy forts, and I would respectfully suggest, that as soon as her immediate services can be dispensed with, her turret and pilot house be entirely rebolted with a better quality of iron, an operation I am inclined to believe capable of speedy performance.

I am, very respectfully, your obedient servant,

JOHN DOWNES,
Commander.

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

Report of Rear-Admiral Du Pont, U. S. Navy, calling attention of the Department to an article published in the *Baltimore American* by Mr. Fulton.

No. 208.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 22, 1863.

SIR: I desire to call the attention of the Department to an article published in the *Baltimore American* of April 15, describing and

commenting upon the attack by the ironclads under my command upon the forts at Charleston in terms injurious to myself, unjust to the officers whom I had the honor to lead, derogatory to the reputation of the naval service, and utterly false in its most important particulars.

I should not consider it necessary or proper to bring this matter to the notice of the Department but for two reasons which seem to demand it. These reasons are, firstly, that the writer of the article in question, well known to be Mr. C. C. Fulton, of the Baltimore American, came here in the steamer *Eriasson* when that vessel, chartered by the Navy Department, brought to this port rafts and torpedoes, and came, as I have understood, by the sanction and with the permission of the Department.

With this understanding I permitted Mr. Fulton to go to the Ogeechee in the Coast Survey steamer *Bibb*, Captain Boutelle, placed under my direction and protection by Professor Bache, Superintendent of the Coast Survey. As the time came near for the attack upon Charleston, Mr. Fulton was still on board the *Eriasson*, from which vessel he again went on board the *Bibb* and took up his quarters with Captain Boutelle.

Secondly, I learned from Captain Boutelle, quite accidentally, that Mr. Fulton was under an obligation to send a duplicate of his correspondence to the Assistant Secretary of the Navy for his censorship before it could be published. An editor and correspondent of an influential newspaper, domiciled with the permission of the Department on board a steamer under its control, and submitting his letters to the inspection of one of its highest officials, is, manifestly, in a different position from ordinary correspondents of the press; and when a reporter thus situated writes of an action which he witnessed at a distance, and presumes to represent the sentiments of nine-tenths of the officers present, it becomes advisable to place upon the record of the Department a refutation of his calumnies.

Although I can not doubt, from the statements of Captain Boutelle, copies of whose letters on the subject I enclose, that Mr. Fulton had engaged to submit his correspondence to the revision of the Assistant Secretary of the Navy, I desire to state here most explicitly that I do not for a moment suppose he complied with the arrangement in this instance. The honor and the high standing of the naval service of the United States, as signally manifested in this war as in other wars, must be as dear to the Assistant Secretary as to myself and to my brother officers, and it is simply impossible for me to believe that he should have been aware, before its publication, of the infamous statements contained in this letter (marked No. 1).

But as Mr. Fulton avowed to Captain Boutelle and to others that he bore this semi-official relation to the Department, and as the Department afforded him, if I have been correctly informed, the opportunity to be present, it seems but right that I should at least deny his statements in a communication which will find its place upon the records of the Department.

Mr. Fulton assumes to express the feelings of nine-tenths of the officers and of all the spectators of the action as to the farcical nature of the assault and its disgraceful abandonment. One of the spectators, whose opportunities for observation were certainly equal to those of Mr. Fulton, whose education as a soldier, and whose position as the

general commanding the land forces then awaiting the result of the naval attack, should entitle his opinions to at least equal consideration, has expressed his impression of the assault in terms very different from those employed by the editor of the *Baltimore American*, and here I am content to rest the matter as far as spectators are concerned.

As to the opinions of nine-tenths of the officers in favor of the renewal of the attack, I have only to say that I am not aware of what the impressions of so large a proportion of the squadron may be, but what is perhaps more germane to the matter, the nine captains of the nine ironclad vessels and my fleet captain were unanimous in their conviction that the attack should not be renewed, and as the evidence of experts upon the spot is to be preferred even to that of other experts remote from the scene of action, whose opportunities for observation are less favorable, I am at a loss to know how my own determination not to resume the offensive could be strengthened.

The writer for the press makes me hold a council of war after the attack. I did not hold a council of war either before or after the attack, nor have I ever held a council of war in all my life. I did not desire to throw upon the gallant officers who commanded the ironclads, and who had so nobly borne themselves in this novel mode of warfare, any of the responsibility which pertained to my own station, and I did not hear their opinion as to the withdrawal of the fleet until after I had announced my own determination in the matter.

My decision on the evening of the battle, after ascertaining the injuries received by the vessels, was entirely my own, and after further developments upon a more complete examination than was then practicable, the correctness of the decision is fully confirmed.

It was, however, most gratifying to me to find my own determination receive the unanimous and cordial support of all the commanders of the ironclads upon the day after it had been announced when they called upon me and expressed in emphatic terms their conviction that a persistence in the naval attack upon Charleston, with the means at my disposal, could afford no hope of success and could not fail to result in disaster.

The Department selected these captains with care and with a full knowledge of their high professional character, and I suppose that their opinions, thus coinciding with my own and with those of my well-tried chief of staff, will stand the test of impartial and intelligent criticism even if adverse to those of the correspondent of the *Baltimore American*.

When I made the signal to withdraw from action on the evening of the 7th the *Ironsides* was but slightly injured, though she had been under a heavy fire. I did not then know the condition of the monitors, and I recalled the ships only because it was too late to attempt further to force the obstructions that night. Subsequently, when I learned from the several captains the difficulties they had encountered, the extent of the damages they had sustained in their hulls and turrets, and the fact that five out of eight of their vessels were for the time either wholly or half disabled as to the use of their guns, it was made perfectly clear to my mind that, once entangled among the obstructions, should we attempt to pass them under a fire so crushing as that from the forts had been, even the extraordinary power of endurance pertaining to these monitors could not sustain this fire again during another hour of attack.

This correspondent reports that on the morning of the 8th Mr. Stimers and his workmen had put all the monitors in as good condition as they had been on the 7th before the action; that the turret of the *Nahant* was freed from the difficulty which had prevented it from revolving, and that the workmen had all left at 1 o'clock, reporting every difficulty as to the working of turrets, guns, etc., fully remedied.

The turret of the *Nahant* did not begin to turn until 5 p. m., and it was late at night before she could have gone into action again.

Seventy-six bolts were driven out of her turret and pilot house which could not be replaced, and she would have been utterly disabled by a few more shot. The *Weehawken* thought her battery was in good condition, whereas it was discovered that her XI-inch was disabled, and it is not yet repaired. I will only add here that the side armor of the *Weehawken* at the water's edge was pierced through and the wood laid bare; one more blow there and she would have gone down. I am having a careful drawing made of this fracture to send to the Department.

The repairs that it was practicable to make at the time were, of course, slight and temporary in their character. I had hoped that those made on the *Passaic* after the Ogeechee affair would carry her through this fight, but she broke down in forty minutes in a worse manner than she did under her eight hours' fire from Fort McAllister. The *Nahant* and *Patapsco*, unhurt in that engagement, were almost immediately crippled in this one.

I visited the monitors on the 18th instant and, upon examining into their condition myself, I found their captains had rather underrated the damage they had received, and so far from the seven vessels being in as good order by noon of the 8th as they had been at noon of the 7th, according to Mr. Fulton, three of them are now, at this date, in Station Creek undergoing important and much-needed repairs. I wish I could get them out in as good order as they were at noon on the 7th.

The writer states that the naval officers and myself have been haunted and oppressed by the dread of invisible torpedoes and of other obstructions in the channel; that the fear of these ghosts prevented the success of the attack; that the Navy Department had provided means for the removal of these torpedoes, and that the naval officers were afraid to use them.

Torpedoes are not placed so as to be visible. The *Cairo* was destroyed by an invisible torpedo in the Western waters; the *Montauk* was damaged by an invisible torpedo at the Ogeechee; an invisible torpedo exploded under or near the *Weehawken*, from whose propeller shaft 250 feet of rope, then fouled around it, have just been removed, and the *Patapsco* was brought up by and hung upon an invisible obstruction for ten minutes in the focus of the storm of shot. To have ventured farther into that labyrinth would have been to anchor the vessels helplessly by their sterns (those of them at least that escaped the invisible torpedoes), and thus expose them to a fire which they could neither endure nor effectively return, and finally to have allowed them to fall into the possession of the enemy.

Imputations like these upon the judgment, the conduct, and the courage of officers of high character and of long standing in the service, who have been tried over and over again in this war, and who, in my judgment, have no superiors in the Navy, coming from a person

in a manner endorsed by the Navy Department and in communication with it, have not been received with perfect composure. If Mr. Fulton is correct in this impeachment of these gentlemen, then the captains of the four leading monitors, whose orders were to pass around to the northwest side of Sumter and to gain a position off its inner face, failed in their duty to me, to the service, and to their country. Either they were unworthy of the occasion or Mr. C. C. Fulton is guilty of the most inexcusable calumny.

One more item and I have done. Mr. Fulton avers that sufficient experiments were not made with the rafts and torpedoes, and states that they were condemned without examination from a dislike to Ericsson and his naval innovations. I refer the Department to the letter of Captain John Rodgers upon the matter of the rafts and torpedoes as satisfactorily disposing of the question of experiments and of their use and disuse in the attack upon Charleston. (Enclosure marked No. 2.)*

As to the officers of the monitors being afraid to blow up the *Keokuk* with these appliances, Mr. Fulton certainly had the means for obtaining accurate information upon this point from Chief Engineer Robie, who was likewise quartered on board the *Ericsson*. The *Weehawken*, Captain John Rodgers, was put at the disposal of Chief Engineer Robie for this purpose, and every facility given to them in my power to afford: This engineer, who was sent out by the Department in charge of the rafts and torpedoes, did not find it practicable to use the torpedo against the *Keokuk*, then lying hard aground, remote from other vessels, and undisturbed by any fire from the enemy.

It is possible to ask too much of men at certain times and under certain circumstances, and, in this instance, to have attached these rafts and torpedoes to the bows of the monitors with the expectation that these vessels could be fought amid such a storm of shot and shell from the enemy and at the same time carry on submarine mining operations would perhaps have overtasked the faculties of most persons, and in all probability have "hoist the engineer with his own petard," or, if not him, his friends instead of his enemy.

I now take leave of this [the] most odious subject I have ever had occasion to notice. Some other assertions of Mr. Fulton which might be flatly contradicted I have not discussed, nor have I thought it worth while to consider his opinions upon purely professional points. To undergo the fire of the enemy and the stabs of an assassin of character at one and the same time is too much for my philosophy, and for my further protection against assaults of the latter kind I look for and expect the countenance of the Department.

I make this request to the Department because up to the latest dates received here none of my official reports had been published, while the statements which I have made the subject of this communication have been spread unanswered throughout the country.

So far as I have seen, the tone of the press generally has been just, and in many instances generous. The exception is the *Baltimore American*, which seems to have had its own hostile proclivities heightened by an association with an officer of the service, whose name appears frequently and prominently in its report in connection with the repairs upon the ironclads and in relation to the torpedoes and the

*See p. 43.

rafts. I mean Mr. A. C. Stimers, a chief engineer in the naval service of the United States.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Letter from Assistant Boutelle, U. S. Coast Survey, to Rear-Admiral Du Pont, U. S. Navy

BIBB, *April 22, 1863.*

MY DEAR SIR: In reply to your note of yesterday I beg to say that I first saw Mr. Fulton on the 24th February, when he came on board this vessel with Messrs. Stimers and Newton, naval engineers.

The latter officers were directed by you to take passage in the *Bibb* to Wassaw and Ossabaw for the purpose of inspecting the *Passaic* and *Montauk*, and I understood that Mr. Fulton accompanied them by your permission and authority.

We were two days at Wassaw and one at Ossabaw. At each place Mr. Fulton visited the monitors with the inspecting engineers and made such notes as he thought proper.

During our voyage a conversation took place in my cabin between Mr. Bartlett (paymaster of the *Bibb*), and myself upon the responsibilities attaching to a newspaper correspondence from the centers of active operations in face of the enemy. Mr. Fulton said it was his practice to use a "manifold letter writer" in writing his notes, making several copies. One was mailed to his brother at Baltimore, and another copy was sent by the mail to Mr. Fox, Assistant Secretary of the Navy. Mr. Fulton went on to say that his brother did not publish the letter until sufficient time had elapsed for Mr. Fox to receive and examine the manuscript and telegraph to Baltimore if he objected to any portion thereof. Anything written here by Mr. Fulton and objected to by Mr. Fox was stricken out and did not appear in the paper.

Mr. Fulton had with him document envelopes, with Mr. Fox's printed official address upon them, and, in at least one case, mailed his notes in one of these envelopes while on board my vessel.

As this arrangement gave Mr. F. a sort of semiofficial character, and as he was living on the *Ericsson*, chartered as a naval transport, I naturally inferred that you knew all about him, and on my return to Port Royal mentioned it incidentally in conversation with you as a matter with which you were familiar. It surprised me greatly to find that you were ignorant of it.

On reading the above to Mr. Bartlett I find that his recollection of Mr. Fulton's statements perfectly accords with mine.

Yours, respectfully and truly,

CHAS. O. BOUTELLE,

Assistant, Coast Survey, Commanding U. S. S. Bibb.

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

Commanding South Atlantic Blockading Squadron.

Newspaper clipping from the Baltimore American of April 15, 1863.

A disgraceful result.

OFF CHARLESTON BAR, *April 8, 1863.*

Yesterday was a bright day, but nothing to compare to the clearness of the atmosphere this morning. We can see the bruises and indentations on the walls of Sumter; the flags flying from all the forts, and even the smoke curling up from the chimneys of the houses in Charleston; the steeples of St. Philip's, St. Michael's, the Cathedral, and Grace Church can be recognized, as well as the observatory on the Mills House.

Everything is distinct and clear to the vision this morning, and just sufficient wind blowing to carry the smoke rapidly off if the bombardment be renewed.

Fort Pinckney, which is far up in the harbor, opposite the wharves of the city, is distinctly visible, with its flag, whilst Fort Sumter stands out clearly in the foreground of this magnificent panorama.

Rebel reconnoissance.

At 10 o'clock this morning a large rebel ram made its appearance in front of Fort Sumter, and turning off toward Fort Moultrie came driving down Maffitt's Channel along the base of Sullivan's Island to the front of Fort Beauregard; here she stopped for about ten minutes to watch the effect on our fleet in the Ship Channel, as well as probably also to tempt the wooden gunboats outside to run in and meet her under the guns of Fort Beauregard. The ironclads, of course, could not get to her without running around across the bar and they paid no attention to her movements. She could have run out and engaged the wooden vessels if she had thought proper.

The *Unadilla*, *Canandaigua*, *Housatonic*, *Wissahickon*, and the *Huron* lying all ready to meet her.

Finding our vessels made no movements, she turned back, and in a few minutes glided in behind Sumter again, and moved up toward the wharves of the city.

Sinking of the Keokuk.

The ironclad *Keokuk*, as I related in my report of yesterday's proceedings, retired from the conflict badly pierced with shot, seventeen balls passing through her armor, five of which were below the water line. She was with difficulty kept afloat during the night and at 8 o'clock this morning sank near the end of Folly Island, about 3 miles from Sumter. She lies in about 2½ fathoms of water, and her smokestack is visible above the water line.

Mr. Stimers has made arrangements to blow her up and destroy her to-morrow. Her pumps were kept going through the night and hopes were entertained until a few moments before she sank that she could be saved, but she sank very suddenly.

The officers were unable to save anything except the clothing in which they stood.

The rebels stood on the shore watching her sinking, and it is said this afternoon that they are collecting fieldpieces along the shore to prevent any attempt to raise or destroy her. But she will be destroyed by one of Ericsson's torpedoes attached to a raft in front of the *Weehawken*, which will destroy her at one explosion by coming in contact.

The country disgraced.

But now comes the saddest and most sorrowful part of my statement.

The seven Ericsson monitors were all examined this morning by Mr. Stimers, inspector of monitors, and with the assistance of his workmen had them all in as good condition for service as they were yesterday, before noon.

Half past 1 o'clock was the hour fixed upon for a renewal of the bombardment, and officers of the different vessels were all in readiness and most of them anxious for the renewal of the conflict. The order for the movement was momentarily waited for, but the order never came. At 3 o'clock it was ascertained throughout the fleet that the admiral had decided that "Charleston is impregnable, that Sumter can not be taken with the vessels and apparatus placed at his disposal by the Government."

In other words, that the power of the Government is not sufficient to humble this nest of rebels.

Sad conclusion to the man who so decided, and sorrowful to the country which trusted in his ability to perform the duty assigned him.

In conversation with some of the commanders of the ironclads before the order was received, I was assured that the walls of Fort Sumter were pierced and crushed, and the opinion was expressed that in three hours more the fort would be compelled to surrender. Several of them testified that their immense shot had entered the embrasures of the fort and dismounted the guns, and that the walls were in the most shattered condition. Other officers approved the decision of the admiral, but they are the same ones who have maintained from the first that "Charleston could not be taken."

The sailors of the fleet, however, were disgusted with the decision and felt themselves disgraced.

Two hours and fifteen minutes of bombardment, 1 man killed, 7 wounded, 1 inferior vessel sunk, and the great effort of the country to take the forts and public property abandoned as impregnable!

Oh, that we had a Farragut here to take command at once, and do what has been so weakly attempted by Admiral Du Pont.

The reason why Charleston has not been destroyed by the ironclad fleet, even if Sumter had not been taken, is the dreadful fear that overshadowed the fleet authorities of rebel torpedoes. Farragut had the same to encounter at New Orleans with wooden ships, but he dashed into his work and considered that the risk of life was a part of the duty of a naval officer; that great risks were necessary to secure great results.

Here, however, the ghosts of rebel torpedoes have for two months past paralyzed the efficiency of the fleet authorities and the sight of large beer barrels floating in the harbor of Charleston added terror to the overwhelming fear.

The Government furnished them with india-rubber rafts, cork jackets, and everything else that could be contrived to ease their minds, but the torpedo phantom has proved too powerful to be overcome, and to-morrow the whole fleet will retire to summer quarters in Port Royal Harbor.

How not to do it.

I have spent nearly two months in this vicinity waiting the slow and tedious movements preparatory to the attack on Charleston, and though

I hoped for success, I have been convinced from the beginning that the great work has been intrusted to incompetent hands.

Everything has convinced me that if Charleston should be taken it would be more through "main strength and awkwardness" than from any capacity to accomplish the work.

The Secretary of the Navy sent down from here appliances to be used in removing obstructions in the harbor. These rafts and torpedoes have been here nearly two months, and the attempt to take Charleston has been abandoned without their usefulness being considered for a moment. One of the rafts was taken in by the *Weehawken* with grapnels attached to it to catch torpedoes, but they refused to have the torpedoes connected with it. They were afraid the torpedoes might kick backward, although they had been experimented with and even the raft had not been injured. One of these torpedoes, containing 700 pounds of powder, would have swept away the obstructions in the harbor and enabled the fleet yesterday afternoon to go up and bombard the city. They were, however, not used, and this great national retribution is abandoned.

C. C. F[ULTON].

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting charges and specifications of charges in the case of Alban C. Stimers, chief engineer, U. S. Navy.

No. 236.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., May 12, 1863.

SIR: I have the honor to enclose charges and specifications against Alban C. Stimers, a chief engineer in the Navy of the United States, and to request the Department to arrest this officer and send him to this station for trial, where most of the witnesses are.

In order to ascertain with more precision the extent of his unofficer-like conduct and disregard of truth, I was compelled to wait for the arrival of the *Arago* on her present trip.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

Charges and specifications of charges preferred by Rear-Admiral Samuel F. Du Pont, commanding South Atlantic Blockading Squadron, against Chief Engineer Alban C. Stimers, U. S. Navy.

CHARGE FIRST: Falsehood.

Specification.—In this, that between the eleventh and fifteenth days of April, eighteen hundred and sixty-three, the said Alban C. Stimers, a chief engineer in the United States Navy, being then on board the steamship *Arago* by the authority and direction of Rear-Admiral Samuel F. Du Pont, commanding the South Atlantic Blockading Squadron, the said *Arago* being on her passage from Port Royal, South Carolina, to New York City, via Charleston Bar, did at the table of said steamer, in the presence of officers of said steamer and other persons, a number of whom were correspondents of the public press, and at divers other

times during the passage of the said steamer, falsely assert, knowing the same to be untrue, that he was told by one or more of the commanders of the ironclad vessels engaged in the attack upon the forts and batteries in Charleston Harbor on the seventh day of April, eighteen hundred and sixty-three, that the attack of that day ought to have been renewed; and that they did further state to him that the said ironclad vessels were in fit condition to renew it; and the said Alban C. Stimers did further falsely assert, knowing the same to be untrue, that several of the commanders of the said ironclad vessels had said to him, or in his presence and hearing, that the said commanders were, after the attack aforesaid, "hot for renewing the engagement," or words to that effect.

CHARGE SECOND: Conduct unbecoming an officer of the Navy.

Specification.—In this, that between the eleventh and fifteenth days of April, eighteen hundred and sixty-three, the said Alban C. Stimers, a chief engineer in the United States Navy, being then on board the steamship *Arago* by the authority and direction of Rear-Admiral Samuel F. Du Pont, commanding South Atlantic Blockading Squadron, the said *Arago* being on her passage from Port Royal, South Carolina, to New York City, via Charleston Bar, did at the table of said steamer, in the presence of officers of the said steamer and other persons, a number of whom were correspondents of the public press, and at divers other times during the passage of the said steamer, with the intent to disparage and injure the professional reputation of his superior officer, Rear-Admiral Samuel F. Du Pont, criticise and condemn, in terms unbecoming the circumstances and his position as an officer of the Navy, the professional conduct of his superior officer, Rear-Admiral Samuel F. Du Pont, in the attack upon the forts and batteries in Charleston Harbor on the seventh day of April, eighteen hundred and sixty-three; and did, with the like intent, knowingly make false statements, using among other improper and unfounded expressions words in substance as follows: "That the monitors were in as good condition on Wednesday, the eighth day of April, eighteen hundred and sixty-three, after they had undergone some slight repairs, to renew the attack as they had been to commence it the day before; that they could go into Charleston in spite of guns, torpedoes, and obstructions, and that Rear-Admiral Du Pont was too much prejudiced against the monitors to be willing to give them a fair trial."

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

MAY 12, 1863.

Witnesses: Brigadier-General George H. Gordon, U. S. Army; Henry A. Gadsden, captain of the *Arago*; Frederick Greautegien, purser of the *Arago*; Arthur Hughes, chief engineer of the *Arago*; [Luis] Fernandez, doctor of the *Arago*; I. H. Baker, chief officer of the *Arago*; Charles C. Fulton, editor and proprietor of the Baltimore American and Commercial Advertiser; [Joseph] Colwell, of New York, builder of one of the ironclads, passenger on the *Arago*; [Edward] Mars, coppersmith, of New York, passenger on the *Arago*; Commodore Thomas Turner, U. S. Navy; Captain Percival Drayton, U. S. Navy; Captain John Rodgers, U. S. Navy; Captain John L. Worden, U. S. Navy; Commander Daniel Ammen, U. S. Navy; Commander Donald McN. Fairfax, U. S. Navy; Commander John Downes, U. S.

Navy; Commander Alexander C. Rhind, U. S. Navy; Assistant Surgeon George D. Slocum, U. S. Navy; Acting Assistant Paymaster A. B. Poor, U. S. Navy.

Letter from the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy.

NAVY DEPARTMENT, *May 14, 1863.*

SIR: Your several dispatches, with the reports of yourself and the commanding officers who participated in the affair of the 7th of April, were duly received. If the results at Charleston were not all that we wished there was much in them that was gratifying. Brief as was the conflict, the fire brought to bear on the monitor vessels was such as could have been sustained by no ordinary boats, and demonstrated their power of resistance and their adaptation for harbor purposes. That the vessels in that engagement should have returned from the encounter with so few casualties and the loss of but one life is certainly remarkable, and in itself a subject of congratulation.

In view of operations elsewhere it was deemed essential that the military forces at Charleston and its vicinity should, for a time at least, be retained there, whatever might be the termination of the naval engagement. Hence my letter* of the 11th and also the telegram † of the President, which you received by the *Breeborn*, and which appear to be not only not in unison with your convictions, but have, I am sorry to perceive, inflicted pain where none was intended. Nothing was further from the purpose of the President or of the Department than any censure upon you in those communications. We had not sufficient data when they were written to form an opinion of the merits of the conflict. It would be wrong to say we have not been in some degree disappointed, but until the 8th of April the harbor and defenses of Charleston were to us a sealed book. We knew little of them, but had hoped that you, during the blockade and months of preparation, had become possessed of their true character. I had, it is true, received no intimation from you that you were thus informed, nor had I, indeed, been advised of your opinions and views in regard to the feasibility or probable results of the demonstrations that were to be made, but which had been canvassed and fully understood when you visited Washington last autumn, and any subsequent movement had, I supposed, your concurrence. I had not pressed you to be communicative, for to you had been confided, as naval commander, the entire management of not only the attack on Charleston but the whole operations of the naval forces of the South Atlantic Squadron. I did suppose the attack on Charleston had your hearty approval, and hence for many months we have bent the earnest energies of the Department and the service to answer your requisitions and afford you the necessary assistance, often by depriving other squadrons of that support that was actually necessary for their efficiency. Had you at any time expressed an opinion against the expediency of an attack or a belief that it would be disastrous, such was my confidence in you, and my respect for your intelligence and capability, that I should certainly have reviewed the subject, and not unlikely an entirely different arrangement of our forces would have been projected. I had supposed there was between us an

* See p. 123.

† See p. 132.

entire concurrence of opinion, and the expression in your dispatch * of the 16th ultimo that you did not advise the attack is the first intimation to the Department or the Government that you, the admiral in command, entertained a doubt of either the propriety or expediency of the movement.

I regret that there should not have been entire frankness in this matter. It was certainly due not only to me, your friend, but to the country and the service that you who have, as you remark, had eighteen months' experience and close study of the military and naval position in the tenure of the seacoast within the limits of your command, should have given the Department that so implicitly trusted you the benefits of your knowledge, observation, and experience.

I can well suppose that you may have been reluctant to give an opinion adverse to an object that earnestly engaged the attention of the Department and of the whole country, yet such were and are the relations between us that I had reason personally, as well as officially, to expect from you a free expression of your opinions, your views, and your judgment on a measure of such transcendent importance. A young and inexperienced officer might have been excused for being sensitive in such a matter, but an officer of established reputation, of mature age, whose courage, sagacity, and experience had placed him at the head of his profession, and on whose knowledge and judgment the Department, as you well know, relied, should not have been backward in communicating his views and opinions on a question that so materially affected the character of the Navy and the welfare of the country.

I have been disappointed in receiving from you no suggestion in regard to future movements since the conclusion you arrived at that a purely naval attack on Charleston can not be successful. Would you recommend a combined naval and army movement, and that promptly or deliberately, or would you advise an entire abandonment of operations against the place and limit ourselves to a mere blockade of the harbor? Your information and experience ought not, at such a time, to be withheld from, but should be communicated to the Government. There should be no reserve in this matter. We all have a duty to perform, and should give our undivided energies of body and mind, and whatever useful information we possess, to the country.

In a late communication, elaborately refuting a newspaper criticism on your proceedings, you express some disappointment that the official report of yourself and the officers in command of the ironclad vessels have not been published. As no inconsiderable portions of those reports were devoted to a detail of the imperfections, or supposed imperfections, of a class of formidable vessels of our service, the effect of such a publication would have been to discourage our friends and to encourage the rebels. This I could not do, although the disparagement of those vessels might have furnished an ample justification, if one were necessary, for the failure to obtain complete success at Charleston.

I regretted there was not a report of the battle which we might have published at once, and another and distinct report in regard to the turreted vessels which we are just bringing into service, and concerning which it would have been inexcusable to have informed our enemies. But as the whole subjects were blended in the reports, and

* See p. 130.

the failure imputed, not so much to the defenses, obstructions, and other causes, as to the vessels which, if not in every respect all that was expected, certainly sustained a fire such as no vessels ever before encountered and escaped, the country is, I conceive, better served by omitting for the present their publication.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral SAMUEL F. DU PONT,
Comdy. South Atlantic Blockdg. Squadron, Port Royal, S. C.

Letter from the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, in reply to letter dated April 22, 1863.

NAVY DEPARTMENT, *May 15, 1863.*

SIR: Your communication of the 22d ultimo controverting, commenting on, and refuting the criticism of the Baltimore American, which contained some strictures on yourself, was duly received, and your dispatch and the accompanying papers are placed on file, although the criticism which called out your remarks is not, for the Baltimore American is not even among the papers which are received at the Department.

The press of the country, as you seem to be aware, has been generally lenient and indulgent toward you, and the censures under a great disappointment have been comparatively few. That all should not have taken the same view of so important a movement and failure is not surprising, and that there should have been some harsh and even unjust criticism was perhaps to have been expected.

The injustice of your suspicions and conclusions as regards Mr. Fox will appear on the perusal of his letter, a copy of which I herewith enclose. I have no doubt that equal wrong is done Mr. Stimers, who has never expressed an unkind word or any complaint against you to the Department.

While complaining of the criticism of the Baltimore papers, you express your disappointment that your official report is not published. What public benefit, let me ask, could be derived from its publicity? You had received both from the President and myself communications enjoining upon you to continue to menace Charleston in view of operations in other quarters. It must be obvious to you that a publication of your letters stating that a purely naval attack on Charleston could not succeed; that you never advised the measure, representing it as utterly hopeless, could be productive of no public benefit, and would involve yourself and probably others in a controversy that would be in every respect injurious. In a period of such extraordinary activity as the present, our officers can be better employed than in explaining and repelling newspaper criticism. Their reputation, and that of all public men, may be safely left with the people, who will judge them by their acts and not by undue commendation of friends or undeserved censure of enemies. The country and its welfare, and not merely personal considerations, must govern in times like these.

I have not published your reports because, in my judgment, duty to the country forbade it. They may justify the failure at Charleston and excuse you for abandoning, after a single brief effort, a purpose that the nation had deeply at heart, and for which the Department

had, with your concurrence and supposed approval, made the most expensive and formidable preparations ever undertaken in this country, but such publications could have inspired no zeal among loyal men and would have encouraged those in rebellion. In abandoning the great object for which we have labored for so many months, and precipitately withdrawing from the harbor, your motives have not been questioned, and I have not deemed it expedient or wise to publish to the world your reports of your failure and your hopelessness of success.

Newspaper animadversion and criticism, though often annoying and erroneous, can not be prevented, nor do I know that it is desirable they should be, for the public crave information and will comment on what so much concerns them. But while the press may comment within reasonable limits, it would be an error, to say the least, to make an official exposition of the weakness of our national armament and defenses, and still more reprehensible to magnify and publish that weakness. It has not appeared to me necessary to your justification that the powers of assault or resistance of an ironclad vessel should be depreciated, and I regret that there should have been any labored effort for that purpose.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral SAML. F. DU PONT,
Comdy. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure.]

NAVY DEPARTMENT, *May 13, 1863.*

SIR: Rear-Admiral Du Pont's dispatch No. 208, dated April 22, 1863, from Port Royal, contains a statement that C. C. Fulton, esq., editor of the Baltimore American, went to Port Royal, with the sanction of the Department and under an obligation that a duplicate of his dispatches was to be sent to me for censorship before publication. Mr. Fulton, according to the admiral's statement, seems to have written an account of the late attack upon Fort Sumter and published it in the Baltimore American of April 15, where he reflects injuriously upon the admiral.

The facts in regard to Mr. Fulton are these: In March he was appointed by the Postmaster-General special post-office agent at Port Royal, and as such received a permit from yourself to go to that port in any supply steamer of the Navy.

He was not under any obligations to send me his dispatches, nor have I seen the article to which the admiral refers, either in manuscript or in the Baltimore American, nor have I seen Mr. Fulton since the day he applied for the pass, nor have I held any correspondence with him or received or seen a copy of his paper.

I have given Admiral Du Pont my confidence and esteem to the full extent, and the extraordinary insinuations in his dispatch above referred to are as unjust to me as they are unworthy of him.

Very respectfully,

G. V. FOX,
Assistant Secretary.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy appointing the members of the court of enquiry* in the case of Chief Engineer Stimers, U. S. Navy.

By virtue of the authority contained in the "Act for the better government of the Navy of the United States," approved July 17, A. D. 1862, I hereby appoint Rear-Admiral Francis H. Gregory president, Rear-Admiral Silas H. Stringham and Commodore William C. Nicholson members, and Edwin M. Stoughton, esq., judge-advocate of a naval court of enquiry, which is ordered to convene at the Marine Barracks, Brooklyn, N. Y., on Monday, the first day of June, A. D. 1863, for the purpose of enquiring into the grounds of the charges, hereto annexed and made a part of this precept, preferred by Rear-Admiral Samuel F. Du Pont against Chief Engineer Alban C. Stimers, of the Navy. The court will diligently and fully enquire into the matters embraced in the specifications of the said charges, and report to the Department their opinion as to the necessity or propriety of further proceedings in the case.

Given under my hand and the seal of the Navy Department of the United States this 21st day of May, A. D. 1863.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral FRANCIS H. GREGORY, U. S. Navy.

Opinion of the court of enquiry in the case of Chief Engineer Stimers, U. S. Navy.

NAVAL LYCEUM,
Navy Yard, New York, Tuesday, October 20, 1863.

The court met pursuant to the adjournment of yesterday. Present, all the members and the judge-advocate.

The court having diligently and fully enquired into the matters embraced in the specifications of charges in this case, hereby report that in their opinion there is no necessity or propriety of further proceedings in the case.

F. H. GREGORY,
Rear-Admiral, President.

HIRAM L. SLEEPER,
Judge-Advocate.

Letter from Rear-Admiral Du Pont, U. S. Navy, to the Secretary of the Navy, replying to letter dated May 15, 1863.

No. 267.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 27, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of the 15th instant, enclosing one from the Assistant Secretary of the Navy, which, you are pleased to say, will show me the injustice of my suspicions and conclusions in regard to that gentleman.

*For proceedings of this court of enquiry, see letter from the Secretary of the Navy in answer to resolutions of the House and Senate in relation to the operations of armored vessels employed in the service of the United States, dated April 14, 1864, and published in 1864 under the title "Report of the Secretary of the Navy in relation to armored vessels."

I beg leave, most respectfully, to state that in my communication to the Department I expressed no such impressions or conclusions as are attributed to me. On the contrary, I explicitly declared my belief that Mr. Fox had never seen the scandalous account of the action at Charleston in the Baltimore American or authorized its publication, but I did call the attention of the Navy Department to the fact that this account was published over the initials of the editor of the American, who was domiciled on board a naval transport and had openly declared on this station that his letters to his paper were submitted to the censorship of the Assistant Secretary and that he was authorized to suppress any portion of them to which he might object. Mr. Fox asserts precisely that in which I had already formally expressed my belief.

I have not troubled the Department with other libelous attacks which have appeared in a few journals of the day, and I should not have called its attention to that in the Baltimore American had not its editor assumed to speak with the concurrence of the Department by pretending to submit his letters to the revision of one of its highest officials.

Mr. Fox states that Mr. Fulton was under no obligation to send his letters from this squadron to him, and that he has never seen the letter of which I complained, either in print or manuscript. It is therefore to be presumed that the letter was never sent to Mr. Fox, and that Mr. Fulton's statement was utterly untrue, and his ostentatious exhibition of envelopes with the printed address of the Assistant Secretary was only intended to give a false respectability to his correspondence. It was the falsely assumed connection of Mr. Fulton with the Navy Department of which I complained. Stripped of that, his libels are simply deserving of contempt.

I should deeply regret having done injustice to Mr. Fox, with whom I had always held the most cordial and friendly relations, and I therefore congratulate myself that, in calling the attention of the Department to Mr. Fulton's pretensions, I held the following explicit language:

Although I can not doubt from the statements of Captain Boutelle, copies of whose letters on the subject I enclose, that Mr. Fulton had engaged to submit his correspondence to the revision of the Assistant Secretary of the Navy, I desire to state here most explicitly that I do not for a moment suppose he complied with that arrangement in this instance. The honor and the high standing of the naval service of the United States, as signally manifested in this war as in other wars, must be as dear to the Assistant Secretary as to myself and to my brother officers, and it is simply impossible for me to believe that he should have been aware, before its publication, of the infamous statements contained in his letter.

You are also pleased to say that I seem aware that the press of the country has been generally lenient and indulgent to me. You must pardon me for taking exception to this statement. I admit that the public press has been generally just and generous toward me, but there can be no leniency where there has been no offense; and I claim to have done my whole duty to the country faithfully and skillfully in the attack which I made upon the defenses of Charleston, and while I gratefully prize the generous spirit with which my countrymen have received this great disappointment, I ask for no leniency. The terms in which the Department is pleased to comment upon the expression of my regret that the official reports of the attack upon Charleston had not been published are not gratifying to me, but it is my duty to submit to your decision, and I shall offer no further comment upon the terms in which that decision is conveyed.

I desire to call the attention of the Department to its statement that I precipitately withdrew from the harbor of Charleston, abandoning the great object for which we had labored so many months. This charge is a serious one and highly derogatory to my professional character. When I withdrew the ironclad vessels from action on the evening of the 7th, I did so because I deemed it too late in the day to attempt to force a passage through the obstructions which we had encountered, and I fully intended to resume offensive operations the next day; but when I received the reports of the commanders of the ironclads as to the injuries those vessels had sustained and their performance in action I was fully convinced that a renewal of the attack could not result in the capture of Charleston, but would, in all probability, end in the destruction of a portion of the ironclad fleet and might leave several of them sunk within reach of the enemy (which opinion I afterwards learned was fully shared in by all their commanders). I therefore determined not to renew the attack.

But had not my professional judgment, sustained by all my commanding officers engaged in the attack, decided against further operations, I would have felt compelled by the imperative order of the Department, dated the 2d of April and received on the 9th, to withdraw my vessels. The words of this dispatch I beg leave to recall to the attention of the Department.

The exigencies of the public service are so pressing in the Gulf that the Department directs you to send all the ironclads that are in a fit condition to move after your present attack upon Charleston directly to New Orleans, reserving to yourself only two.

Accompanying this dispatch was an unofficial letter from the Assistant Secretary, giving the reasons for this order and closing with the remark:

This plan has been agreed upon after mature consideration, and seems to be imperative.

These documents were received, as I have stated, on the 9th April from the hands of Colonel Hay, the private secretary of the President, and three days later I recrossed the bar and proceeded to Port Royal to put the ironclads in condition for the new duty assigned them.

In conclusion, I respectfully submit that there has been no labored effort on my part to depreciate the ironclad vessels under my command, unless to report their obvious defects and place the Department in possession of the result of the experience gained by their commanders and myself in battle may be so construed.

To report their defects was not only my plain duty, but was also in compliance with an order from the Department to the commanders of the ironclad vessels. I can not, therefore, but express my surprise that the Department should have felt authorized to characterize the performance of this obvious duty as a labored effort to depreciate the powers of assault and resistance of the ironclads.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Report of Rear-Admiral Du Pont, U. S. Navy, responding to the Department's letter of May 14.

No. 285.]

FLAGSHIP WARASH,
Port Royal Harbor, S. C., June 3, 1863.

SIR: I have the honor to acknowledge the receipt of the Department's communication of the 14th ultimo, informing me of the receipt of my several dispatches, accompanied by the reports of the commanding officers who participated in the attack upon the forts at Charleston on the 7th of April last.

The tone of this communication is so different from the one which immediately followed it, dated on the 15th ultimo, and to which I have already replied by the *Arago*, that I desire to answer it more at length and to meet the statements of the Department as contained therein as fully as may be in my power and with every mark of consideration due to its distinguished head.

I am well aware, as the Department observes, that the results at Charleston were not all that were wished for, and I quite agree with the Department that there was nevertheless much in them that was gratifying, particularly that the loss of life was so small and that the capacity of the ironclads for enduring the hot and heavy fire brought to bear upon them, which would have destroyed any vessels of wood heretofore used in warfare, was made so evident. But I must take leave to remind the Department that ability to endure is not a sufficient element wherewith to gain victories; that endurance must be accompanied with a corresponding power to inflict injury upon the enemy, and I will improve the present occasion to repeat the expressions of a conviction which I have already conveyed to the Department in former letters, that the weakness of the monitor class of vessels in this latter important particular is fatal to their attempts against fortifications having outlying obstructions, as at the Ogeechee and at Charleston, or against other fortifications upon elevations, or at Fort Darling, or against any modern fortifications before which they must anchor or lie at rest, and receive much more than they can return. With even their diminished surface they are not invulnerable, and their various mechanical contrivances for working their turrets and guns are so liable to immediate derangement that in the brief, though fierce, engagement at Charleston five out of eight were disabled, and as I mentioned in my detailed report to the Department, a half an hour more fighting would, in my judgment, have placed them all hors de combat.

The Department refers to its order of the 11th April, and to a telegram from the President, which directed the retention of the military forces of the United States near to Charleston, in view of operations elsewhere, and the Department states its impression that these dispatches were not in unison with my convictions, and expresses its regret that I should have been pained by their nature when nothing was farther from the intentions of the President or of the Department than a design to censure me in those communications.

The letter of the Department of the 11th April was unexceptionable, but I certainly did consider the telegram of the President as implying a censure upon myself, and I desire most respectfully to submit, as some evidence that such a belief was not unreasonably entertained by me, that the President, with great kindness, in a second dispatch, and

before he could have known what impression his first had made, took occasion to state, much to my gratification, that he had not intended to censure me.

In regard to the subject-matter of the order of the Department of the 11th April, and to that of the accompanying telegram, I desire to state here that the order of the Department of the 2d April had been received by me on the 9th, and was so imperative and so fully explanatory of the reasons for making it imperative, that I had, as mentioned in my dispatch, No. 267, proceeded on the 12th, as soon as it was practicable, to Port Royal with the monitors to put them under repairs before sending them to their new destination. The order of the 11th and the telegram found me here, in compliance with this previous order of April 2.

It was in reply to this telegram, which I then believed to imply a censure upon my action at Charleston, that I deemed it due to myself to state that I had never advised the attack on Charleston, and I perceive the Department has taken especial exception to this expression, and has dwelt upon it at considerable length in its letter to which I am replying. A reference to my correspondence with the Department, and more particularly to my letters to the Assistant Secretary of the Navy, will certainly show that I never advised the attack on Charleston at all, but if made it should be accompanied by a sufficient number of troops to insure success, and an inspection of this correspondence, which, with the Assistant Secretary, was constantly maintained and which put him and, as I supposed, the Department also, in full possession of my views as to every matter connected with my command, will relieve me, I feel assured, from the imputation that I did not keep the Department sufficiently advised of my opinions as to the operations contemplated on this coast; and I beg to refer to the same correspondence as containing all the information obtained by me from every source in regard to the defenses of Charleston, and if after such information Charleston Harbor continued to be a sealed book to the Department it was equally so to me.

The Department, in continuing its remarks upon the want of such information from me as the admiral commanding, observes nevertheless "that the feasibility and the probable results of the demonstrations that were to be made had been canvassed and fully understood when I visited Washington last autumn."

The honorable Secretary will remember how very few words passed on the subject between him and myself. It was, however, more fully discussed with the Assistant Secretary, who proposed that I should return to my station by way of Hampton Roads in order that we might further canvass the matter, and he accompanied me that far from Washington. But nothing was matured, and for the reason that all was still in the vague future. Not a new ironclad, except the *New Ironsides*, was yet finished, and the original monitor was on the dock in the Washington Navy Yard. The defects of the *New Ironsides* were glaring, particularly the contracted size of her pilot house and its improper location behind the enormous smokestack, shutting out all view ahead and most materially interfering with the management of the vessel in battle, defects painfully realized in the attack on Charleston.

I remember, however, that in our discussion the confidence of the

Assistant Secretary in the monitor class of vessels was so profound as to lead him to say that one monitor alone would cause the immediate evacuation of Charleston, upon which occasion, not entertaining such unlimited faith in the powers of those vessels, nor disposed to under-rate an enemy, I took the liberty of reminding him that one monitor, aided by the *Galena* and *Naugatuck*, both ironclads, with several wooden gunboats, had failed to take Fort Darling, notwithstanding the great gallantry displayed on that occasion.

The Department will therefore perceive that when I left Washington there was really nothing matured, though I was firmly impressed with the fixed determination of the Department that Charleston should be attacked and that with the ironclads that attack must necessarily be successful.

The powers and adaptability of these vessels were as much a sealed book to me as the defenses of Charleston to the Department, but under all the circumstances, to wit, the imperfect knowledge of those defenses and of the powers of the ironclads, in which the Department had expressed unbounded confidence, no officer could hesitate to make the experiment, and I gave to it my whole heart and energy, not hesitating to ask the Department for all the ironclads that could be spared, and I am happy to say that the Department spared no pains to increase the force of those vessels.

While preparations were making and the completion of the monitors was going on, the trials in the Ogeechee took place. As the Department is aware, the results here were most discouraging. Two attacks successively made by one monitor with gunboats and a mortar vessel had no effect on a fort of seven guns protected with piling and torpedoes. This was followed by a bombardment of eight hours with three monitors, with the gunboats, and three mortar vessels, and, as before, with a like result. The injuries to the monitors were extensive and their offensive powers found to be feeble in dealing with forts, particularly earthworks.

It may perhaps be said that it was my duty to have placed before the Department in more emphatic terms than were used by me the deductions to be drawn from these preliminary trials, for if three monitors with gunboats and mortar vessels, following two previous trials on Fort McAllister with one monitor and the wooden boats, had failed to reach or take a seven-gun battery, how were eight or nine ironclads of all kinds to capture the defenses of Charleston, consisting of continuous lines of works and forts extending for several miles and mounting some hundreds of guns of improved make, and with a more complicated and more formidable system of obstructions? But as these were deductions patent on the perusal of my dispatches, I did not deem it necessary to do more than lay all the facts of those trials before the Department for its judgment and decision, and in my dispatch No. 41, written as early as January 28, 1863, I expressed myself as follows:

My own previous impressions of these vessels, frequently expressed to Assistant Secretary Fox, have been confirmed, viz, that whatever degree of impenetrability they might have, there was no corresponding quality of aggression or destructiveness as against forts. * * *

This experiment also convinces me of another impression, firmly held and often expressed, that in all such operations, to secure success, troops are necessary.

These facts, however, seemed not to have changed the views of the Department and, in accordance with its previous orders and its well-

known determination to effect the capture of Charleston, I determined to make the experiment and to risk and possibly lose whatever of prestige pertained to a long and successful professional career in order to meet the necessities of the war and the wishes of the Government.

The experiment was made and, in my opinion, sufficiently, thoroughly, and conclusively. That it did not succeed in capturing the forts and the city of Charleston is a matter of regret as keen and of disappointment as great to myself and to those who shared in it as can be felt by the Department or by the country. It was not, however, without important results, for it established anew the supremacy of artillery in forts as against floating batteries and confirmed the truth of the opinions expressed by me in my previous dispatches that in all such operations to secure success troops were necessary.

Had the land forces on this occasion been at all adequate to the emergency, the result might have been all that the country desired. With the army in possession of the land approaches to Charleston, the attack from the sea could have been pushed to desperation, and the sacrifice of some of the ironclad vessels could then have been properly made, as they would not have fallen into the hands of the enemy. But, unsupported by operations on shore, it would have been a most culpable waste of material upon an unjustifiable, forlorn hope to have carried the assault by sea to extremities, with the prospect of leaving a certain proportion of the ironclads with the enemy, in condition, perhaps, to be raised and repaired by them and afterwards used from their interior lines most effectively against the wooden blockaders.

The Department expresses disappointment at not receiving from me suggestions in regard to future movements.

I stated to the Department in my first report, on the 8th April, that in my judgment to renew the attack would convert a failure into a disaster, and that Charleston could not be taken by a purely naval attack. In my detailed report of the 15th April I repeated that it was wholly impracticable to take Charleston with the naval force under my command.

In making the above declarations without reserve, with a full knowledge of the responsibility involved, and under a high sense of duty; regardless of consequences to myself, I thought that I would, at the same time, be relieving the Department of all embarrassment in reference to any immediate movements, and that the Department would appreciate my motives in so doing.

I did not, therefore, make any suggestions, but waited to hear from the Department in acknowledgment of my reports, and I deeply regret to say that the long and unusual silence maintained by the Department has been to me a cause of very sore disappointment.

Coming out of a battle of so novel a character as to attract the attention of the world, and being the most momentous event in the service of this squadron since its victory in this harbor, the admiral commanding feels that he had a right to look for ordinary official courtesy, if not for approval. The Department has declined to let my countrymen see my official reports, and to this I submit; but the reasons assigned for this course surely did not preclude me from being honored by an acknowledgment of the receipt of my dispatches in the usual course of mail. For such acknowledgment, however, I waited in vain until six weeks had elapsed after the battle, and I had the mortification of read-

ing European comments upon it before I received a line from the Department.

The favorable opportunity for the capture of Charleston presented itself when the gunboats first took possession of Stono Inlet and the army landed under their protection on James Island, which at that time was not strongly fortified. The attack, however, failed from causes which it is not necessary to mention here, and the opportunity was lost. James Island has been thoroughly protected since that event, and the labor upon the harbor defenses has not ceased since the fall of Sumter.

When I stated to the Department that in my opinion Charleston could not be taken by a purely naval attack, I have wished to be understood in the ordinary acceptance of those terms as used in war and as conveying the idea of measuring the importance of the operation with its cost. I do not doubt that there is material enough in the country to accomplish this result in time, but nevertheless obstructions in the way may be made insuperable, and to take a place it must first be reached.

By a siege, and with the aid of ironclads armed differently from the present monitors, whose turrets could be relied upon to continue to turn, at least for a few hours consecutively, and sufficient in number to relieve the disabled ones, the forts can be gradually reduced so as to get at the obstructions which can not be removed at night or during daylight by the monitors while under fire, but the Department will remember how opposed it was to taking Charleston by siege, whether from Morris Island or elsewhere.

The season for such joint cooperation is now passing away, as during the summer James Island is said to be too unhealthy for whites to remain upon it. This, though bad for the enemy, would be fatal to our troops. It is probable, taking into consideration the number and the strength of the forts upon James Island, that military science would indicate Bull's Bay as the point from which the army should move. This bay was suggested as available for a base of operations against Charleston by the board convened by the Department in 1861.

If a joint operation on a sufficient scale is not to be undertaken at this moment, I see nothing to recommend now but to endeavor to enforce the blockade of Charleston, which, notwithstanding the presence here of a larger force than I have had before it previously, is still evaded.

The safety of the blockading force must also be looked to, and I respectfully and earnestly appeal to the Department to contemplate the condition of the blockade of the whole coast from North Carolina to Florida. If, as seems probable, it should have to contend with sea-going ironclads of the enemy preparing in their own waters and abroad, it is to be greatly feared that the monitors will not be equal to the occasion. They can protect the inside stations, but they are not adapted for ocean work, and ironclad vessels that can cruise and keep the sea are now absolutely needed. The want of such vessels will be more imperatively felt as the events of this war continue to develop themselves, and I feel myself greatly hampered at this moment because the force under my command, so far as ironclads are concerned, is composed of vessels whose necessities require them to be kept in smooth water.

But as I have already called the attention of the Department to this

subject in a special dispatch, I need not dwell any further upon it at present.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Letter from the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, expressing regret at the lack of an explicit understanding between them before the attack.

NAVY DEPARTMENT, *June 26, 1863.*

SIR: Your dispatch of the 3d instant, No. 285, was received. Some delay attended the acknowledgment of your official report of the demonstration of the 7th of April, in consequence of my daily expectation of hearing from you in relation to the order of the President. A prompt response on your part to that order would have prevented delay, although your report itself, it should be mentioned, was not received until the 20th of April, a fortnight after the occurrence.

As regards the demonstration of the 7th of April and the circumstances attending it, I do not propose to discuss them, nor would it be profitable now. I must repeat my regret that your views were not understood by the Department before the event took place, for, had they been known, matters would undoubtedly have been ordered differently.

When you were here last autumn, and Rear-Admiral Dahlgren solicited the opportunity of making the attack on Charleston, I was compelled to refuse him, because I supposed what he sought as a privilege you claimed as a right. In the brief interviews that took place, our conversations respecting Charleston were general; but I never doubted they were frank, cordial, and sincere. The duty was confided to you, who had made the subject a study and had it in hand for more than a year.

With the Assistant Secretary, who has made Charleston a specialty and is familiar with all the points, having, as you are aware, not only visited that place at the commencement of the troubles, but commanded the expedition for the relief of Sumter in the spring of 1861, you went more fully into particulars, and he, like myself, supposed there was entire coincidence of views on the subject.

It is unfortunate in every respect that there was not a more explicit understanding at an earlier period. If prior to the demonstration of the 7th of April, you had not confidence in the monitor vessels and their armament, as the Department understands you have intimated to others, it is to be regretted that you did not make known your distrust of their capabilities to the Department itself before any demonstration was attempted.

Sincerely regretting that any portion of the correspondence which the Department has felt compelled to make should have given dissatisfaction or caused you pain,

I am, very respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral SAML. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Telegram.]

SECESSIONVILLE, *April 7, 1863—8:15 a. m.*

Increase of three or four vessels since yesterday in Stono; thirty-five or thirty-six in all. Weather very thick; observation not good. Pickets exchanged shots across Green Creek yesterday afternoon.

C. H. STEVENS,
Colonel, Commanding.

Captain NANCE,
Assistant Adjutant-General.

CHARLESTON, *April 7, 1863—11 a. m.*

Ten ironclads outside; did not really cross bar, as reported yesterday. Twenty-seven vessels in Stono, 5 p. m. yesterday, and fifty-five, many of them crowded with troops, in North Edisto at 3:40 p. m.

G. T. BEAUREGARD.

General S. COOPER.

Letter from General Beauregard, U. S. Army, to Captain Tucker, U. S. Navy.

HDQRS. DEPT. SOUTH CAROLINA, GEORGIA, AND FLORIDA,
Charleston, S. C., April 7, 1863.

CAPTAIN: As it is probable the enemy, for the purpose of exploding our torpedoes, will precede their monitors with the one or two armed "alligators," the latter must be an easy prey for a few boats of the flotilla armed with the spar torpedoes. I would suggest therefore that three or four of said boats should be stationed in rear of Cumming's Point for that special purpose, having it well understood with the commanding officers of the forts when to cease firing on those "alligators," to enable the boat party to assail them.

Respectfully, your obedient servant,

G. T. BEAUREGARD,
General, Commanding.

Captain JOHN R. TUCKER,
Comdg. U. S. Naval Forces Afloat, Charleston, S. C.

[Telegram.]

FORT SUMTER, *April 8, 1863.*

The *Keokuk* sunk at eight and half o'clock this morning while being towed off. The eastern wall badly bruised, but not very materially injured. Crushing effect very great. Hands at work repairing damages. Another monitor just gone off.

JOSEPH A. YATES,
Lieutenant-Colonel, Commanding Post.

Brigadier-General TRAPIER.

Report of Colonel Graham, C. S. Army.

HEADQUARTERS, MORRIS ISLAND, *April 8, 1863.*

I send parts of a signal book picked up on the beach. Pieces of furniture have floated ashore having blood upon them. I also send reports of picket guard.

R. F. GRAHAM,
Colonel, Commanding.

Captain W. F. NANCE.

[Telegram.]

FORT SUMTER, *April 8, 1863.*

Signal for guard boat: Red and white Coston light indicates enemy's vessel or "devil" coming in. Blue and red Coston lights indicate enemy's boats trying to cut the net. The batteries will open fire with grape.

A. RHETT,
Colonel, Commanding.

Captain [Wm.] GREENE,
Assistant Adjutant-General.

CHARLESTON, S. C., *April 8, 1863—11:20 p. m.*

The general commanding is particularly anxious that the rope obstruction and the big torpedo should be closely watched by the boat flotilla.

THOMAS JORDAN,
Chief of Staff.

Brigadier-General R. S. RIPLEY,
Fort Sumter, S. C.

Report of General Beauregard, C. S. Army.

HDQRS. DEPT. SOUTH CAROLINA, GEORGIA, AND FLORIDA,
Charleston, S. C., May 24, 1863.

GENERAL: I have the honor to transmit with this the report of Brigadier-General Ripley, commanding the First Military District, South Carolina, of the battle of the 7th ultimo, together with the reports of his subordinate officers, and of Majors D. B. Harris and W. H. Echols, Provisional Engineer Corps.

The accumulation of the enemy's troops, transports, and ironclad vessels at Port Royal during the months of February and March, and subsequently in the North Edisto and Stono rivers, having convinced me that the long-threatened attack on Charleston was immediately impending, every possible precaution was at once made for the exigency, including the concentration at strategic points in this vicinity of all available troops for the defense of the several land approaches to the position, and provisions for the further and rapid concentration upon this point of forces from other of the military subdivisions of the department.

On the 5th of the month the enemy's ironclads of the monitor class appeared and anchored off the bar, which they crossed on the following day, accompanied by the iron-mailed frigate *New Ironsides*, bearing the admiral's pennant. On the 7th of April, in the afternoon, the enemy moved forward to the attack in single file, seven single-turreted monitors, to wit, *Weehawken*, *Cutskill*, *Montauk*, *Nantucket*, *Passaic*, *Nahant*, and *Patapsco*; the *Keokuk*, with two fixed turrets, and the *New Ironsides*, the *Weehawken* leading, the *New Ironsides* fifth in the order of battle. By 3 o'clock p. m. the head of the line had come within easy range of Forts Sumter and Moultrie, and Batteries Bee and Beauregard and Cumming's Point and Wagner. A few minutes later the first gun was fired from Fort Moultrie, and soon the engagement became general.

On our side 76 guns of various caliber, including 9 mortars and 15 smoothbore 32-pounders, were brought to bear on the fleet which carried 32 guns of the heaviest caliber ever used in war, to wit, XV and XI inch Dahlgren guns and 8-inch rifle pieces. The *Weehawken*, in advance, provided with a contrivance for catching and exploding torpedoes, was soon compelled to retire before the iron storm it encountered. The *New Ironsides*, at the distance of 1,700 yards from Fort Sumter, was frequently struck and was next forced to fall back out of range, evidently injured. The *Keokuk* having meantime approached to about 900 yards of Fort Sumter, was quickly riddled, her guns silenced, and she was withdrawn from the fight vitally crippled. The remaining monitors, 6 in number, with 12 guns, maintained their fire until twenty-five minutes after 5 p. m., when they, too, retired out of range of our batteries, and came to anchor, 4 of them hors de combat, and 1 of them, the *Passaic*, so disabled as to make it necessary to send her under tow at once to Port Royal.

On the following morning the full extent of the injury done to the *Keokuk* was shown, as she sunk at her anchors in the shallow water off Morris Island. Her armament, 2 XI-inch Dahlgren guns, 2 United States flags, 2 pennants, and 3 signal flags have since been taken from her, and the former are now in position for effective service, substantial trophies of the affair. The *New Ironsides* and six monitors remained at anchor within the bar, but out of effective range of any of our works, until the afternoon of the 12th of April, their crews and corps of mechanics visibly and actively employed repairing damages and apparently preparing to renew the attack; then, weighing anchor, they all recrossed the bar, the *New Ironsides* to resume her position as one of the blockading fleet, and the monitors—4 of them in tow—to return to Port Royal.

For the details of this conflict I beg to refer you to the several reports herewith submitted, but it may not be amiss to recapitulate some of the salient results.

The action lasted two hours and twenty-five minutes, but the chief damage is reported by the enemy to have been done in thirty minutes. The *Keokuk* did not come nearer than 900 yards of Fort Sumter. She was destroyed. The *New Ironsides* could not stand the fire at the range of a mile. Four of her consorts, monitors, were disabled at the distance of not less than 1,300 yards. They had only reached the gorge of the harbor, never within it, and were baffled and driven back before reaching our lines of torpedoes and obstructions, which had been constructed as an ultimate defensive resort, as far as they could

be provided. The heaviest batteries had not been employed; therefore it may be accepted, as shown, that these vaunted monitor batteries, though formidable engines of war, after all are not invulnerable or invincible, and may be destroyed or defeated by heavy ordnance, properly placed and skillfully handled. In reality they have not materially altered the military relations of forts and ships.

On this occasion the monitors operated under the most favorable circumstances. The day was calm, and the water consequently was as stable as of a river. Their guns were fired with deliberation, doubtless by trained artillerists. According to the enemy's statements the fleet fired 151 shots, 8 of which were ascribed to the *New Ironsides*, 3 to the *Keokuk*, and but 9 to the *Passaic*, which was so badly damaged. Not more than 34 shots took effect on the walls of Fort Sumter, a broad mark, which, with the number of discharges, suggests that the monitor arrangement as yet is not convenient for accuracy or celerity of fire.

Fort Moultrie and our other batteries were not touched, in a way to be considered, while in return they threw 1,399 shots. At the same time Fort Sumter discharged 810 shots, making the total number of shots fired 2,209, of which the enemy report that 520 struck the different vessels, a most satisfactory accuracy when the smallness of the target is considered. This precision was due not only to the discipline and practice of the garrisons engaged, but in no slight degree to an invention of Lieutenant-Colonel Joseph A. Yates, First Regiment South Carolina Artillery, which had been applied to many of our best guns, and which shall, as fast as possible, be arranged for all the heavy ordnance in the Department. By this felicitous device our guns were easily held trained upon the monitors, although the latter were constantly in movement, and this with but five men at the heaviest pieces. The reports of the engineers herewith will show the precise extent of the damage inflicted on Fort Sumter. It is sufficient for me to say that at the time the enemy quit these waters the work was capable of resisting as formidable an attack as the one it had just foiled.

For the casualties of the day, so slight, I must refer you to the reports herewith. Too much praise can not be given to the officers and men in all the works engaged for their spirit, gallantry, and discipline, which, indeed, I had a right to expect from the high soldierly condition into which these garrisons had been brought by their officers. My expectations were fully realized, and the country, as well as the State of South Carolina, may well be proud of the men who first met and vanquished the iron-mailed, terribly armed armada, so confidently prepared and sent forth by the enemy to certain and easy victory.

To the professional resources, skill as an artillery officer, intelligent and indefatigable zeal and assiduity of Brigadier-General Ripley, commanding the First Military District, and especially charged with the defense of the harbor, much is due for the completeness of the defense and the proud results of the 7th April. He was ably seconded by his subordinate commanders, whose services he has fitly noticed in his own report. To Colonel A. J. Gonzales, chief of ordnance and artillery, and Major D. B. Harris, chief engineer, and Major W. H. Echols, Provisional Engineer Corps, and their several assistants I return my thanks for valuable services in their respective departments.

I have also to record my obligations to the Hon. William Porcher Miles, Representative in Congress, for constantly exerted services in

securing for the defense of Charleston so many of the heaviest guns wielded so effectually.

The Confederate States ironclad ships *Palmetto State* and *Chicora*, under the command of Captain J. R. Tucker, C. S. Navy, as soon as the enemy advanced to the attack, took their positions (previously arranged), ready to perform their part in the conflict at the opportune moment.

On the day after the combat, Flag-Officer Lynch, C. S. Navy, arrived here from North Carolina with an effective detachment of sailor artillerymen, to tender service in any battery. He was assigned to a most responsible position, Cumming's Point battery, but was in three days thereafter recalled by the Navy Department.

The flags and trophies sent herewith were taken from the wreck of the *Keokuk* by Lieutenant W. T. Glassell, C. S. Navy. The more material trophies, two XI-inch Dahlgren pieces, now in battery, were recovered, under the supervision of General Ripley, by the mechanical resources and energy of Mr. Adolphus Lacoste, employé of the district ordnance department, assisted by parties from the garrison of Fort Sumter, under command of Lieutenant S. C. Boylston, and Lieutenants J. M. Rhett and K. Kemper, First South Carolina Artillery.

The enemy's land forces, collected in considerable strength on Seabrook's Island and in the transports in North Edisto River and on Folly, Cole's, and other islands about the mouth of the Stono River Inlet, made no attempt to cooperate actively with the naval attack.

In conclusion, I shall avail myself of the occasion to give as my opinion that the best, the easiest way to render Fort Sumter impregnable would be to arm, conformably to its original plan, both tiers of casemates and the barbette with the heaviest guns, rifled or smooth-bore, that can be made.

Respectfully, your obedient servant,

G. T. BEAUREGARD,
General, Commanding.

General S. COOPER,
Adjutant and Inspector General, Richmond, Va.

Report of Brigadier-General Ripley, C. S. Army.

HDQRS. FIRST MILITARY DISTRICT,
DEPARTMENT OF SOUTH CAROLINA, GEORGIA, AND FLORIDA,
Charleston, April 13, 1863.

GENERAL: Upon the 1st instant the increase of the enemy's force in the Stono, and information from North Edisto, gave warning that the long-threatened combined movement upon Charleston was about to take place. Brigadier-General S. R. Gist, commanding first subdivision of this district, James Island, and St. Andrew's, took prompt measures for the observation and repulse of any attack in that direction. Colonel R. F. Graham, commanding third subdivision, occupied the shore of Morris Island on Light-House Inlet, to control the passage from Folly Island, and a strict watch has been kept up to the present time on the land movements of the enemy.

On the 5th the ironclad fleet of the abolitionists, consisting of seven monitors and one double-turreted vessel, hove in sight from Fort Sumter, and came to anchor outside, in the vicinity of the *Ironsides* frigate,

then a part of the blockading squadron. The 6th was apparently spent by the enemy in preparation, and by our artillerists in verifying the condition of their material. On the morning of the 7th the enemy was inside the bar with all his ironclads, including the frigate, but from his proximity to the shoals and the haze of the atmosphere his position could not be determined.

The various works of preparation were progressed with, both on the exterior and interior line of defense, until about 2 o'clock p. m., when the enemy steamed directly up the channel, the *Weehawken*, with a false prow for removing torpedoes attached, leading, followed by three monitors, the *Ironsides* (flagship), three other monitors, the *Keokuk*, double turret, bringing up the rear.

At each fort and battery officers and men made preparation for immediate action, while the enemy came slowly and steadily on. At 3 o'clock Fort Moultrie opened fire. At five minutes past 3 the leading vessel, having arrived at 1,400 yards of Fort Sumter, opened upon it with two guns. The eastern battery of Fort Sumter replied. Batteries Bee, Beauregard, Wagner, and at Cumming's Point opened about this time, and the action became general, the four leading monitors closing up on the *Weehawken* and taking position at an average distance from the forts and batteries of about 1,500 yards. In accordance with instructions, the fire from the different points was concentrated upon the leading vessels, and the effect was soon apparent from the withdrawal of the leading monitor from action, her false prow having been detached and she otherwise apparently injured.

The remaining monitors, in advance of the flagship, held their position, directing their fire principally at Fort Sumter, but giving occasional shots at Fort Moultrie (of which the flagstaff was shot away), Batteries Beauregard, and Bee. The *Ironsides* meantime opened fire and drew the attention of Forts Moultrie and Sumter and the Cumming's Point battery. A few heavy and concentrated discharges caused her to withdraw out of range, where she was soon followed by two other monitors.

At five minutes past 4 the *Keokuk* left her consorts and came to the front, approaching to within 900 yards of Fort Sumter, 1,200 from Battery Bee, and 1,000 of Fort Moultrie. Her advance was characterized by more boldness than had hitherto been shown by any of the enemy's fleet, but receiving full attention from the powerful batteries opposed to her, the effect was soon apparent. The X-inch shot and 7-inch rifle bolts crashed through her armor, her hull and turrets were riddled and stove in, her boats were shot away, and in less than forty minutes she retired with such speed as her disabled condition would permit. The remaining monitors kept their position for a time, but soon, one by one, dropped down the channel and came to anchor out of range, after an action of two hours and twenty-five minutes, at ranges varying from 900 to 1,500 yards.

The full effect of our batteries upon the enemy could not be precisely ascertained, and as our strength had not been entirely put forth, it was believed that the action would soon be renewed. The monitor which had led into the action, however, proceeded south, outside of the bar, on the same evening.

Before the commencement of the affair I was proceeding in a boat to Battery Bee, and watched the progress of the cannonade from that point. The guns were worked with as much precision as the range

would admit. There were no damages or casualties. Visiting Fort Moultrie, the damaged flagstaff was being replaced, and everything prepared for the renewal of the fire, should the enemy approach again. One man had been mortally wounded by the falling of the staff. Crossing the channel to Fort Sumter, the effect of the impact of the heavy shot sent by the enemy against the fort which they are so anxious to repossess, greater in caliber and supposed destructive force than any hitherto used in war, was found to have been much less than had been anticipated.

Five men had been injured by splinters from the traverse, one VIII-inch columbiad had exploded, one X-inch carriage had its rear transom shot away, and one rifled 42-pounder had been temporarily disabled from the effect of recoil upon defective carriages.

The garrison was immediately set to work to repair damages, and the strength of the enemy's projectiles having been ascertained, to guard such points as might be exposed to their effect, should the attack be renewed. Cumming's Point battery and Battery Wagner were uninjured, except from the accidental explosion of an ammunition chest in Battery Wagner.

During the night of the 7th stores were replenished, threatened points upon land reinforced, working parties from the Forty-sixth Georgia Regiment brought to Fort Sumter, and the renewal of the struggle in the morning awaited with confidence.

When day dawned on the morning of the 8th, the enemy's fleet was discovered in the same position as noticed on the previous evening. About 9 o'clock the *Keokuk*, which had been evidently the most damaged in the action, went down about $3\frac{1}{2}$ miles from Fort Sumter and three-fourths of a mile from Morris Island. The remainder of the fleet were repairing damages. Preparations for repulsing a renewed attack were progressed with in accordance with the instructions of the commanding general, who visited Fort Sumter on that day. A detachment of seamen under Flag-Officer W. F. Lynch arrived from Wilmington, and on the 9th temporarily relieved the artillerymen in charge of the Cumming's Point battery. The operations of the enemy's fleet consisted only in supply and repair. Toward evening on the 9th a raft, apparently for removing torpedoes or obstructions, was towed inside of the bar. Nothing of importance occurred during the 10th.

During the night of the 10th, Lieutenant-Colonel Dargan, of Colonel Graham's command, crossed Light-House Inlet, drove back the enemy's pickets with loss, and returned with 1 prisoner.

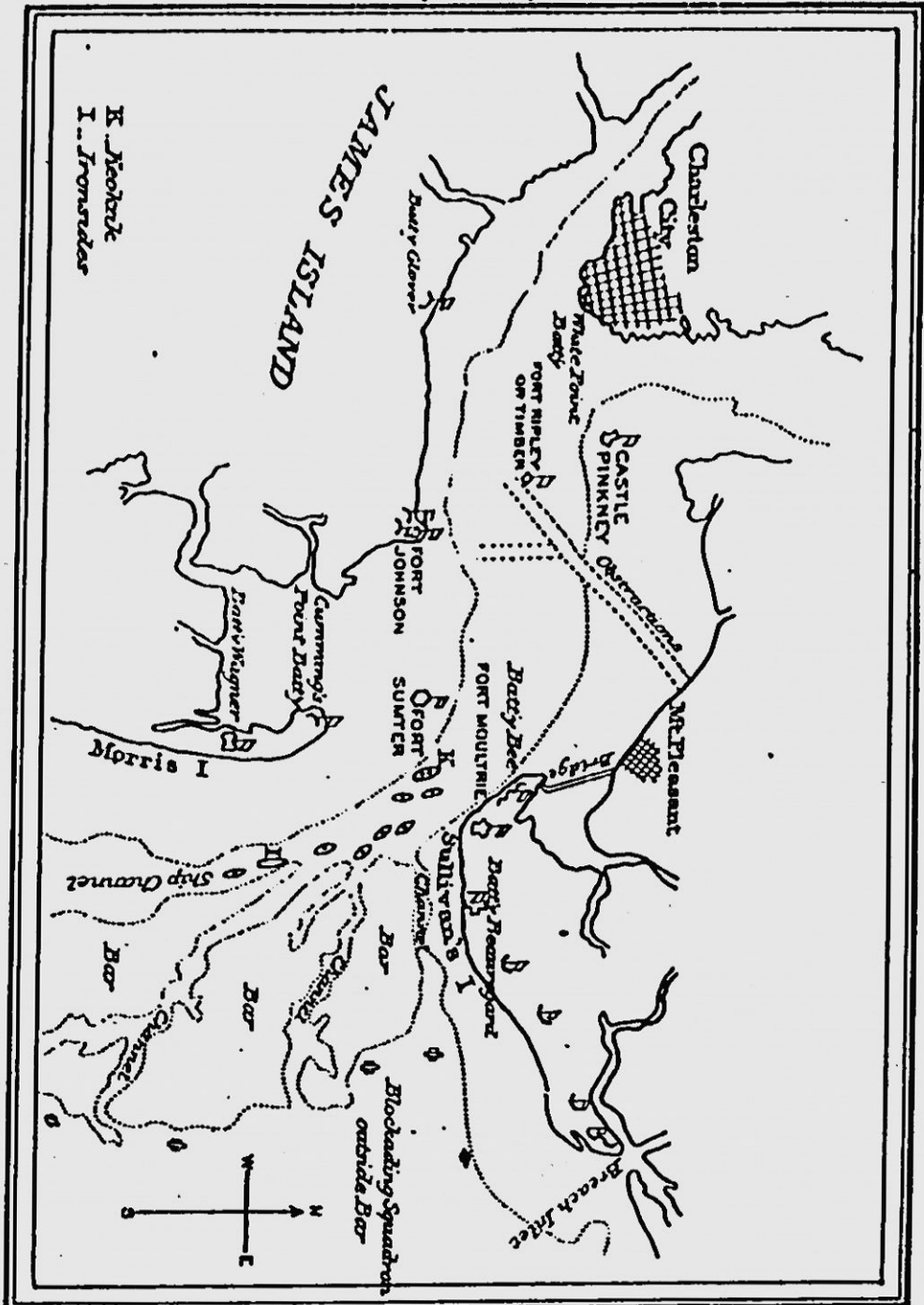
On the 11th there were indications that the attacking fleet was about to withdraw; and on the 12th, at high water, the *Ironsides* crossed the bar and took up her position with the blockading fleet, and the monitors steamed and were towed to the southward, leaving only the sunken *Keokuk* as a monument of their attack and discomfiture.

In this, the first trial of the abolition iron fleet against brick fortifications, and their first attempt to enter the harbor of Charleston, in which they were beaten before their adversaries thought the action had well commenced, they were opposed by 76 pieces in all, including mortars; 37 of these, exclusive of mortars, were above the caliber of 32-pounders. The expenditure of shot against the fleet was 2,229 projectiles, of which over 1,600 were over the caliber of 32-pounders. The guns which the enemy brought to bear were, if their own account is to be believed, 30 in number, including 8-inch rifled, XI and XV inch

guns, which would make their weight of metal at one discharge, nearly, if not quite, equal to that thrown by the batteries.

During the action Brigadier-General Traylor, commanding second subdivision of this district, was present at Fort Moultrie; Brigadier-

[Enclosure.]



General Gist, commanding first subdivision, at Fort Johnson; Colonel R. F. Graham, commanding third subdivision, on Morris Island, and Colonel L. M. Keitt, commanding Sullivan's Island, at Battery Bee, attending to their duties and awaiting the development of the attack.

The action, however, was purely of artillery forts and batteries against the ironclad vessels of the enemy, other means of defense—obstructions and torpedoes—not having come into play. Fort Sumter was the principal object of the enemy's attack, and to that garrison, under its gallant commander, Colonel Alfred Rhett, ably seconded by Lieutenant-Colonel J. A. Yates and Major Ormsby Blanding, and all the officers and men, special credit is due for sustaining the shock, and with their powerful armament, contributing principally to the repulse. The garrison of Fort Moultrie, under Colonel William Butler, seconded by Major Baker and the other officers and soldiers, upheld the historic reputation of that fort and contributed their full share to the result. The powerful batteries of Battery Bee were commanded by Lieutenant-Colonel J. C. Simkins, and were served with great effect. Battery Wagner, under Major C. K. Huger; Cumming's Point battery, under Lieutenant Lesesne, and Battery Beauregard, under Captain Sitgreaves, all did their part according to their armament. Indeed, from the reports of the commanders, it is hard to make any distinction where all did their duty with devotion and zeal. Those cases which have been ascertained will be found in the reports of the subordinate commanders. The steady preparation for receiving a renewed attack by the officers and the good conduct and discipline of the troops, especially in the garrison of Fort Sumter, where the labor was necessarily great, have been quite as creditable as their conduct under fire. While service in immediate action is that which is most conspicuous after such a result has been accomplished, the greatest credit is due to that long, patient, and laborious preparation by which our works and material, never originally intended to withstand such an attack as has been encountered, have been so resecured as to enable our gallant and well-instructed officers and men to obtain their end with comparatively small loss. In that preparation, the late Lieutenant-Colonel Thomas M. Wagner contributed much on both sides of the channel, and Colonel Rhett, Lieutenant-Colonel Yates, Major Blanding, and other officers of Fort Sumter have been more or less engaged since the fort fell into our hands, two years since. Colonel Butler, Lieutenant-Colonel Simkins, and other officers of the First South Carolina Infantry have been for more than a year engaged at the works on Sullivan's Island. Besides these, various officers of engineers and other branches of the department staff, known to the commanding general, have been at different times principal contributors in the work, and although in the limits of this report it is impossible to mention all to whom credit is due, it is well that works like these, without which in such emergencies personal gallantry avails naught, should be appreciated. During the seven days while the presence of the fleet threatened action, Captain William F. Nance, principal assistant adjutant-general on the district staff, performed his difficult duties in the administration of a command of [a] thousand men in a prompt, judicious, and efficient manner. He was assisted by Lieutenants H. H. Rogers and W. H. Wagner, aid-de-camp. Captain F. B. Du Barry, district ordnance officer, was especially active and energetic in the supply of ammunition and material for the batteries. He was assisted by Lieutenant C. C. Pinckney. Captain B. H. Read, assistant adjutant-general; Colonel Edward Manigault, and Lieutenant-Colonel St. Clair Dearing, volunteers upon the staff, were present during the action at Fort Sumter. Captain E. M. Seabrook, volunteer aid-de-camp, and

Lieutenant Schnierle, enrolling officer and acting aid-de-camp, were generally with me during the active period, and all were energetic and prompt in the discharge of the duties required of them. Captain John S. Ryan acted on my immediate staff. To Major Motte A. Pringle and Norman W. Smith, post and district quartermasters, and Captain McClenahan, assistant commissary subsistence, many thanks should be rendered. The duties of the quartermaster's department were excessively laborious on account of the limited means of transportation, and it is a matter of congratulation that with such means they were so well performed.

The reports of engineer officers will inform the commanding general of the condition of the various works as well as of the acts of officers in that branch of the service.

I have the honor to transmit herewith a sketch of the position of the enemy's fleet at a quarter past 4 o'clock p. m. on the 7th, a return of the guns engaged, a return of ammunition expended, a numerical return of casualties, and the reports of different commanders. To the last I beg respectfully to refer for such information as is not included in this report.

I have also to transmit herewith two abolition ensigns obtained from the *Keokuk*, as she lies off Morris Island beach, by Lieutenant Glassell, C. S. Navy, one of which is evidently the ensign under which she fought and was worsted. None of the ironclads flew large flags, the object having doubtless been to avoid presenting a mark to our artillery.

I have the honor to be, very respectfully, your obedient servant,
R. S. RIPLEY,
Brigadier-General, Commanding.

Brigadier-General THOMAS JORDAN,
Chief of Staff, Dept. of South Carolina, Georgia, and Florida.

Return of guns and mortars at forts and batteries in Charleston Harbor, engaged April 7, 1863.

Fort or battery.	X-inch colum-blad.	IX-inch Dahlgren.	7-inch Brooke.	VIII-inch colum-blad.	42-pounder rifled.	32-pounder rifled.	32-pounder smooth.	X-inch mortars.	Grand total.
Fort Sumter	4	2	2	8	7	1	13	7	.....
Fort Moultrie				9		6	5	2	.....
Battery Bee	5			1					.....
Battery Beauregard				1		1			.....
Battery at Cumming's Point	1	1							.....
Battery Wagner						1			.....
Total	10	3	2	19	7	8	18	9	76

Return of ammunition expended in action, April 7, 1863.

Fort or battery.	Shot, round.				Shell, round.		Shot, rifle.				Bolts, rifle.	Tubes.	Powder.
	X-inch colum-blad.	VIII-inch Colum-blad.	IX-inch Dahlgren.	32-pounder.	X-inch mortar.	VIII-inch colum-blad, incendiary.	7-inch Brooke.	42-pounder.	32-pounder.	32-pounder shell.	32-pounder.	Friction tubes.	Cannon powder used.
Fort Sumter	120	270	54	100	40	5	86	140	21	.....	.....	1,047	Pounds. 7,620
Fort Moultrie .....	.....	339	.....	243	51	.....	.....	.....	.....	38	192	1,200	7,375
Battery Bee	225	58	.....	.....	.....	.....	.....	.....	.....	.....	.....	350	3,940
Battery Wagner .....	.....	64	.....	.....	.....	.....	.....	.....	22	.....	.....	27	182
Battery Beauregard .....	.....	.....	.....	.....	.....	.....	.....	.....	4	7	41	157	1,155
Battery at Cumming's Point	40	.....	26	.....	.....	.....	.....	.....	.....	.....	.....	73	860
Fort Johnson .....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2	11
Total	385	731	80	343	93	5	86	140	88	45	233	2,856	21,093

Return of casualties in action.

Fort or battery.	Killed.	Wounded.				Grand total.	Remarks.
		Mortally.	Dangerously.	Severely.	Slightly.		
Fort Sumter .....	.....	.....	.....	1	4	.....	Splinters from traverse. Fall of flagstaff. Explosion of ammunition chest.
Fort Moultrie .....	.....	1	.....	.....	.....	.....
Battery Wagner	3	.....	.....	2	3	.....
Total	3	1	.....	3	7	14	

Report of Major Harris, U. S. Army.

OFFICE OF CHIEF ENGINEER,
Charleston, S. C., April 23, 1863.

GENERAL: In compliance with instructions, Major Echols has made a report in detail of the engagement on the 7th instant of the enemy's ironclad fleet with the forts and batteries commanding the outer harbor of this city, which I have the honor to hand you herewith.

This report is based upon information derived from the commanding officers of the forts and batteries engaged in the fight and upon an examination, in company with myself, of those works on the 8th and 9th instant.

The fire of the enemy was directed chiefly against Fort Sumter, at a distance of from 900 to 1,500 yards. The injuries to the fort, of which the tables and drawings accompanying Major Echols' report give an accurate description, were not of a character to impair its efficiency. The crushing effect of the enemy's heavy missiles was less than I had anticipated. The chief damage was probably caused by the explosion of shells against and in the walls of the fort.

The manner in which the fort withstood the bombardment is a matter of congratulation, and encourages us to believe that the repairs that have been made, and the measures now in progress to strengthen and protect its walls, will enable the fort to withstand a much more formidable bombardment with like good results.

Of the other works engaged, none of which attracted much of the enemy's attention, only one—Fort Moultrie—received any damage, and that was very trivial.

Fort Moultrie, Battery Wagner, and Cumming's Point battery fired upon the fleet at a distance of from 1,200 to 1,500 yards; Batteries Bee and Beauregard at a distance of from 1,600 to 2,000 yards; too far, in the case of the latter-named batteries for useful effect against ironclads.

Our batteries were admirably served by our skilled artillerymen. Much of the rapidity and accuracy with which our heavy guns were fired was due to the use of Colonel Yates' traverser, with the merits of which the general commanding has been fully impressed.

Our batteries discharged about 2,200 shot of all sorts; the enemy's fleet about 110, chiefly XV-inch shell and XI-inch solid shot, not less than 80 of which were directed at Fort Sumter.

The sinking of the *Keokuk* and the discomfiture of other ironclads has established their vulnerability to our heavy projectiles at a range, say, of from 900 to 1,200 yards.

It appeared, on an examination of the wreck of the *Keokuk*, on the 16th instant, by Lieutenant Boylston, confirmed in the main by my own observations on the 19th instant, that her turrets within 4½ feet of their tops had been pierced by four X-inch shot and one 7-inch rifle shot, and a wrought-iron Brooke bolt had penetrated seven-eighths of its length and stuck in the plating. Several severe indentations were also observed, near which the plates were warped and the bolts broken or started. The top of the smokestack (of sheet iron) was very much torn, and the bottom of it (of similar structure to the turrets) pierced by a X-inch shot. The vessel having sunk in 13 feet of water prevented an examination of the lower portions of her turrets or of her hull, which no doubt were served in like manner. From this it would appear that the X-inch shot are just as effective at the distance, say, of 900 yards, as the 7-inch Brooke bolts against such structures as the turrets of the *Keokuk*.

The result of this engagement is highly gratifying and increases our confidence in our ability, with good batteries of suitable guns, to contend successfully with vessels of the monitor class. The enemy's evident and just dread of torpedoes, as evinced in his preparation for their explosion by the "devil," or torpedo searcher, should induce us to multiply our defenses of that character in whatsoever manner they can be made available.

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

D. B. HARRIS,

Major and Chief of Engineers.

Brigadier-General THOMAS JORDAN,
Chief of Staff.

Report of Major Echols, U. S. Army.

C. S. ENGINEERS' OFFICE,
Charleston, S. C., April 9, 1863.

MAJOR: I have the honor to make the following report of the engagement between Fort Sumter and the enemy's ironclad fleet on the

7th April, 1863, at 3 o'clock p. m., lasting two hours and twenty-five minutes:

The incidents which transpired during the engagement are based upon information received from the officers in charge of the works, but more particularly from the observations of Colonel Rhett, commanding Fort Sumter, and Lieutenant S. C. Boylston, adjutant First Regiment South Carolina Artillery, who made special observations during the whole action; the remainder from personal inspection afterwards.

Forts Sumter and Moultrie, Batteries Bee, Beauregard, Cumming's Point, and Wagner were engaged. The fleet consisted of the *Ironsides*, supposed armament 16 guns; the *Keokuk*, 2 stationary turrets, carrying 1 gun each; and 7 single revolving turreted vessels, carrying (supposed) 2 guns in each, presumed to be the *Montauk*, *Passaic*, *Weehawken*, *Patapsco*, *Nahant*, *Catskill*, and *Nantucket*, which took position from 900 to 1,500 yards from Fort Sumter.

They steamed up main Ship Channel toward Fort Moultrie in line of battle as follows: Four single turrets, *Ironsides*, three single turrets, and *Keokuk*, following one after the other at intervals of about 300 yards, the foremost one moving slowly and carrying on her prow the "devil," or torpedo searcher, a description and drawing of which is appended. When within 2,200 yards, Fort Moultrie fired the first gun upon her, near buoy No. 3, then distant about 1,500 yards from Fort Sumter, which had previously trained her battery of barbette guns upon the buoy, and opened fire by battery when she reached that position, at three minutes past 3 o'clock.

The first turret opened fire at five minutes past 3 and moved backward, thus developing their maneuver of attack. At this moment the engagement became general. The second turret passed the first, fired, moved backward; the first moved forward, passed the second, fired and backed, then retired from action, the other turrets maneuvering in the same relative manner, each time nearing or receding a little from the fort in order not to present a permanent target.

The *Ironsides*, when at 1,700 yards from Fort Moultrie and 2,000 yards from Sumter, stopped, discharged a battery at the former, when Sumter concentrated a heavy fire upon her. Numbers of shot were seen to strike her and several to penetrate, three, at least, in her wooden stern. Deeming 2,000 yards too close quarters, she retired out of range, supposedly injured, in favor of less prominent and more formidable imps, after an engagement of forty-five minutes. The *Keokuk*, at five minutes past 4, defiantly turning her prow directly toward Sumter, firing from her forward turret gun, the batteries of Sumter, Moultrie, Bee, and Cumming's Point were concentrated upon her, her turrets receiving numbers of well-directed shots, several apparently penetrating, showed evidence of considerable damage. When within 900 yards she was struck, supposed by a wrought-iron bolt, 117 pounds, from a 7-inch Brooke rifle, en barbette, near her bow, penetrating and ripping up a plating about 6 feet long and 2½ wide, which ended her career. She stopped, seemed disabled for a few minutes, then turned to the channel and proceeded toward the bar at forty-five minutes past 4. She sank off the south end of Morris Island at half past 8 o'clock the following morning. Her smokestack and turrets are now visible at low water. From her wreck floated ashore a book, a spy-glass, and pieces of furniture bespattered with blood and small fragments of iron sticking in them.

The firing of the turrets was timed. They discharged generally at intervals of ten minutes. The engagement lasted two hours and twenty-five minutes. Allowing six of them constantly engaged, they delivered 87 shots. One fired twice and retired. The *Keokuk* fired three or four times and the *Ironsides* about seventeen, making the total number fired by the enemy about 110, which were principally directed at Sumter. Her walls show the effect of 55 missiles, shot, shell, and fragments. The carriage of a X-inch columbiad on western face was completely demolished by a shot coming over the parapet; a 42-pounder rifle on northeast face dismounted by breaking a traverse wheel; both soon remounted in position; four small holes knocked in the roof of the eastern quarters by grazing shots. An VIII-inch columbiad burst on the eastern face, throwing the chase and half the reinforcement over the parapet, the other half over the quarters in the parade, demolished the carriage, but did no other damage. Nearly all the window panes and some of the sashes in the fort were broken by concussion.

The accompanying table of effects of shot and sketches of the elevations of the faces show the points of impact, the kind of projectile used, so far as could be ascertained by inspection and found. They were principally XV-inch shells and XI-inch shot. The nature of the material against which they were projected, crumbling generally without retaining an impression, precludes any positive information as to their exact kind or caliber. Only a few were evident. To the best of my judgment, according to the effect, eight XV-inch shells struck the faces. Two of these penetrated the wall of the eastern face just below the embrasures in the second tier, next to the east pan-coupé, not seriously damaging the masonry; one, exploding in the casemate, set fire to some bedding; the other passed through a window and burst in the center of the fort. Several exploded in contact with the wall, by which the principal craters appear to have been formed; one passed over the parapet into the quarters on the western side, exploded, damaging several walls; five XI-inch shot struck the faces, one penetrating near one of the same embrasures pierced by the XV-inch shell, broke through and stuck into the interior wall of the quarters; only one impression represented any appearance of a rifle projectile. One XV-inch solid shot, one XV-inch hollow shot, several XV-inch shells and XI-inch shot were found in and around the fort; fragments of XV-inch shells were picked up on the outside. The berme being very narrow and sloping, prevented any means of ascertaining, by the bodies themselves, their kind, all being precipitated into the water after striking. It is reported also that several shrapnel were fired over the barbette guns of Sumter. Some of the shells which exploded in contact with the wall may probably have been percussion rifle shells, as some of the turrets are known to carry 8-inch rifles, but no fragments were found, nor do any of the officers report indications of rifle projectiles by sound or otherwise, with but one exception. The commanding officer of Battery Wagner reports one by sound to have passed over, fired by the *Ironsides*. Nine shots were fired at Moultrie at distances—of turrets, 1,300 yards; of *Ironsides*, 1,700 yards. An XI-inch shot struck down the flagstaff at thirty-seven minutes past 3, passed through the roof of the quarters, penetrated the wall of the ordnance storehouse, about 2 feet thick, and dropped in the room; another struck the glacis and ricocheted over the fort; a third, a XV-inch shell, burst at the

water's edge, a fragment of which was found; the others passed over. Five shots were fired at Battery Bee without effect, at a distance of about 2,000 yards. One fell behind the breakwater; another passed along the front of the battery and burst; the others passed over. Six or seven were fired at Battery Beauregard at a distance of 2,000 yards, without effect; two XI-inch shot were found. Two were fired at Cumming's Point without effect; one at 1,200 or 1,300 yards, from *Ironsides*, the other at 1,400 to 1,500 yards, from a turret. Four were fired at Battery Wagner; one from *Ironsides* sounded like a rifle shot passing through the air; one grazed top of traverse; another exploded over the battery, sending a fragment into a traverse.

A single turret, which fired her two guns simultaneously, ceased to fire, one of them at about 4 o'clock, half of the port being closed the remainder of the action; cause not visible. They were frequently struck upon their decks, and several shot were seen sticking in the hull of one of them, and from another steam issued when struck upon it. A cast-iron bolt (rifle 42) struck a leveled plate or guard around the base of a turret, which curved and turned one end up.

The projectiles generally broke in pieces, as could be seen by fragments falling in the water, or bounded from the vessel. One, after striking, was observed to drop and rest at the foot of the turret. Several of the smokestacks were penetrated.

A lookout appeared on top of one of the turrets, apparently observing the effect of the shot; at the flash of a battery from Moultrie he instantly disappeared.

The casualties are slight. At Sumter 5 men were wounded by fragments of masonry and wood. One of the negroes engaged at work at the fort, who was sitting on the berme of the western face, was wounded by a brick knocked from the parapet and falling upon his head.

At Moultrie 1 man was killed by the falling of the flagstaff when shot away.

At Battery Wagner an ammunition chest in the angle of the parapet and traverse, in the chamber of the 32-pounder, exploded from the blast of the gun, killing 3 men, mortally wounding 1, slightly wounding Lieutenant Steedman, in charge of the gun, and 3 men; blew them about 20 feet, cracked the traverses, threw the shot from the pile of balls in every direction, and slightly damaged the chassis.

I arrived at Fort Sumter about 2 o'clock at night after the engagement and found Mr. E. J. White, of the Engineer Department, busily engaged building in the casemates, first and second tiers, behind the damaged walls, with sand bags; several of them were completed and considerably strengthened. This work was continued all night and the next day by the garrison and the fifty negroes who had been employed at the fort and remained during the engagement. On the following morning the fleet lay inside the bar, in the same line of battle in which they approached, the first one about $2\frac{1}{2}$ miles from Sumter and $1\frac{1}{2}$ miles from Morris Island. Men were visible all day on the turret of one hammering, evidently repairing her plating. Wind sails were set, indicating that their quarters, even at this season of the year, were uncomfortable and badly ventilated. About noon one of the turrets went south, probably to Port Royal for repairs, or for the security of that place against our ironclads from Savannah.

The *Ironsides* has kept up a full head of steam since the engagement, as can be seen by her constantly blowing off. Three holes are distinctly seen in her stern, two just above the water line.

The "devil" floated ashore on Morris Island; the cables by which it was attached to the turret's bow were cut away. It is probable that the "devil" becoming unmanageable, was the cause of the turret retiring early from the action, it being a massive structure, consisting of two layers of white-pine timbers, 18 inches square, strongly bolted together; a recentering angle 20 feet deep, to receive the bow of the vessel, 50 feet long, 27 feet wide; a layer of beveled timbers on the front, forming a bow, seven heavy iron plates, through which passed chains directly down and over the sides, through hawse pipes; to these were attached grappling irons with double prongs, suspended underneath, at the sides and bow; in the countersinks of the plates were loose iron rollers, apparently to facilitate the drawing of the chains through the holes over them, when the grapplings took hold, to drag up to the "devil" whatever he may catch with his hooks.

The colors of the six turrets remaining on the 8th are as follows:

First turret, lead color; stack, lead color; top of stack, red, with black ring.

Second turret and stack, black.

Third turret, black; stack, white; top, green.

Fourth turret, black; stack, black; top stack, one-third lead color.

Fifth turret and stack, lead color.

Sixth turret and stack, black.

The hull of the turret in running trim stands about 2 feet above water level, carrying a whistle, stovepipe, and stanchions for swinging a small boat on deck, with a light railing around it. When cleared for action she is submerged almost to the water level; the other articles all removed flush with the deck, the issue of steam from the deck several times observed, if not from injury, is probably from the blowoff pipe, taken down flush, as she can not carry it, as other vessels, on her sides.

I accompany the report with a sketch of the battle ground, showing the relative positions of the forts and fleet; one of the faces of the fort, showing parts damaged; one of the *Keokuk*;* one of a turret submerged for action, and one of the "devil."

Very respectfully, your most obedient servant

WILLIAM H. ECHOLS,
Major, Engineers.

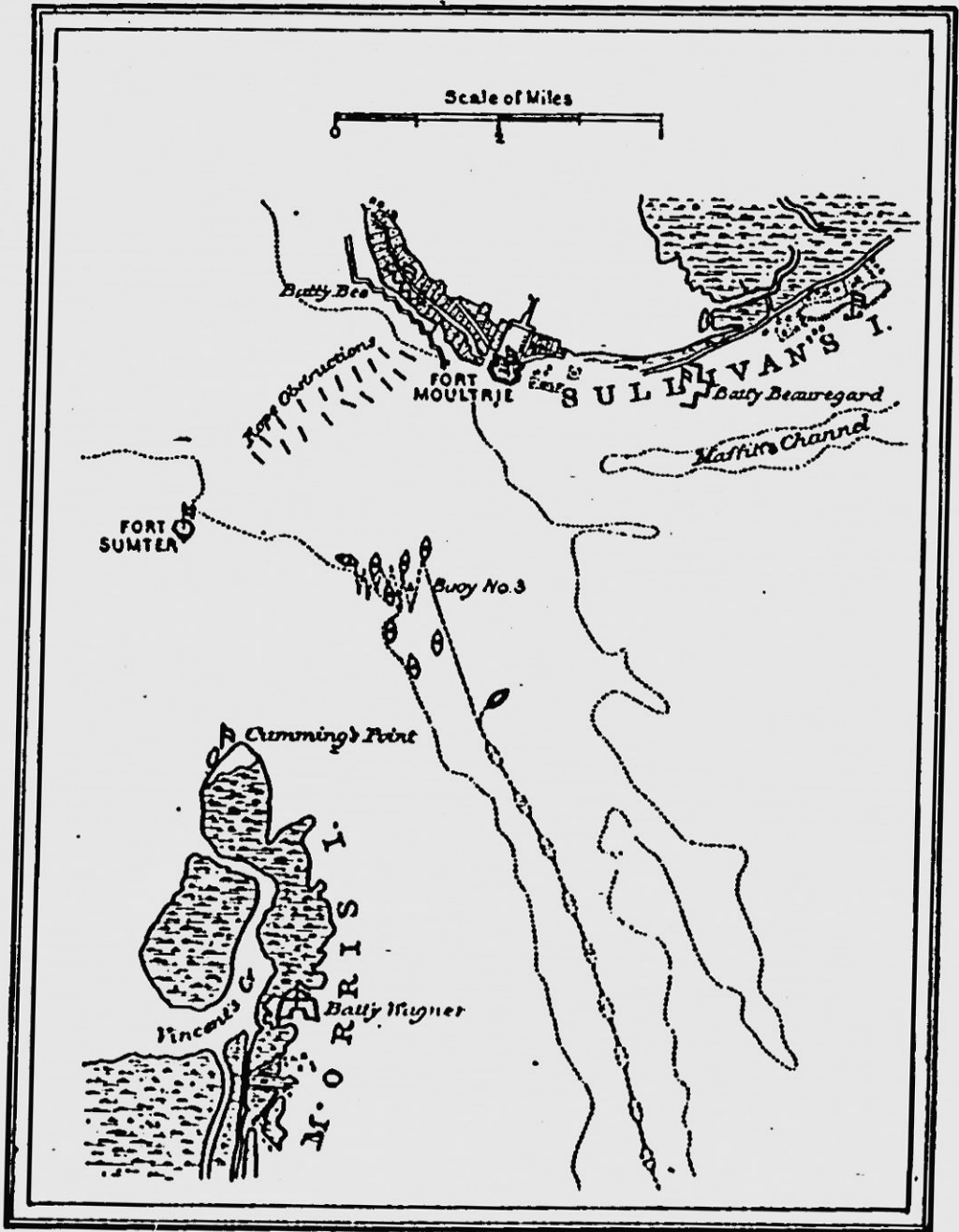
Major D. B. HARRIS,
Chief Engineer Department.

* Not found.

[Enclosure No. 1.]

Plan of the approach and attack on Fort Sumter by the Federal ironclad fleet, April 7, 1863.

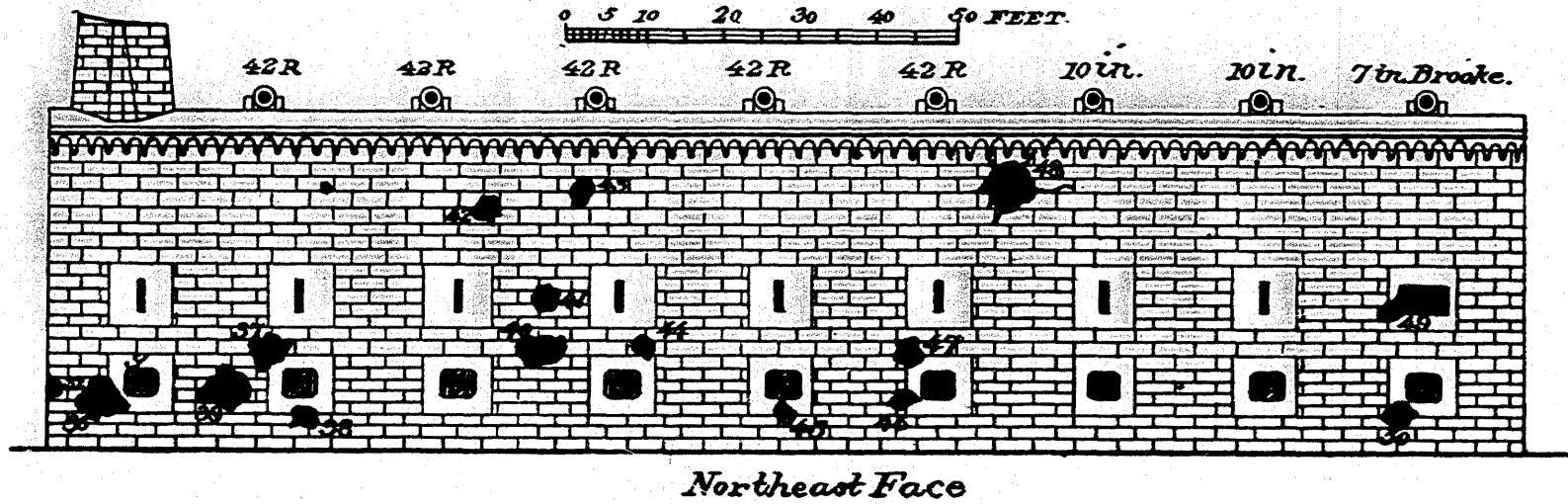
[Drawn to accompany engineer report.]



[Enclosure No. 2.]

Elevation of face of Fort Sumter, showing the effect of the fire from the Federal ironclad fleet, April 7, 1863.

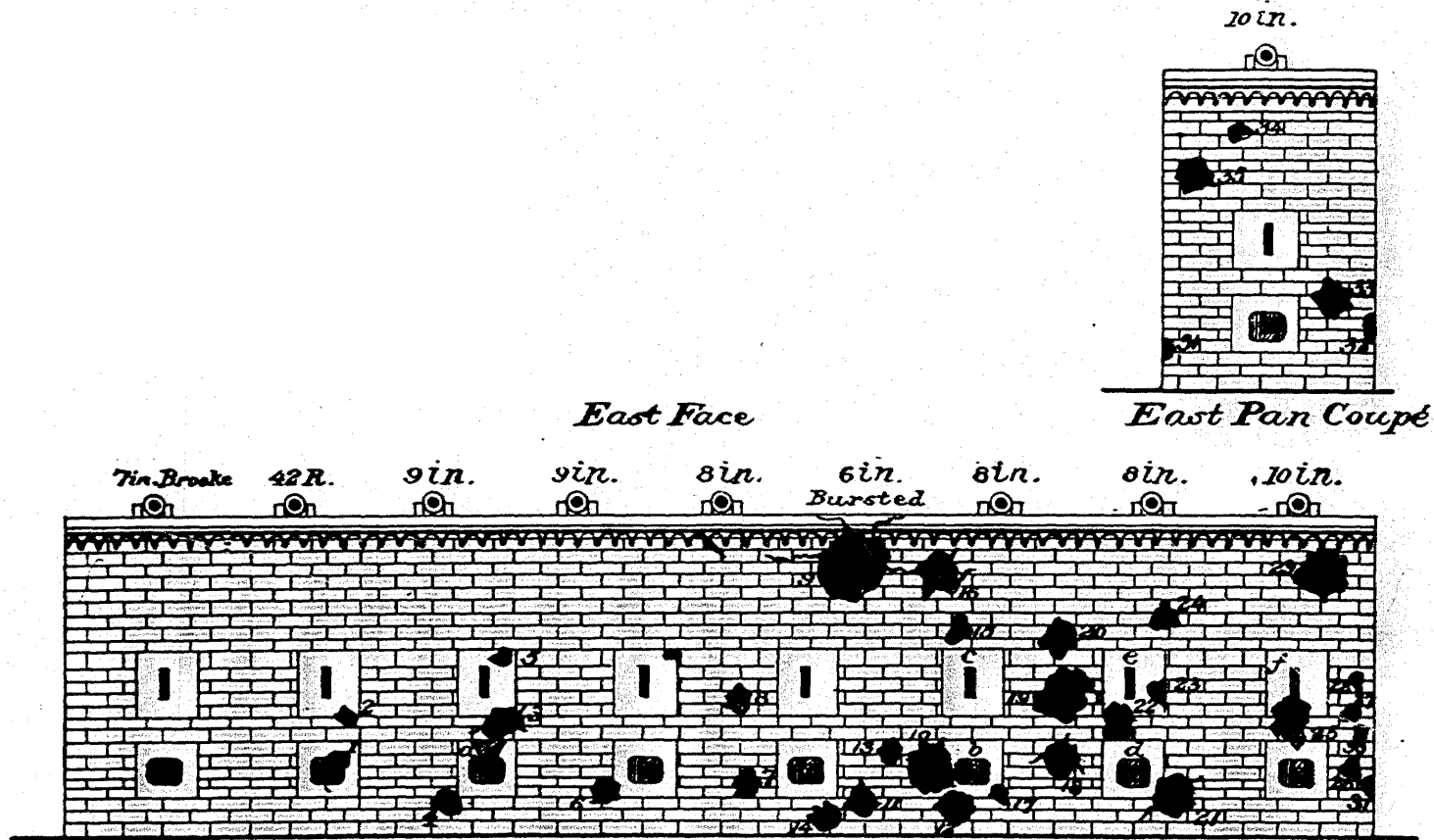
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[Enclosure No. 3.]

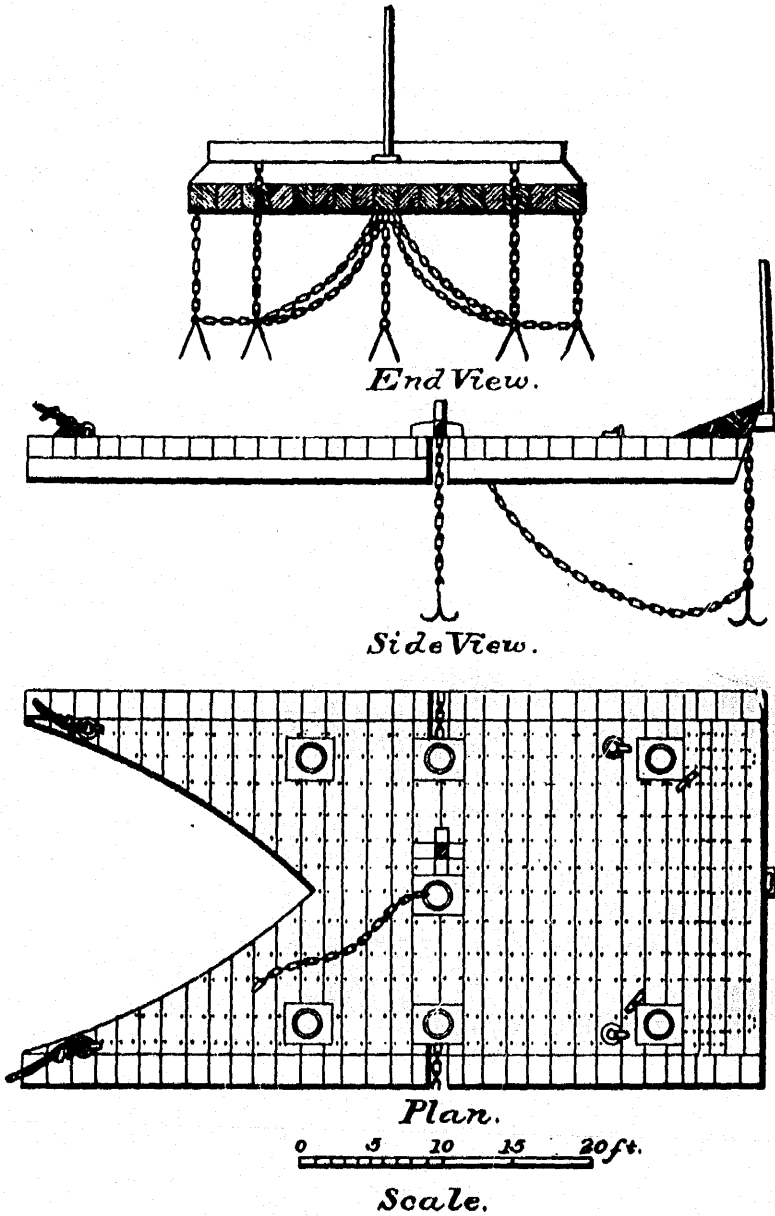
Elevation of face of Fort Sumter, showing the effect of the fire from the Federal ironclad fleet, April 7, 1863.

[Drawn to accompany engineer report.]



[Enclosure No. 4.]

Sketch of the "Devil," or torpedo searcher, carried by a monitor in Charleston Harbor, April 7, 1863.



[Enclosures.]

Table of effects of projectiles on walls of Fort Sumter.

[The numbers correspond with those on drawing of elevations, showing the locations of points of impact.]

No.	Projectile.	Pene- tration.	Crater.		Remarks.
			Height.	Width.	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	
1		2			Scaled.
2	Fragment, shell	6			Do.
3		2 3	4 0	4 0	Embrasure A, exterior, concrete keystone, and interior embrasure arch knocked out; masonry cracked.
4	XV-inch	9	3 0	4 0	Assisted No. 3; spent.
5	XI-inch	1 0	1 0	1 0	Penetrated concrete and new masonry facing.
6	XV-inch	3			Ricochet and spent.
7	Fragment, shell				Scaled.
8		1 0	2 0	2 0	Apparently rifle shot; no serious injury.
9	3 shots	2 6	10 0	8 0	1 XV-inch; other 2 not known. Parapet wall cracked 25 feet in length; serious damage; perhaps by exploding shell.
10	XV-inch	2 3	6 0	4 0	Interior arch of embrasure B dislocated; masonry between piers and embrasure badly shaken and projecting.
11	Fragment, shell				Scaled.
12	XV-inch	1 6	3 0	3 0	Shook masonry.
13	Fragment, shell				Scaled.
14					
15		1 0	3 0	3 0	Interior embrasure C arch broken, masonry cracked.
16		2 2	3 0	3 0	Perhaps exploding shell.
17	XV-inch	1 3			Scaled; spent ball.
18		1 6	3 0	3 0	Masonry shaken.
19		3 0	5 0	6 0	Exploding shell on pier, not much internal injury.
20		1 6	3 0	3 0	No serious injury.
21		1 6	4 0	3 0	Masonry around embrasure D badly cracked and projecting inside.
22	XV-inch	5 0	4 0	3 0	Penetrated, striking head of arch and thrown upward, tearing away a quantity of masonry, not seriously damaging body of masonry; exploded in casemate.
23	XI-inch	5 0	2 0	2 0	Same effect as 22; destroyed embrasure E.
24		2 6	3 6	3 6	Not seriously damaging body of masonry.
25	XV-inch	5 0	4 0	4 0	Same effect as 22; destroyed embrasure F; exploded in parade.
26	XI-inch				Scaled, ricochet, and spent.
27		1 4	2 3	2 0	No serious damage.
28		1 0			Do.
29		2 4	5 0	5 0	Serious damage; wall not much cracked.
30					Scaled.
31	XV-inch	1 0	3 0	4 0	Knocked off 1 foot of angle.
32	XI-inch	6	2 6	2 0	Knocked off 6 inches of angle.
33		5	3 0	2 0	Oblique fire; scaled.
34	Fragment, shell				Scaled.
35		1 6	2 6	2 6	Shook masonry.
36	XV-inch	1 3	3 0	4 0	Broke and projected inside of embrasure G.
37		10	2 0	3 0	Very oblique fire; no damage.
38	Fragment, shell	4	2 0	2 0	Do.
39		2	4 0	4 0	Do.
40		1 0	2 0	4 0	Do.
41		2 1	3 0	3 0	Exploding shell.
42		10	1 6	1 6	Oblique, scaled.
43		1 2	2 0	2 0	No serious injury.
44					
45	Fragment, shell				Scaled.
46					
47	XI-inch				Scaled; very oblique.
48		2 4	5 0	5 0	Exploding shell, cracked parapet wall, knocked out iron embrasure slab 1 foot wide, 6 inches thick, 3 feet long; indented it 1 1/2 inches and broke it in 3 pieces; shook masonry.
49					No serious injury.
50		1 5	3 0	3 6	Brick traverse, east pancoupé.
51	XI-inch	2 6	5 0	7 0	Entered western quarters and exploded, damaging walls.
52	XV-inch				Entered western quarters and remained in quarters.
53	XI-inch				Demolished X-inch columbiad carriage and chassis in southwest angle.
54					Struck end stone masonry berme southeast angle; four small holes knocked in brick arch roof of eastern quarters by grazing shots or fragments from traverse.
55					

WILLIAM H. ECHOLS, Major, Engineers.

Table showing the number, kind, and position of guns in action and number and kind of projectiles used against the ironclad fleet.

Location.	No.	Kind of gun.	Projectile.	Shot.
Fort Sumter, 810 shots:	2	7-inch Brooke rifles	Wrought-iron bolts.....	86
	4	X-inch columblads.....	Solid shot.....	120
	4	VIII-inch columblads.....	do.....	160
East and northeast faces, barbette.	5	42-pounder rifles	Shot and bolts.....	138
	2	IX-inch Dahlgrens.....	Shot.....	54
	3	X-inch sea coast mortars...	Shells filled with melted iron.	40
First tier casemate.....	2	VIII-inch shell guns, Navy.	Shot.....	60
	2	do.....	do.....	50
	8	32-pounders.....	do.....	100
Second tier casemate.....	1	42-pounder rifle.....	do.....	2
	9	VIII-inch columblads.....	Shot and 5 incendiary shells.	344
Fort Moultrie, 868 shots.....	5	32-pounder rifles.....	192 bolts, 38 shells.....	230
	5	32-pounders.....	Shot.....	243
	2	X-inch sea coast mortars...	Shells.....	51
Battery Bee, 283 shots.....	5	X-inch columblads.....	Shot.....	225
	1	VIII-inch columblad.....	do.....	58
Battery Beauregard, 157 shots.	1	VIII-inch columblads.....	do.....	61
	1	32-pounder rifle.....	41 bolts, 75-pound, 45 shot.....	93
Cumming's Point, 65 shots....	2	do.....	7 shells.....	37
	1	X-inch columblad.....	Shot.....	28
	1	IX-inch Dahlgren.....	Shells.....	27
Battery Wagner, 20 shots.....	1	32-pounder rifle.....	do.....	9
	1	24-pounder rifle.....	do.....	1
	2	32-pounders.....	Shot.....	10

Number of guns, 69; total number shots fired, 2,209.

WM. H. ECHOLS,
Major, Engineers.

Report of Colonel Rhett, U. S. Army.

HEADQUARTERS FIRST SOUTH CAROLINA ARTILLERY,
Fort Sumter, April 13, 1863.

CAPTAIN: I have the honor to make the following report:

The abolition ironclad fleet, consisting of the frigate *New Ironsides* and eight monitors, appeared in sight on Sunday morning, April 5, instant, crossed the bar the same evening, and anchored in the main Ship Channel.

At 2 o'clock p. m. April 7, instant, the whole ironclad fleet advanced to the attack in the following order, viz: Four monitors were in the advance, led by the *Passaic*, the *Ironsides* came next, followed by three other single-turreted monitors, and the *Keokuk*, a double-turreted monitor, bringing up the rear.

At thirty minutes past 2 p. m. the long roll was beaten, and every disposition made for action.

At fifty-five minutes past 2 p. m. the garrison, regimental, and palmetto flags were hoisted and saluted by thirteen guns, the band playing the national airs.

At 3 o'clock p. m. the action was opened by a shot from Fort Moultrie. At three minutes past 3 p. m., the leading vessel having approached to within about 1,400 yards of the fort, she fired two shots simultaneously; one a XV-inch shrapnel, which burst; both passed over the fort. The batteries were opened upon her two minutes later, the firing being by battery. The action now became general, and the four leading monitors taking position from 1,300 to 1,400 yards distant, the

fire was changed from fire by battery to fire by piece, as being more accurate. The fire by battery was again resumed as occasion offered.

The *Ironsides* did not approach nearer than 1,700 yards. The whole fire of the batteries engaged was concentrated on the *Passaic* for thirty minutes, when she withdrew from the engagement, apparently injured. The other ships, each in its turn, received our attention. The fire of both Fort Moultrie and this fort being now directed against the *Ironsides*, she immediately withdrew out of effective range. The other turreted monitors came under our fire in like manner as the preceding, slowly passing in front of the fort in an ellipse; one only, the last, approaching to about 1,000 yards.

At five minutes past 4 p. m. the *Keokuk* left her consorts and advanced, bow on, gallantly to within 900 yards of our batteries. She received our undivided attention, and the effect of our fire was soon apparent. The wrought-iron bolts from 7-inch Brooke gun were plainly seen to penetrate her turret and hull, and she retired in forty minutes, riddled and apparently almost disabled.

At twenty-five minutes past 5 p. m. the whole fleet withdrew. The ironclads had been under our fire for two hours and twenty-five minutes. The *Keokuk* has sunk, one monitor was towed south on the morning of the 8th April, instant, several were apparently injured, and the fact has been demonstrated that ironclads of the monitor class are not invulnerable.

The enemy's fire was mostly ricochet, and not very accurate. Most of their shot passed over the fort, and several to the right and left. The greater portion of their shots were from 1,300 to 1,400 yards distant, which appeared to be the extent of their effective range; some shots were from a greater distance, and did not reach the fort at all.

For the effect of the fire of the enemy upon the fort I would respectfully refer to the report of engineer.

One VIII-inch columbiad, old pattern chambered gun, exploded. This gun was being fired at about 1 degree elevation, and it is my opinion that its bursting was caused by the shot rolling forward when the gun was run into battery. In firing at low degrees of elevation and at depression, sabot shot should be used.

One 42-pounder rifled gun was dismounted by recoil, and temporarily disabled.

One X-inch columbiad was disabled by having the rear transom of its carriage shot away. Both guns were again ready for action in a few hours.

The garrison flag received a shot through the union. The regimental flag was much torn by fragments of shell.

The garrison, consisting of seven companies First South Carolina Artillery, was disposed of as follows, viz:

First. Captain D. G. Fleming, with Company B, 78 men, in command of east parapet battery, assisted by Lieutenants F. D. Blake and Iredell Jones; Lieutenant J. M. Rhett, Company A, although on sick report, was assigned temporarily to Company B.

Second. Captain F. H. Harleston, with Company D, 74 men, in command of northeast parapet battery, assisted by Lieutenants McMillan King and W. S. Simkins.

Third. Captain J. G. King, with Company F, in command of northwest parapet battery, assisted by Lieutenants A. S. Gaillard, John Middleton, and W. H. Johnson.

Fourth. Captain J. C. Mitchel, with Company I, 78 men, in command of west parapet battery, assisted by Lieutenant J. S. Bee.

Fifth. Captain J. R. MacBeth, with Company E, 77 men, in command of mortar battery and east casemate battery, assisted by Lieutenant J. J. Alston.

Sixth. Captain W. H. Peronneau, with Company G, 77 men, in command of northeast casemate battery, assisted by Lieutenant E. S. Fickling.

Seventh. Captain C. W. Parker, with detachment Company C, 55 men, and detachment Company E, in command of northwest casemate battery, assisted by Lieutenants G. E. Haynsworth and K. Kemper.

Eighth. Lieutenant W. H. Grimball, with regimental band, 15 men, in command of second tier casemate battery.

Ninth. Lieutenant Clarkson, with detachment of 25 men of Company B, Charleston Battalion, posted in second tier of casemate as sharpshooters.

Lieutenant-Colonel Yates, having reported for duty on the morning of the 7th April, was assigned to the immediate command of the parapet batteries.

The casemate batteries were under the immediate command of Major Ormsby Blanding.

The following is the number of guns brought into action: Two 7-inch Brooke guns, four X-inch columbiads, two IX-inch Dahlgrens, four VIII-inch columbiads, four VIII-inch navy guns, seven banded and rifled 42-pounders, one banded and rifled 32-pounder, thirteen smoothbore 32-pounders; seven X-inch seacoast mortars.

The following were the officers of the staff: Lieutenant S. C. Boylston, adjutant; Captain T. M. Baker, assistant quartermaster; Captain S. P. Ravenel, assistant commissary subsistence; Reverend N. Aldrich, chaplain; Sergeant-Major C. P. Grundshig, and Quartermaster-Sergeant William Nichol. Lieutenant Charles Inslesby was officer of the day. Lieutenant J. G. Heyward was officer of the guard. Lieutenant E. P. Ravenel was acting ordnance officer, assisted by Lieutenant James S. Heyward, lieutenant of ordnance.

The medical department was under charge of Surgeon M. S. Moore, assisted by Assistant Surgeon Samuel Muller.

Mr. Edward White was present as acting engineer officer.

The members of the Signal Corps were T. P. Lowndes, Arthur Grimball, and Joseph W. Seabrook.

Several officers of General Ripley's staff were present during the engagement, and, in the absence of General Ripley, tendered their services to me.

Captain Benjamin H. Read, assistant adjutant-general; Colonel Edward Manigault, and Colonel St. Clair Dearing were present, having tendered their services also.

Mr. Lacoste also was present and rendered efficient service.

With regard to the conduct of the garrison, it is impossible for me to draw any distinction. Officers and men were alike animated with the same spirit, and I can not speak in too high terms of their coolness and gallantry throughout the action; all acted as though they were engaged in practice, and the minutest particulars of drill and military etiquette were preserved.

For expenditure of ammunition, I would respectfully refer to enclosed report of ordnance officer.

For a list of casualties, I would also refer to enclosed surgeon's report.

At 9 o'clock a. m. April 8, the *Keokuk* was seen to sink near Morris Island beach, where she now lies.

Respectfully submitted.

ALFRED RHETT,
Colonel, Commanding.

Captain WM. F. NANCE,
Assistant Adjutant-General, First Military District, S. C.

Report of Brigadier-General Trapier, U. S. Army.

HDQRS. SECOND SUBDIVISION FIRST MILITARY DISTRICT,
Sullivan's Island, April 13, 1863.

CAPTAIN: I have the honor to submit the following report of the action of the 7th instant between the enemy's fleet of ironclad war vessels and the fort and batteries on this island:

At about 2 o'clock p. m. of that day it was reported to me that the movements of the fleet, which had been for some time anchored within the bar, were suspicious, and that some of the vessels appeared to be advancing. So stealthily did they approach, however, that not until half past 2 o'clock did I become convinced that the intentions of the enemy were serious, and that the long-threatened attack was about to begin. I immediately repaired to Fort Moultrie, where I had previously determined to make my headquarters during the action. Slowly but steadily the ironclads approached, coming by the Middle, or Swash Channel, in single file, the *Passaic*, it is believed, in the van, followed by the rest (eight in number), at equal distances, the flagship *New Ironsides* occupying the center.

At 3 o'clock Colonel William Butler, commanding in the fort, reported to me that the leading ship was in range. I ordered him immediately to open his batteries upon her, which was done promptly and the action began. Fearing that the range was rather long for effective work, the firing after a few rounds was suspended for a short time, but finding the enemy refused close quarters, there was no alternative but to engage him at long range or not at all. We decided upon the former, and Fort Moultrie again opened her batteries. Batteries Bee and Beauregard had, also, by this time opened fire, and the action had become general. It soon became obvious that the enemy's intentions were to fight and not to run by, and orders were given to train on vessels nearest in, and to fire by battery. Volley after volley was delivered in this way, but although it was plain that our shot repeatedly took effect, their impact against the iron casing of the enemy being distinctly heard and seen, yet we could not discover but that the foe was indeed invulnerable.

At about half past 5 or 6 o'clock p. m., or after the action had lasted about two hours and a half, the enemy, as slowly as he had advanced, withdrew from the contest, apparently unharmed, so far at least as his power of locomotion went. Subsequent events have happily revealed the fact that one at least of our enemy's "invulnerables" has given proof that brick walls and earthen parapets still hold the mastery.

The nearest the enemy ventured at any time to Fort Moultrie was estimated at 1,000 yards, to Battery Bee, 1,600 yards, to Battery Beauregard, 1,400 yards.

Fort Moultrie was garrisoned by a detachment from the First South Carolina Regular Infantry, Colonel William Butler, commanding, assisted by Major T. M. Baker, and consisting of the following companies:

Company A, Captain T. A. Huguenin; Company E, Captain R. Press. Smith; Company F, Captain B. S. Burnet; Company G, First Lieutenant E. A. Erwin, commanding; Company K, Captain C. H. Rivers.

Battery Bee was garrisoned by another detachment from the same regiment, commanded by Lieutenant-Colonel J. C. Simkins, and consisted of the following companies:

Company C, Captain Robert de Treville; Company H, Captain Warren Adams; Company I, Captain W. T. Tatom.

Colonel L. M. Keitt, Twentieth Regiment South Carolina Volunteers, by my consent, took post at Battery Bee, and remained there during the action.

Battery Beauregard was under the command of Captain J. A. Sitgreaves, First South Carolina Regular Artillery, and was garrisoned by the following companies:

Company K, First South Carolina Regular Artillery, First Lieutenant W. E. Erwin, commanding; Company B, First South Carolina Regular Infantry, Captain J. H. Warley, commanding.

It gives me pleasure to have it in my power to report that not a single casualty occurred among any of these troops, with the exception only of one in Fort Moultrie. Early in the action our flagstaff was shot away, and in falling struck Private J. S. Lusby, Company F, inflicting a severe wound, from which he died in a short time. Neither the fort itself nor the material was in the least injured. It is due to the garrison of Fort Moultrie and their soldierly and accomplished commander, Colonel Butler, that I should not close this report without bearing testimony to the admirable skill, coolness, and deliberation with which they served their guns. They went, all—men as well as officers—to their work cheerfully and with alacrity, showing that their hearts were in it. There was enthusiasm, but no excitement. They lost no time in loading their guns, but never fired hastily or without aim.

The reports of Colonel Keitt, Lieutenant-Colonel Simkins, and Captain Sitgreaves give me every reason to believe the garrisons of batteries Bee and Beauregard acquitted themselves equally well, and are equally entitled to the thanks and gratitude of their commanders and their country.

Colonel Butler makes honorable mention of the following officers: Captain W. H. Wigg, assistant commissary subsistence, when the flagstaff was shot away, promptly mounted a transom and placed the regimental flag in a conspicuous place upon it. Captain G. A. Wardlaw, assistant quartermaster, and Lieutenant and Adjutant Mitchell King, and First Lieutenant D. G. Calhoun, were likewise prompt in placing the battle and garrison flags in conspicuous positions. Lieutenant Williams, ordnance officer, is also favorably mentioned.

To Captains William Greene and B. G. Pinckney, of my staff, and First Lieutenant A. H. Lucas, my aid-de-camp, I am indebted for valuable assistance, and my thanks are also due to Lieutenant-Colonel O. M. Dantzler and Doctor G. W. Westcott, volunteer aids for the occasion.

I have the honor to transmit herewith a statement, in tabular form, showing the expenditure of ammunition by Fort Moultrie and the batteries during the action.

All of which is respectfully submitted.

J. H. TRAPIER,
Brigadier-General, Commanding.

Captain F. NANCE,
Assistant Adjutant-General.

Report of the commanding officer at Fort Moultrie regarding the part taken in the action by those works.

HEADQUARTERS,
Fort Moultrie, S. C., April 13, 1863.

SIR: I have the honor to submit the following statement of the part taken by this fort in the action with the ironclad fleet of the abolitionists on the 7th of this month.

On the 5th the attacking fleet, consisting of eight turreted gunboats and the steam frigate *Ironsides*, crossed the bar and took a position about 3 miles and a half or 4 miles from this fort. On the 7th it advanced in the direction of the harbor, one of the turreted boats some distance in advance. As soon as the leading boat came within range, I reported the fact to the brigadier-general commanding, and received orders from him to commence the action. Thinking it was the object of the enemy to run by Fort Sumter, I permitted the firing to be rapid at the commencement, using every precaution, however, to encourage deliberation in aiming. The boats engaged were at all times during the action within range of the guns of this fort. About three-quarters of an hour after the first gun was fired the frigate *Ironsides* steamed up to within 1,600 yards and took a position, apparently with a view of taking a prominent part in the action. All the guns that could be brought to bear were trained upon her and fired and she in a few minutes afterwards moved out of range. The fire was generally directed upon the boat in advance, and, I think, with some effect. Shots were seen to strike frequently, many of them breaking to pieces. The guns engaged were manned by Companies A, E, F, and G, First South Carolina Infantry, commanded, respectively, by Captains T. A. Huguenin and R. Press, Smith, First Lieutenant E. A. Erwin, and Captain B. S. Burnet; the mortars by Companies F and K, Captain C. H. Rivers, were fired with creditable accuracy. Officers and men performed their duties with spirit and celerity. During the action the flagstaff was cut down by a shot from the enemy, which, in falling, struck Private Lusby, Company F, First South Carolina Infantry, causing his death in a few minutes. This was the only casualty of any importance. One gunner, Private Harrison, Company G, lost a finger by some inadvertence in running a gun into battery, but returned to his post after getting his wound dressed. When the flag was struck down, Captain W. H. Wigg, assistant commissary of subsistence, promptly placed the regimental flag in a conspicuous place upon a traverse. Captain G. A. Wardlaw, assistant quartermaster, and Lieutenant and Adjutant Mitchell King and First Lieutenant D. G. Calhoun were likewise prompt in placing the battle and garrison flags in conspicuous positions. Major T. M. Baker, First South Carolina

Infantry, was wherever his services would be most useful. The ordnance officer, Second Lieutenant Thomas Williams, was at his post at the magazine. Much credit is due to him for the good condition of the gun carriages and the ordnance stores. I have already submitted a report of the amount of ammunition expended. The guns engaged consisted of nine VIII-inch columbiads, five 32-pounder rifled and banded guns, five smoothbore 32-pounders, and two X-inch mortars.

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

WILLIAM BUTLER,

Colonel First South Carolina Infantry, Commanding.

First Lieutenant W. C. HANE,

Adjutant Forces on Sullivan's Island.

Report of the commanding officer of the batteries on Sullivan's Island.

HEADQUARTERS,

Sullivan's Island, April 13, 1863.

CAPTAIN: I had the honor this morning to send to you the reports of the commandants of the various batteries on Sullivan's Island engaged in the action of the 7th instant with the enemy's ironclad fleet. The action was commenced at 3 o'clock by Fort Moultrie, and in a short time thereafter was general throughout all the batteries. Immediately after the opening of the engagement I left Fort Moultrie (where Brigadier-General Trapier had stationed his headquarters and was overlooking the conflict) and repaired to Battery Bee.

At this battery I found the garrison alert and ready to direct their fire against the invading fleet. Their guns were promptly trained and fired with rapidity and great precision. I saw very distinctly a large number of X-inch shot from this battery strike the *Keokuk*, and also two of the monitor vessels, which alternately advanced to the front. They struck turrets, decks, and hull. The injury inflicted could not be accurately estimated, but I believe that it was not severe. The officers of the garrison were cool, vigilant, and energetic, and the men were prompt, active, and thoroughly familiar with their duties. Lieutenant-Colonel Simkins overlooked the management of the battery, and I testify to his vigilance, skill, and energetic discharge of his duties. The firing I thought a little too rapid, but I have no doubt that in the end it subserved a good purpose. The storm of shot and bolts which fell around the enemy confused, if it did not appall him.

The Beauregard battery directed its fire with great precision against the *Ironsides* and the two monitors which were nearest to it. The shot from this battery struck those vessels repeatedly. The officers and men behaved with the highest coolness and gallantry.

Fort Moultrie was under General Trapier's own eye, and he can best tell how worthily she vindicated her historical reputation.

The companies of the Twentieth Regiment South Carolina Volunteers which were upon the island were drawn up to protect the upper batteries and to repel a land attack, if such were attempted. They were eager to join their brethren in arms in the conflict, but the prudent abstinence of the foe from an attempt to land prevented them. They were under command of Captain P. A. McMichael, Lieutenant-Colonel Dantzler having been invited by General Trapier to act as his

special aid on the occasion; and had a land attack been made, Lieutenant-Colonel Dantzler could easily have reached the portion of his regiment drawn up on the island and have taken command of it, which he intended to do.

I have the honor to be, captain, your obedient servant,
 LAWRENCE M. KEITT,
Colonel, Commanding Post.

Captain GREENE,
Assistant Adjutant-General.

Circular of instructions from the commanding general at Charleston, S. C.

HDQRS. FIRST MILITARY DISTRICT, S. C., GA., AND FLA.,
Charleston, December 26, 1862.

In case the proposed attack upon this harbor is known beforehand, special directions will be given for the service of the different batteries. As, however, it may happen that a surprise may be attempted, or that the intervening time between the knowledge of the intention and the event may be too short, the instructions hereinafter contained will be carefully attended to.

Each commanding officer of a fort or battery will give his attention immediately to the strengthening of his carriages and the complete preparation of his material. Besides making the proper requisitions on the staff departments, let him endeavor to do as much as possible from his own resources. While staff departments are, to a great extent, crippled for want of material and workmen, much can be accomplished by ready expedients without their aid. Every carriage must be kept carefully screwed up, and if any are defective made at least temporarily efficient. All the elevating screws, eccentric wheels, and traversing gear must be put in order and kept so, and especial care must be taken to see that a full supply of small implements is constantly on hand.

Ammunition should be examined and immediately apportioned to the several guns, reference being had to the orders heretofore given on that subject; but where the quantity is not sufficient, the greater portion should be given to the heavier guns, as on them principally the success of the defense must depend.

Officers and men of each command must be kept on the alert and instructed to go to battery at once upon an alarm, and especial care must be taken that each battery is in readiness for instant action as the men arrive at their guns.

It is hoped and believed that most of these things are habitually attended to, but as constant vigilance is our only security, they can not be too forcibly insisted upon.

Upon observing a disposition to attack on the part of the enemy, the nearest fort or battery will give the alarm. By day a shotted gun and dipping the flag will communicate the danger to the other fortifications and headquarters. All commands will go at once to battery, and the circumstances of the alarm communicated to headquarters by telegraph or signal. By night a shotted gun and a rocket will give the intelligence.

In whatever way the attack is made by the enemy, he is to be engaged as soon as possible to do so effectually with a few long-range guns from

every fort that will bear. The number of these guns must be left to the discretion of the commanding officers, who must see that the fire is as accurate as possible. They must not engage too great a number, and be careful not unduly to excite their men or strain their guns and carriages. While the long-range fire is valuable, if accurate, to annoy the enemy and force him to develop his attack, it is not to be depended on for more. Other things being equal, it will be well that the guns to leeward are first engaged. The remaining guns of the batteries will be trained by battery on different points where the enemy must pass, care being taken to have the fire of each battery concentrated. As the enemy approaches, let the distance he will be in passing be accurately estimated by the distance buoys, and the elevation made to correspond, making it too little rather than too great for direct fire. If the vessels are passing rapidly, the guns should be discharged by battery just as the prows of the vessels come across the line of sight.

In the case of wooden vessels, the object will be to hit them near the water line, just abaft the smokestack. In the case of ironclad vessels, to hit the deck or the turrets at the intersection with the deck, and especially to let all the shots strike at once.

The first fire will be concentrated upon the leading vessels, and will be continued upon them as long as the guns by battery will bear well, and especially if they become entangled in obstructions, even if certain vessels engage to draw off the attention of the outmost batteries and remain behind.

Should some of the vessels succeed in passing, the action must then pass into the hands of commanding officers of batteries. They will pour in their fire, as far as practicable, by battery, and as fast as it can be done with accuracy on whatever vessels of the enemy may be nearest them.

The guns of Beauregard battery, Fort Moultrie, Battery Bee, and the eastern, northeastern, and northwestern faces of Fort Sumter will be used to form the first circle of fire to which the enemy must be subjected, the center being a little to the eastward of a line between the forts and midway. Every effort must be made to crush his vessels and repel his attack within this circle, and especially while he is entangled in the obstructions.

All the mortars of Fort Sumter and Fort Moultrie will be trained on the center above indicated. The fuzes will be of the full length and the shells have large bursting charges, it being better to have the fuzes fail than the shells to burst in the air, and the full effect of the explosions being desirable if successful. The mortar batteries will be fired by battery when the enemy's vessels are about two ship's lengths from the point on which they are trained.

If the fleet is large, the mortars will be kept trained on the same point and fired by battery as rapidly as possible while the fleet is passing. If small, and a portion has passed the first circle of fire, the mortars of Fort Sumter will be trained to operate on the second circle, the center of which will be at a point about midway between Forts Sumter and Ripley, and to the southward of the Middle Ground Shoal. It will be formed by the heavy guns of Fort Johnson, Fort Ripley, Castle Pinckney, Battery Bee, and the northwestern and western faces of Fort Sumter.

The guns of Forts Johnson and Ripley and Castle Pinckney will open on the leading vessels as they come within easy range, care being

taken that every shot finds its mark. Those of Fort Sumter and Battery Bee will continue upon the leading vessels as long as they are close, but if they elongate their distance the fire will be concentrated on the vessel nearest them.

Should any vessel succeed in passing the second circle of fire, the third will be formed and put into action by the guns of White Point battery and Battery Glover, with such guns of Forts Johnson and Ripley and Castle Pinckney as will bear. Concentration on the leading vessels will be the object, as before.

During the action care will be taken, as far as possible, to prevent the chances of shot from the batteries taking the direction of our own works. The best way of doing this will be to let none miss the enemy, and when he is between the works especial accuracy will be striven for.

The vessels of the Confederate Navy will engage during the action, and they may often pass our batteries. In this case officers and gunners can not be too careful to avoid hitting them. The fire by battery, as a general thing, will be discontinued at those vessels of the enemy which our ships engage closely; but if occasion offers, endeavors will be made to hit the ports of the revolving turrets on the enemy's vessels when turned from our ships, to disarrange and throw out of gear the machinery for closing the ports.

Accurate fire by single guns will be concentrated on the enemy's vessels if two or more attack one of ours; and should the distance admit, then it will be advisable to pour upon one of them a heavy fire by battery.

The plunging fire from Fort Sumter is expected to be particularly effective, and when single rifled guns are fired from the barbettes of that fort it will be well to hit the grated roofs of the turrets with square-headed bolts, followed by shells filled with molten iron.

The square-headed bolts for the X-inch columbiads and the heavier guns will be fired by battery when the enemy is within close range. Solid shot and bolts will be used generally against ironclads during the action.

The furnaces for melting iron and heating shot will be kept in heat, and heated projectiles will be used whenever occasion offers advantage.

Should it happen that any of the enemy's vessels become disabled and endeavor to get out of fire, the outermost batteries must pay particular attention to prevent them, and in case other of the enemy's ships come to the assistance of the disabled, let every gun and mortar which will bear be turned upon them by battery.

The great object of the enemy will probably be to run by, and every effort must be made to crush him in each successive circle of fire which he encounters.

Hog Island Channel will be obstructed, and the obstructions must be guarded by the long-range guns of Fort Sumter and the columbiad of Battery Bee nearest it.

It is doubtful whether the enemy will attempt to pass by Folly Island Channel. If he does, a circle of fire will be formed by the guns of Fort Ripley, Castle Pinckney, and White Point battery.

The position of torpedoes will be communicated to commanding officers, and the effort made to drive the enemy's vessels upon them if he is taking other courses.

The obstructions will also be designated, and under no circumstances will the enemy be permitted to reconnoiter them.

The headquarters of the undersigned will be at Fort Sumter, and directions be sent by telegraph and signal to the different posts should anything require special directions.

Batteries Marshall and Wagner will be worked to the extent of their capacity for injuring the enemy by their commanding officers without unduly exposing their commands.

The directions given above relate, generally, to the defeat of an attack by the enemy's fleet alone. Should a combined attack be made by land and water, other orders can be issued, as nothing of that kind can be done by surprise.

The present circular will be studied and reflected upon by all officers who will be engaged in this honorable duty of the coming defense. With careful attention, coolness, and skillful gunnery, success is far more than probable.

R. S. RIPLEY,
Brigadier-General, Commanding.

Report of the commanding officer of the batteries at Fort Johnson.

HEADQUARTERS AT EAST LINES, *April 12, 1863.*

COLONEL: I have the honor to report that one of my companies, Company I, Captain Humbert, stationed at Fort Johnson, had a small share in the glorious little fight of the 7th instant with the turreted ironclads in Charleston Harbor.

About half past 2 o'clock of that afternoon eight ironclads were seen approaching for the purpose of engaging Fort Sumter, and when within easy range they opened fire upon her. My guns of heavy caliber at that post being so placed as to bear only upon the inner harbor, could not be brought to bear upon the ironclads, but in our anxiety to "have a place in the picture," and in order somewhat to test the range of a X-inch mortar in that direction, I authorized Lieutenant Boliver, in charge, to open fire from it, which, after being fired twice with shell, filled and plugged, and the object sought attained, was ordered to be discontinued.

The officers and men were all eagerly anxious to play a part in the engagement, and we only regret that our position was such as to prevent our having a more prominent place in an engagement which does so much credit to all concerned.

I am, colonel, very respectfully,

A. D. FREDERICK,
Colonel Second Regiment S. C. Artillery, Commanding.

Colonel C. H. STEVENS,
Commanding East Division, James Island, S. C.

[Endorsement.]

HEADQUARTERS, JAMES ISLAND AND ST. ANDREWS,
McLeod's, April 14, 1863.

Respectfully forwarded. I reached Fort Johnson some twenty minutes after the engagement between the monitors and the forts and

batteries had commenced, on the 7th instant, and finding that the mortar at Fort Johnson was not effective, the range being too great, ordered the firing discontinued after two shells had been thrown. Battery Glover was not engaged at any time.

Respectfully,

S. R. GIST,
Brigadier-General.

Report of the commanding officer at Battery Beauregard, Sullivan's Island.

BATTERY BEAUREGARD,
Sullivan's Island, April 13, 1863.

CAPTAIN: I have the honor to report that about 2 o'clock p. m. on Tuesday, the 7th instant, it was reported to me that the enemy's iron-clads, which had previously taken a position inside the bar, were steaming up main Ship Channel. I ordered the long roll sounded and all the guns of this battery to be manned forthwith, placing those men who were not engaged at the pieces in a position so as to be protected from the fire of the enemy. As soon as the leading boat came within range and after Moultrie and Sumter had opened I directed the fire of two rifled guns and an VIII-inch columbiad on that boat and continued to fire on her until I was satisfied that it was not her intention to pass the forts. I fired rapidly at first, because I saw that she would soon reach a point on which my rifled guns could not be brought to bear. About this time the *Ironsides* came up and exposed her broadsides, when I immediately directed the fire of the same guns on her and paid more attention to her than any other boat during the fight. I occasionally fired a shot at the *Keokuk* or any one of them that offered a fair mark to the guns used. About half past 4 I found that my supply of rifled projectiles and VIII-inch solid shot was getting short. I ordered the firing to cease and sent a messenger to the fort to know if I could be supplied, but received a message from Brigadier-General J. H. Trapier in the meantime to cease firing altogether.

The guns that were engaged were manned alternately by detachments from Company K, First South Carolina Artillery, Lieutenant W. E. Erwin, commanding, and from Company B, First Infantry, Captain J. H. Warley, commanding. I am satisfied that the *Ironsides* was struck several times by shot from this battery, and I think one or two others were also struck, with what effect it is impossible to say, except from reports since the engagement, which lead us to believe that the enemy were considerably damaged. I have reasons to be satisfied with the firing and the cool, deliberate, and determined aspect which characterized both men and officers during the engagement. I enclose a tabular statement of the amount and kinds of ammunition expended. The enemy fired several rounds at us, none of which took effect. There were no casualties from any cause whatever.

I have the honor to be, your obedient servant,

J. A. SITGREAVES,
Captain, Commanding.

Captain Wm. GREENE,
Assistant Adjutant-General.

Report of the commanding officer at Battery Bee, Sullivan's Island.

HEADQUARTERS, DETACHMENT FIRST INFANTRY,
Battery Bee, April 13, 1863.

CAPTAIN: I have the honor to report that at about half past 2 p. m. on Tuesday, the 7th instant, the officer of the day reported to me that the monitor fleet of the enemy, accompanied by the *Ironsides*, was approaching. I immediately ordered the long roll beat, the guns were manned, and everything got in readiness for action. On reaching the battery, nine ironclads, including the *Ironsides*, were observed slowly making their way up Ship Channel. At this time four of the monitors proper were in line of battle in advance, the *Ironsides* and others in rear. While waiting the nearer approach of the enemy instructions were given that the left section of the battery, commanded by Captain Warren Adams, should commence firing on an order from me, to be followed first by Captain William T. Tatom, commanding center section, and finally by Captain Robert de Treville, commanding section on extreme right, and that the fire should be concentrated on the leading vessel until otherwise directed. The advanced vessels, still numbering four, took their positions, alternately ranging from 1,800 to 2,000 yards from this battery.

At 3 o'clock p. m. Fort Moultrie opened on the enemy, followed by Fort Sumter. Ten minutes later (ten minutes past 3 p. m.) this battery opened fire. At this time the fire became general from all the outer forts and batteries in the harbor, and the advanced ironclads of the enemy, which fired slowly, directing their fire principally at Fort Sumter. An occasional shot was fired at this battery, none of them doing any injury. As it was believed that the object of the enemy was to pass the batteries and enter the harbor, the firing at first was rapid, but at all times deliberate and well directed. When it became evident that such was not his intention the firing from the battery became slower, and continued so until the *Keokuk* advanced in close range to Fort Sumter and this battery, at which time the order was given to fire more rapidly and to concentrate it on her. Two hundred and eighty-three solid shot were fired from this battery, Captain Adams firing 126, Captain Tatom 84, Captain De Treville 73. Of this number many were distinctly seen to strike the vessels aimed at, and it is believed doing serious damage in many instances.

At half past 5 p. m. the enemy's fleet withdrew and all firing ceased. The officers and men of this command did their duty.

I am happy to state that no casualties occurred at this battery, and believe the command to be as effective as it was prior to the engagement.

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

J. C. SIMKINS,

Lieutenant-Colonel, Commanding.

Captain WM. GREENE,

Assistant Adjutant-General.

Statements of Brigadier-General Ripley and Colonels Butler and Rhett, U. S. Army.

HEADQUARTERS FIRST MILITARY DISTRICT,
Charleston, October 12, 1863.

GENERAL: In answer to the letter of the general commanding the department, dated October 7, enquiring concerning the truth of the

statement of William H. Seward, abolition Secretary of State, as follows:

An attack by the fleet, made on the 7th of April last, upon the forts and batteries which defend the harbor of Charleston failed because the rope obstruction in the channel fouled the screws of the ironclads and compelled them to return, after passing through the fire of the batteries. These vessels bore the fire of the forts, although some defects of construction were revealed by the injuries they received. The crews passed through an unexampled cannonade with singular impunity. Not a life was lost on board a monitor.

I have to remark that the statement is simply false.

The mendacious particulars are—

First. "That the rope obstructions fouled the screws of the ironclads," etc. These would probably have fouled the screws, besides producing other effects; but no abolition ironclad came within 300 yards of them.

Second. "After passing the fire of the batteries." But one of the fleet came within 900 yards of Fort Sumter, or 1,000 from the batteries on Sullivan's Island. The *Keokuk* sank next morning. None ever came within effective range of the heaviest batteries at all. Whether lives were lost or not, no attempt was made to renew the attack, and on the 12th the whole fleet left the harbor. I had an excellent point for observation, and can not have been mistaken.

I have the honor to enclose herewith communications from Colonels Alfred Rhett and William Butler, commanding, respectively, the batteries at Fort Sumter and on Sullivan's Island, relating to the same subject.

Very respectfully, your obedient servant,

R. S. RIPLEY,
Brigadier-General, Commanding.

Brigadier-General THOMAS JORDAN,
Chief of Staff, etc.

[Enclosures.]

HEADQUARTERS ARTILLERY,
West End Sullivan's Island, October 9, 1863.

CAPTAIN: I have the honor to acknowledge the receipt of a communication addressed by General Beauregard, commanding the Department of South Carolina, Georgia, and Florida, to Brigadier-General R. S. Ripley, dated October 7, 1863, in which an official statement, made by Mr. W. H. Seward, United States Secretary of State, relative to the defeat of the enemy's ironclad fleet on the 7th of April last, is presented, and my testimony, as one of the officers in command of batteries on the occasion, desired as to its correctness.

This statement referred to is thus expressed:

An attack by the fleet, made on the 7th day of April last, upon the forts and batteries which defend the harbor failed because the rope obstructions in the channel fouled the screws of the ironclads and compelled them to return, after passing through the fires of the batteries. These vessels bore the fire of the forts, although some defects of construction were revealed by the injuries they received. The crews passed through an unexampled cannonade with singular impunity. Not one life was lost on board a monitor.

This statement of Mr. Seward's is, I beg leave to say, incorrect in several particulars. Being in a position where I could obtain a good view of the action, I submit as a fact that none of the ironclads

approached within several hundred yards of the obstructions, and therefore the screws could not have been fouled by them:

With regard to the fire of the batteries, through which it is said by Mr. Seward that the ironclads passed, I would state that the ironclads were not at any time within fair range of the heaviest guns in position on Sullivan's Island, but to the fire of which they would have been exposed (within effective range) had they passed "through the fires of the batteries" and into the harbor.

It is known that the turreted ironclad *Keokuk* sank soon after retiring from the action, within sight of our batteries; and if the public journals of the enemy are to be believed, disabling injuries were inflicted upon other ironclads of the fleet and some officers and men killed.

Very respectfully, your obedient servant,

WILLIAM BUTLER,
Colonel, Commanding.

Captain W. F. NANCE,
A. A. G., Hdqrs. 1st Military Dist., Dept. S. C., Ga., and Fla.

[Endorsement.]

HEADQUARTERS SECOND SUBDIVISION,
First Military District, Sullivan's Island, October 10, 1863.

While forwarding the within, I think it proper to state that on the 7th of April I was in a position from which I could see every one of the vessels engaged during the entire period of the attack, and I know positively that not one of the monitors or any other vessel approached near to the obstructions. As well as I could judge by the eye, I would say that no one of them was nearer to the obstructions than half a mile, nor did any one of them, when nearest to our batteries, remain stationary many minutes, but after receiving a few broadsides, they in succession rapidly retreated.

T. L. CLINGMAN,
Brigadier-General, Commanding.

HDQRS. FIRST REGIMENT SOUTH CAROLINA ARTILLERY,
Charleston, October 12, 1863.

GENERAL: In reply to the enquiry touching the correctness of the statement of Mr. W. H. Seward, United States Secretary of State, concerning the action of April 7, 1863, I have the honor to say that it is incorrect throughout.

The obstructions lay between Forts Sumter and Moultrie. During the attack on Fort Sumter I was on the parapet of the fort, observing closely with a glass, and causing notes to be taken of the progress of the fight in regard to time, distances, movements, and results. So far from passing through the fire of our batteries, the object of the enemy appeared to be to engage Fort Sumter at the longest effective range of their XV-inch guns. At no time did any of them enter within the fire of our heaviest batteries, which did not bear out to sea. The leading vessel, the *Weehawken*, approached under the fire of our guns as near as 1,300 yards of Fort Sumter and 600 yards of the obstructions, and

passed back out of range in an ellipse. The other vessels in turn followed the course of the *Weehawken*, the *Ironsides* having come to anchor at about 1,800 yards from Fort Sumter and about $1\frac{1}{4}$ miles from the obstructions. Two vessels only, the *Keokuk* and the *Nahant*, the last engaged, came nearer than 1,300 yards of Sumter. The *Keokuk* left the line and came in toward the fort, about 900 yards. Becoming disabled by the effect of our shots, she drifted in with the tide (flood) to about 300 yards of the obstructions, when she managed to get underway again, and passed out of range in a sinking condition. The next morning she sank in shoal water, in full view. This was the only vessel that came at any time as near as 300 yards of the obstructions. The *Nahant*, in support of the *Keokuk*, came as near as 1,100 yards from Sumter and occupied that position for a short time.

I have no hesitation in saying that the statement that any of the enemy's ironclads on the 7th of April last advanced to the obstructions or that they fouled their propellers in the obstructions is utterly untrue, and I am slow to believe that the gallant men who commanded those vessels upon that occasion would lend themselves to the false statements of their Government.

The fleet did not escape with impunity. The *Keokuk* was sunk; others were damaged. With regard to the loss of life, I had no means of ascertaining the facts, but when the ironclad fleet withdrew from the harbor I visited the wreck of the *Keokuk* in my barge. I found that not only the hull of the vessel had been penetrated, but that the X-inch round shot and rifled bolts had made clean holes through the turrets. Several United States flags, three officers' swords, pistols, etc., and a quantity of bloody clothes and some bloody blankets were taken out of the turrets.

Respectfully, your obedient servant,

ALFRED RHETT,
Colonel, Commanding First Regiment South Carolina Artillery

General THOMAS JORDAN,
Chief of Staff.

Report of Lieutenant Glassell, U. S. Navy, regarding trophies from the U. S. S. *Keokuk*.

C. S. GUNBOAT CHICORA,
Charleston Harbor, April 13, 1863.

GENERAL: Having made a visit to the *Keokuk* this morning, with a view to observing the effect of your batteries upon her iron turrets, I succeeded in procuring the trophies, which it affords me much pleasure to forward to you, viz, two United States flags, two pennants, and three signal flags. Several other articles were also obtained—a rammer, sponges, lanterns, etc.—which are on board the *Chicora*.

I am, general, very respectfully, your obedient servant.

W. T. GLASSELL,
First Lieutenant, U. S. Navy.

Brigadier-General RIPLEY.

Copy of a letter found on the U. S. S. Atlanta.

FORT SUMTER, April 26, 1863.

* * * * *

It appears from the Yankee accounts that we injured their ironclads more than we thought we did. Some of their accounts are mostly true, interspersed here and there with some awful lies. There was no breach made in the fort at all. Two of their shots (a XV-inch shell and XI-inch shot) did come through, but they hit in weak places. The greatest penetration in good, sound masonry was 3 feet, but everything around was cracked and started more or less. The most severe blow, I think, was about 3 or 4 feet below the crest of the parapet, where two or three balls struck and just loosened everything clear through for a space of about 6 feet in length. As for knocking two embrasures into one—all humbug. Equally so about any of their boats getting entangled in the obstructions—they did not go within 500 yards of them—or torpedoes exploding, etc.

Mr. Langdon Cheves, who had charge of the torpedo, said that for ten minutes he could not have placed the *Ironsides* more directly over it if he had been allowed to, but the confounded thing, as is usual, would not go off when it was wanted. The insulation of the wire, I suppose, defective. I think one thing has been proved, that brick forts can't stand XV-inch shot, etc., for a very long time; but it has also been proved that ironclads are not as invulnerable as supposed.

* * * * *

Yours, sincerely,

F. H. HARLESTON.

Harleston is a captain of artillery, and writes from Sumter to Lieutenant Thurston, of the C. S. M. C., on board the *Atlanta*.

Letter of Lieutenant J. Pembroke Jones, U. S. Navy, to Lieutenant Catesby ap B. Jones, U. S. Navy.

SAVANNAH, April 19, 1863.

DEAR JONES: I did not reach Charleston in time to visit Fort Sumter, having been delayed twelve hours in Columbia, but I saw General Huger, who had examined the effects of the shot with critical exactness. He says that thirty-four out of the forty shots fired at Sumter struck; two rifle 8-inch shot went through, but they struck embrasures that had been filled up. The shot penetrated from 22 to 27 inches, making a large hole in the brickwork, but then, coming upon the concrete, merely buried themselves there. The brickwork shattered, and sometimes was cracked, by the shot, but the concrete only condensed before it. All the shells that did burst did scarcely any damage, because they seem to have burst just upon the surface. No serious damage was done, and he thinks 400 yards the nearest point at which the wall can be breached. We fired in all 2,240 shot and shells. The firing on our side was deliberate and good. It seems to me we fired too many small guns. I believe Tucker contemplates an attack very

soon upon the *Ironsides*. Captain Page is living down the river, setting things to rights. I have visited him, but saw him only a few minutes. * * *

The *Savannah* will not be ready for a month.

Yours, sincerely,

J. PEMBROKE JONES.

[Lieutenant CATESBY AP R. JONES, C. S. Navy.]

Joint resolution of thanks to General G. T. Beauregard and the officers and men of his command.

Resolved by the Congress of the Confederate States of America, That the thanks of Congress are eminently due, and are hereby most cordially tendered, to General G. T. Beauregard and the officers and men of his command engaged in the affair, for their brilliant and signal defeat of the ironclad fleet of the enemy in the harbor of Charleston on the 7th of April, 1863.

Resolved, That the President be requested to communicate this resolution to General Beauregard and his command.

Approved May 1, 1863.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding orders issued to Commander Rhind, U. S. Navy, to proceed to Washington, D. C.

No. 170.]

FLAGSHIP NEW IRONSIDES,
Inside Charleston Bar, April 8, 1863.

SIR: I have the honor to report to the Department that I have ordered Commander A. C. Rhind to the U. S. S. *Paul Jones*, relieving Captain C. Steedman, whom I have ordered to the *Powhatan*.

Commander Rhind having lost all his effects by the sinking of the *Keokuk*, I have ordered him to proceed to Washington with my dispatches, that he may have an opportunity to procure a new outfit, thinking also that the Department might desire to see an officer engaged in the attack on the forts here.

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 Lieutenant-Commander Upshur, U. S. Navy, commanding U. S. S. Flambeau, for transportation of Commander Rhind to Hampton Roads.

FLAGSHIP NEW IRONSIDES,
Inside Charleston Bar, S. C., April 8, 1863.

SIR: You will please proceed without delay to Hampton Roads with Commander Rhind as bearer of dispatches.

After taking in coal, you will return to Port Royal, unless otherwise ordered by the Navy Department.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant-Commander J. H. UPSHUR,
U. S. S. Flambeau, Charleston.

Letter from the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, transmitting copy of order issued by the British vice-admiral to his subordinates regarding intercourse with blockaded ports.

NAVY DEPARTMENT, April 8, 1863.

SIR: I transmit herewith for your information a copy of an order that has been given by Vice-Admiral Sir Alexander Milne to the officers in command of her Majesty's ships composing his squadron, on the subject of intercourse with blockaded ports.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral SAML. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal.

[Enclosure.]

WASHINGTON, March 27, 1863.

MY DEAR SIR: With reference to the unofficial letters which passed between us on the 6th instant, I send you a copy of an order on the subject of intercourse with blockaded ports which has been addressed by Vice-Admiral Sir Alexander Milne to the officers in command of her Majesty's ships under his orders.

Yours, faithfully,

LYONS.

Hon. WM. H. SEWARD

[Subenclosure.]

Circular.]

NILE,
Bermuda, February 16, 1863.

SIR: The recent shipment of treasure from the blockaded ports of Mobile by her Majesty's ship *Vesuvius*, on the ground that it was certified by her Majesty's counsel to be bona fide British property, having convinced me that an erroneous impression as to the legal effect of a properly constituted blockade too generally prevails, I deem it right to point out to the officers in command of ships under my orders that even communication by neutral ships of war with a blockaded port is permissive only, and to be regarded as a relaxation of the more rigid rule of war, which formerly obtained and which would probably be again reverted to in a great maritime war; and further, that ships of war so communicating are not invested with a shadow of right to embark any property with the object of passing the blockade. The captains of her Majesty's ships under my orders are, therefore, unless at the requisition of her Majesty's minister at Washington, or with

the written permission of the officers commanding the blockading squadron, which they are, however, on no account to seek or ask for themselves, to refuse to receive for the above purpose any specie or other goods, whether bona fide British or not, except the official dispatches of British and French consuls, and those of such consular officers of other powers in amity with the United States as were sent out in their official capacity and paid by their respective Governments, and who are not engaged in trade.

I am, sir, your obedient servant,

ALEX. MILNE,
Vice-Admiral and Commander in Chief.

Order of Captain Steedman, U. S. Navy, to Acting Master Brodhead, U. S. Navy, commanding U. S. S. E. B. Hale, to proceed to the mouth of Whale Branch as a lookout in that vicinity.

U. S. S. PAUL JONES,
Port Royal, S. C., April 8, 1863.

SIR: You will proceed with the *E. B. Hale* under your command to the mouth of Whale Branch for the purpose of keeping a vigilant lookout upon the enemy in that vicinity.

You will use your own judgment in coming down to communicate with me.

Respectfully, your obedient servant,

CHARLES STEEDMAN,
Captain and Senior Officer Present.

Acting Master EDGAR BRODHEAD,
U. S. S. E. B. Hale, Port Royal S. C.

Order of the Secretary of the Navy to the commandant, navy yard, Philadelphia, regarding the U. S. S. Cimarron.

NAVY DEPARTMENT, *April 9, 1863.*

SIR: Direct *Cimarron*, when ready, to proceed to Port Royal, in pursuance of last orders to her.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary Navy.

Commodore C. K. STRIBLING,
Commandant, Navy Yard, Philadelphia.

Capture of the U. S. Army steamer George Washington, in the Coosaw River, near Port Royal Ferry, S. C., April 9, 1863.

Request of Brigadier-General Saxton, U. S. Army, for the use of a gunboat.

BEAUFORT, S. C., *April 9, 1863—7 a. m.*

MY DEAR CAPTAIN: The *George Washington* has unfortunately got ten aground 1 mile east of Port Royal Ferry, and the "rebs" are

peppering her with a light battery. Can you send a gunboat to her relief?

Yours, sincerely,

R. SAXTON,
Brigadier-General, Commanding.

Commander C. R. P. RODGERS, U. S. Navy.

Report of Acting Lieutenant Brodhead, U. S. Navy, commanding U. S. S. E. B. Hale.

U. S. S. E. B. HALE,
Port Royal, April 9, 1863.

SIR: I have the honor to inform you that in obedience to your order of yesterday, immediately on its receipt, and having received your verbal instructions at the same time, I got underway with this vessel to proceed to the Whale Branch. My pilot, William Jenkins, followed the *Washington* (commanded by Captain Briggs, of the volunteer artillery) from Beaufort, until we were 4 miles below Port Royal Ferry. This vessel then, at 1:30 p. m., grounded on a shoal, and swung directly across the river, stern to the enemy's shore. The *Washington* tried to pull us off, or slew us, but without success. Captain Briggs then came on board this vessel, and asked me if he should remain by me, saying that I could not train my guns very well, and that he thought of running up the river aways and then return. I replied that he could act as he saw proper, but that I did not anticipate any danger, though I should be glad to have his assistance at high water, if I could not get off without it. Captain Briggs then went with the *Washington* to Port Royal Ferry and returned.

As soon as I found I was fast in the position named (stern to the enemy), I made the best preparations I could for an attack by training the forecastle rifle and the starboard broadside guns sharp on the quarter, making the after broadside gun a pivot gun by running it in from its port, elevating, and training it over the rail as nearly astern as possible, and breeching it with a hawser to ringbolts in the deck, hind trucks off. At low water we were high and dry. At night I obscured all lights about my vessel, and had perfect silence kept.

We floated at 11 p. m., and my pilot preferring to go in the morning, I anchored near the *Washington*. At 4:30 this morning I weighed anchor and proceeded up river.

At 6 a. m., then being half a mile above Port Royal Ferry, we heard several cannon shots in the direction from which we had come. My vessel was at that time touching on a shoal, in a very narrow place, and was only forced over by giving her all steam. I suppose the firing came from the *Washington* shelling the woods on her way up or down.

I went through the North Whale Branch into Broad River, dropped anchor for a short time, and reconnoitered the shores without having thus far seen anything whatever worthy of note. I again weighed anchor and ran over as near to the enemy's side of Broad River as my pilot could go and reconnoitered, seeing a few mounted men moving about, and then, seeing a number of our men on shore at the South Whale Branch, I ran over for them to see if they could give me any information of the enemy. Arriving there, a boat put off, and an officer in it informed me that the *Planter* was ashore below the ferry and attacked and needed assistance, and that he was ordered to inform

the *Paul Jones*, then at Whale Branch (this vessel). I at once put on all steam and stood down to assist her, and made every preparation to do so and to protect her. I got a hawser led aft to tow her, sand bags around my exposed steam drum, sails and mattresses to protect the cylinder, spare tiller shipped and relieving tackles hooked, hose led along, and every other necessary preparation for battle. Near the ferry I saw at five different points men and horses and fired five shots at them, eliciting no reply. When 3 miles below the ferry I came in sight of the wreck of the *Washington*, abandoned, burned, and sunk at the edge of a marsh on our side, some 500 yards from the shore, where a group of our officers and soldiers were standing with two flags of truce flying. I stopped, lowered a boat, and sent Acting Assistant Paymaster Gilman to see if they wished to come off to this vessel, keeping my guns trained at the same time on the supposed position of the enemy. Mr. Gilman returned in the course of twenty minutes and informed me that the officer with whom he communicated did not belong to the *Washington*. Mr. Gilman asked him if the white flags were hoisted for us. He replied no; that they were hoisted to the enemy; that four of the wounded of the *Washington* were left at the wreck, and the flags were hoisted that we might rescue them, and stated that the enemy were flying a flag of truce also. At this time such flag was seen on the enemy's side, and the shouts heard of one of the *Washington's* wounded men who was lying deserted and half submerged in the marsh, whither he had crawled from the wreck, probably to be drowned by the rising tide. I then ordered a white flag at the fore and sent Acting Assistant Surgeon Keith in a boat with restoratives to rescue the wounded and dying. Finding but this one, I took it for granted that the enemy had taken off the others, and sent Acting Ensign Edwards to communicate with their flag of truce. He learned that they had taken off three others wounded, one of whom had died and been buried by them. I afterwards communicated with them myself to ascertain, if possible, whether all the wounded had been rescued from the marsh. I had the marsh well searched by our boats, but finding no more I passed the supposed position of their battery, hauled down the white flag, and made all possible haste to get the severely wounded men in hospital at Beaufort and to communicate with you, as you ordered me to do when my judgment might so dictate. I obeyed your orders to proceed to Whale Branch, and was engaged in keeping the vigilant lookout ordered when called away as described, and although verbally instructed by you that you did not wish me to engage any batteries, I hope I did right to fire when I did, and to prepare to engage any battery which might be firing on the *Washington*.

General Saxton came on board this vessel at Beaufort, and said at once to me that "it was a most disgraceful affair." I replied that I did not know how that might be so far as the army officers were concerned, but that I felt I had done my duty. He demanded why I left the *Washington*. I informed him that I had your written orders to proceed to Whale Branch, and that I had done so, and that when I learned that an army boat needed assistance I went at once prepared to assist her, so long as there should be anything to fight for. He said that it had been reported to him that I came down flying a flag of truce. I explained why, and when I hoisted it, and that it was according to my ideas of the rules of war and of humanity to those wounded

men abandoned on the wreck. General Saxton expressed himself as pleased to learn that the conduct of myself was not as disgraceful as he supposed.

If Captain Briggs supposed that I would hazard my vessel by lying there until after sunrise, after having been aground from 1 till 11 p. m., long enough to get a dozen field batteries in position, his ideas of proper precaution differ from mine. We passed within 10 feet of the *Washington* when we came off the shoal, and could be plainly seen (as we were) by her, getting underway in the morning.

I have been informed by the captain of the *Washington* that they were not all up on board of her when attacked. I did not leave the *Washington* (the faster boat and drawing much the least water); the *Washington* did not follow me.

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

EDGAR BRODHEAD,

Acting Lieutenant, Commanding.

Captain CHARLES STEEDMAN,
Senior Officer, Port Royal, S. C.

Letter from Brigadier-General Saxton, U. S. Army, to Rear-Admiral Du Pont, U. S. Navy, requesting cooperation in removal of guns from the wreck.

BEAUFORT, S. C., *April 14, 1863.*

MY DEAR ADMIRAL: I am anxious to recover the guns from the wreck of the *George Washington*. To do this a gunboat is necessary to protect my workmen from the rebel guns. Will it be possible for me to have the *Hale* or some other boat for that purpose?

I am, very truly, yours,

R. SAXTON,
Brigadier-General.

Admiral DU PONT.

Letter from Brigadier-General Saxton, U. S. Army, to Rear-Admiral Du Pont, U. S. Navy, transmitting opinion of a military court of enquiry.

BEAUFORT, S. C., *April 21, 1863.*

MY DEAR SIR: Immediately after the loss of the *George Washington* I ordered a court of enquiry to investigate the circumstances of her loss. This they have done very carefully and made a voluminous report. I have the honor to enclose for your information the summing up of their proceedings.

I am, admiral, with great respect, your obedient servant,

R. SAXTON,
Brigadier-General, Volunteers.

Admiral DU PONT,
Commanding South Atlantic Blockading Squadron.

[Enclosure.]

Opinion of the court.

In the midst of much conflicting testimony the court takes into consideration the following points of evidence:

1st. The remaining of the *George Washington* in her exposed position was owing to the grounding of the *Hale*.

2d. That the usual precautions were taken against surprise.

3d. That silence prevailed on board; that there was no disorderly conduct or intoxication.

4th. That the gunboat *Hale* before light, and while there was fog over the water, left her position and started or proceeded toward the ferry without notice to the *George Washington*.

5th. That the guns of the *George Washington* were loaded, though the two guns loaded with canister were useless at the distance.

6th. That the signal of surrender was given by Captain Briggs.

7th. That the fire raging in the boat rendered it necessary that a portion of the crew and soldiers should leave, the small boat of the ship being the only one at hand, and capable of transporting only about a third of those on board.

8th. That the rebels acknowledged the flag of surrender and ceased fire until they saw the men from the wreck escaping.

9th. That the rebels sent a boat to take possession of their prize.

After careful consideration of the evidence, the court is of opinion:

1st. That the destruction of the boat *George Washington* is not chargeable to the neglect, ill conduct, or incompetency of the officers on board.

2d. That the surrender of the boat and crew was acknowledged and accepted by the commandants of both parties.

3d. That such surrender on the part of Captain Briggs was entirely unnecessary and uncalled for, and done under the excitement occasioned by his position, without proper consideration.

4th. That his own retreat from the boat after hoisting a flag of surrender is entirely unjustifiable and reprehensible.

5th. That Captain Briggs had not proper control over his men and did not hold them in hand.

6th. That Captain Briggs is to blame for not knowing of personal knowledge that his guns were loaded, and with what.

7th. That had the *Hale* remained for orders to move from Captain Briggs, who supposed himself in command, the whole affair might have been averted, or the result widely different, and therefore that the destruction of the boat is chargeable to the desertion by the *Hale* of her consort, and the surrender of the boat is due to the culpable excitement and lack of presence of mind of Captain Briggs.

The court respectfully states that no evidence has been offered on the part of the officers of the *Hale*.

Very respectfully submitted.

JOHN SPEIDELL,

Lieutenant-Colonel, Sixth Connecticut Volunteers, President.

M. V. B. RICHARDSON,

Lieutenant and Judge-Advocate.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Brigadier-General Saxton, U. S. Army, announcing his intention of convening a naval court-martial.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., April 27, 1863.

GENERAL: The pressure of business has delayed my reply to your communication of the 21st instant, enclosing the opinion of the court of enquiry, in which the conduct of the commanding officer of the *Hale* is alluded to as follows:

7th. That had the *Hale* remained for orders to move from Captain Briggs, who supposed himself in command, the whole affair might have been averted, or the

result widely different, and therefore that the destruction of the boat is chargeable to the desertion by the *Hale* of her consort, and the surrender of the boat is due to the culpable excitement and lack of presence of mind of Captain Briggs.

I regret I could not have known of these circumstances, which took place during my absence from Port Royal, before I dispatched the *Hale* to the St. John's River; but I shall have her relieved shortly and order her here that I may have these allegations investigated by a court of enquiry.

You will perceive that Captain Briggs had no knowledge whatever of the nature of such cooperations between the two services, in which no officer of the one arm or the other can command both.

Captain Briggs had no authority whatever over the commanding officer of the *Hale*. I shall, however, institute a minute enquiry into all the circumstances.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Brigadier-General R. SAXTON, U. S. Volunteers,
Beaufort, S. C.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Major-General Hunter, U. S. Army, requesting the names of military witnesses to be called before the naval court.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 14, 1863.

GENERAL: I received from Brigadier-General R. Saxton, under date of April 21, a communication enclosing the summing up of the proceedings of a court of enquiry ordered by him to investigate the circumstances of the loss of the army steamer *George Washington* on or about the 9th of April last.

The court, in its opinion, has seriously implicated Acting Lieutenant E. Brodhead, the commanding officer of the U. S. S. *E. B. Hale*, and Brigadier-General Saxton, by enclosing the same to me, has rendered it obligatory upon my part to institute an investigation.

The *E. B. Hale* at the time Brigadier-General Saxton's letter was received was in the St. John's River, but I had her relieved at the earliest possible moment, in order to have this investigation, which, I may add, was asked for by Lieutenant Brodhead so soon as he heard that his conduct had been called in question.

I have ordered a court of enquiry, which will begin its sessions to-morrow morning at 10 o'clock, to enquire into the conduct of Lieutenant Brodhead in connection with the loss of the *George Washington*.

The court will be pleased to receive the evidence of those witnesses upon whose testimony the opinion of the court ordered by Brigadier-General Saxton was based, particularly as no officer of the *E. B. Hale* was cognizant of the fact that such a court was in session, nor, as far as I know, any officer in the squadron.

May I ask, general, if consistent with the usages of the service, that you will cause to be furnished to the court convened by me a list of the names of such witnesses, and, if possible, to direct that they appear before the said court on board of the U. S. ship *Vermont*.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Major-General D. HUNTER,
Commanding Department of the South.

Letter from Major-General Hunter, U. S. Army, to Rear-Admiral Du Pont, U. S. Navy, regarding the court of enquiry.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, S. C., May 17, 1863.

ADMIRAL: In the absence of Major-General Hunter I have the honor to acknowledge the receipt of your communication, dated the 14th instant, relative to the court of enquiry in the matter of the *George Washington*.

Your verbal message authorizing me to open the package only reached me this morning, owing to the neglect of the officer to whom it was intrusted.

I transmit herewith a copy of letter showing the action taken at these headquarters.

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

ED. W. SMITH,
Assistant Adjutant-General.

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

Letter from Major-General Hunter, U. S. Army, to Brigadier-General Saxton, U. S. Army, requesting list of the witnesses in military court of enquiry.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, Port Royal, S. C., May 17, 1863.

GENERAL: The major-general commanding directs that a list of the witnesses before the court of enquiry recently ordered by you to investigate the circumstances of the loss of the steamer *George Washington* be sent to these headquarters immediately. Also that such of these witnesses as are within your command be ordered to report without delay on board the U. S. ship *Vermont* to testify before a court of enquiry ordered by Rear-Admiral S. F. Du Pont, commanding South Atlantic Blockading Squadron, to investigate the same subject.

Very respectfully, your obedient servant,

ED. W. SMITH,
Assistant Adjutant-General.

Brigadier-General R. SAXTON,
Commanding U. S. Forces, Beaufort, S. C.

Report of Rear-Admiral Du Pont, U. S. Navy, giving the finding of the court in the case of Acting Lieutenant Brodhead, U. S. Navy.

No. 278.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 2, 1863.

SIR: I have the honor to forward herewith the proceedings of a court of enquiry convened on board the *Vermont* on the 15th day of May, 1863, to investigate the conduct of Acting Lieutenant Edgar Brodhead, the commanding officer of the U. S. S. *E. B. Hale*, in connection with the loss of the army steamer *George Washington* on the 9th of April last.

The *George Washington* was lost in the Coosaw River during my absence off Charleston, and after my return, to my surprise, I received a letter from Brigadier-General Saxton, under date of April 21 (for copy of this letter see page 5 of the record), enclosing an opinion of a court of enquiry held at Beaufort, S. C., without the knowledge of Lieutenant Brodhead or any officer in the squadron, in which Acting Lieutenant Brodhead was severely censured, and the loss of that vessel attributed in part to him. (The opinion is set forth in the record, pages 6, 7, and 8.)

I considered it due, not only to the service but to Acting Lieutenant Brodhead, to have an investigation, which I may say was immediately asked for by that officer so soon as he had heard that his conduct had been called in question.

This investigation was full and open, and after full notice to Major-General Hunter, accompanied by a request [that] the witnesses who had been examined before the army court should be sent on board the *Vermont*.

The finding of the court is "that the conduct of Acting Lieutenant Edgar Brodhead, commanding the U. S. S. *E. B. Hale*, in connection with the loss of the army steamer *George Washington*, is irreproachable, and that no further military proceedings are necessary in the case."

I cordially approve of this finding of the court, and fully concur in this complete justification of the conduct of Acting Lieutenant Edgar Brodhead.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Service.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Telegram.]

CHARLESTON, *April 9, 1863.*

General W. S. Walker destroyed an armed steamer in the Coosaw River at daylight this morning; no casualties on our side. All quiet. Six monitors and *Ironsides* still within bar.

G. T. BEAUREGARD.

General S. COOPER,

Adjutant and Inspector General.

Report of Acting Master Dutch, U. S. Navy, commanding U. S. bark Kingfisher, regarding expedition to Edisto Island, South Carolina, and capture of cavalry pickets.

U. S. BARK KINGFISHER,

St. Helena Sound, April 10, 1863.

SIR: I have the honor to report that on the morning of the 9th James Hutchinson and William Bailey, contrabands, were brought to the ship by contrabands that have been under my protection.

Upon examination I learned from Hutchinson that a body of rebel

pickets were stationed on Edisto Island, with instructions to watch and report to the commander of the rebel camp at Adams Run all the movements of our gunboats and troops in Edisto River and vicinity.

Conceiving it to be a safe and easy matter to capture them, I left the ship at 6 p. m. with the launch, in charge of Acting Ensign Rhoades; first cutter, in charge of Acting Master's Mate Jordan, and my gig, taking with me Surgeon Wescott, having in all 35 men from the ship, well armed with rifles, having our howitzer in the launch; also allowed 10 contrabands to accompany us. Proceeded to Edisto, landed at Middleton's estate, then proceeded by land about 1 mile to the estate of Mr. Whaley, where we surprised and captured Sergeant Townsend Mikell, R. E. Seabrook, J. J. Wescoat, A. C. Lee, W. S. Murray, W. B. Whaley, F. M. Bailey, Joseph Eddings, and W. G. Baynard, privates belonging to Third South Carolina Regiment, with their arms and accouterments, consisting of 9 carbines, 2 sabers, 3 saddles and bridles, and a small quantity of ammunition, all of which I herewith forward to you, the only casualty being a rifle shot in the left ankle of Mr. Rhoades, a report of which Surgeon Wescott herewith forwards. Although the expedition was unauthorized, I felt it to be my duty, and inasmuch as some of these prisoners had something to do with capturing two of your men from the *Fernandina*, trust you will justify the act.

I am, most respectfully, your obedient servant,

J. C. DUTCH,
Acting Master, in Command.

Abstract log of the U. S. bark Kingfisher, Acting Master Dutch, U. S. Navy, commanding.

April 9, 1863.—At 10 a. m. received 2 contrabands, deserters from from Mikell's cavalry pickets. At 5 p. m. Captain Dutch, in the gig, Acting Ensign Rhoades, in launch, and Acting Master's Mate F. Jordan, in first cutter, left the ship with 35 riflemen, together with the 2 deserters, and proceeded to Edisto for the purpose of capturing rebel pickets.

April 10.—At 7 a. m. the expedition returned with 9 rebel cavalry pickets and the arms. Mr. Rhoades wounded in the left foot. At 9:30 Captain Dutch and Master's Mate Nelson took the prisoners to Port Royal.

Letter from the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, regarding complaint from the British minister of apparent discourtesies on the part of commanding officers.

NAVY DEPARTMENT, *April 10, 1863.*

SIR: Admiral Sir Alexander Milne, commanding her Britannic Majesty's forces on the coast of North America and in the West Indies, has complained to the British minister of discourtesy in sundry instances by our commanders in firing a shot across the bows of the vessels instead of a blank cartridge. It has been stated in reply that this apparent discourtesy was doubtless in consequence of the great vigilance of our officers in having all their guns shotted while

on belligerent duty and from no want of comity; but in order to preserve a friendly feeling it is suggested that it would be well, as a rule, to have one small gun loaded with blank cartridge to be used by day as the preparatory signal of warning in accordance with the usage of the sea service. A vessel approaching the blockade at night without making the usual signals is not entitled to any of the courtesies of the sea.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral SAML. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Captain Steedman, U. S. Navy, of the arrival of the transport steamer Thames at Port Royal, S. C., in disabled condition.

U. S. S. PAUL JONES,
Port Royal, S. C., April 10, 1863.

SIR: In the absence of Rear-Admiral Du Pont I have the honor to report that the transport steamer *Thames*, with stores for the Gulf Squadron, arrived here this morning in a disabled condition.

It will take a week to repair her so that she can proceed on her voyage.

I am, sir, very respectfully, your obedient servant,
CHAS. STEEDMAN,
Captain and Senior Officer Present.

Hon. GIDEON WELLES,
Secretary U. S. Navy.

Order of Captain Steedman, U. S. Navy, to the master of the schooner S. W. Simmons, regarding the disposition of a cargo of coal.

U. S. S. PAUL JONES,
Port Royal Harbor, S. C., April 10, 1863.

SIR: In accordance with a verbal agreement made with you by Ensign James Wallace, you will proceed with your cargo of coal to Charleston Bar and report to the senior officer present.

In case of your vessel being captured, injured, or destroyed by the enemy while engaged in this service, you will be remunerated in full in proportion to the damage received.

Very respectfully, your obedient servant,
CHARLES STEEDMAN,
Captain and Senior Officer Present.

ISAAC WILLIAMS,
Master of Schooner S. W. Simmons.

Confidential instructions from the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, regarding operations off Charleston, S. C.

NAVY DEPARTMENT, *April 11, 1863.*

SIR: It has been suggested to the Department by the President that in view of operations elsewhere, and especially by the Army of the

Potomac, that you should retain a strong force off Charleston, even should you find it impossible to carry the place.

You will continue to menace the rebels, keeping them in apprehension of a renewed attack; in order that they may be occupied and not come North or go West to the aid of the rebels with whom our forces will soon be in conflict. Should you be successful, as we trust and believe you will be, it is expected that General Hunter will continue to keep the rebels employed and in constant apprehension, so that they shall not leave the vicinity of Charleston. This detention of the ironclads, should it be necessary in consequence of a repulse, can be but for a few days.

I trust that your success will be such that the ironclads can be or will have been dispatched to the Gulf when this reaches you.

There is intense anxiety in regard to your operations. This day [12th] is the anniversary of the assault on Sumter, and God grant that its recurrence may witness the destruction of that fortress by our naval forces under your command.

I am, very respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Real-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the proposed dispatching of ironclads to New Orleans.

No. 171.]

FLAGSHIP NEW IRONSIDES,
Inside Charleston Bar, April 11, 1863.

SIR: I have the honor to acknowledge your dispatch of the 2d instant, marked confidential, and shall make every effort to dispatch immediately five ironclads to New Orleans.

The Department has already been informed of the loss of the *Keokuk*. I will retain, in obedience to its orders, two, the *Passaic* and *Montauk*, these being the most injured and the weakest, and their XV-inch guns having been much more frequently fired than those of the others.

I did not understand that the Department included the *New Ironsides* in its order, and our failure to take Charleston renders it, in my judgment, necessary that she should resume her station off Charleston, as the great protective force of the blockading vessels against raids from the rebel rams, now increased, as I have reason to believe, to three, and I can assure the Department from my recent experience that she would be wholly unmanageable in the rapid currents of the Mississippi.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

[Telegram.]

NAVY DEPARTMENT, *April 11, 1863.*

Has a small box for Admiral Du Pont been received by you from the Ordnance Bureau?

Let the *Cimarron* proceed direct to Charleston Bar to report to Admiral Du Pont.

GIDEON WELLES.

Commodore C. K. STRIBLING,
Commandant Navy Yard, Philadelphia.

Report of Captain Steedman, U. S. Navy, senior officer off Port Royal, S. C., regarding affairs on that station.

U. S. S. PAUL JONES,
Port Royal, S. C., April 11, 1863.

ADMIRAL: I herewith transmit several official dispatches received this morning. As I am not authorized by your instructions to open any which may come here during your absence, I could not take it upon myself to do so. Everything is quiet at this point.

With the facilities at the workshop the *Wissahickon* can not be repaired to make her serviceable. I will therefore keep her until further orders.

A picket guard of 9 men was captured two days since by Acting Master Dutch, commanding the bark *Kingfisher*. It was handsomely done, and reflects much credit upon Captain Dutch. The prisoners I have placed on board of the *Vermont*.

Your letter of the 7th instant, ordering coal to be sent to the fleet off Charleston, was not received until last night. I have dispatched the only coal schooner in the harbor in tow of the steam tug *Daffodil*.

The steam tug *Oleander* arrived here this morning from New York. She will require some slight repairs to her engines.

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

CHARLES STEEDMAN,
Captain and Senior Officer Present.

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

Report of Commander Balch, U. S. Navy, senior officer in Stono Inlet, regarding affairs on that station.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, April 11, 1863.

SIR: I have the honor to report all very quiet in Stono. From present indications I have every reason to believe that the enemy, except in small force, has been withdrawn from this vicinity.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Destruction of the steamer Stonewall Jackson in attempting to run into Charleston, S. C., April 12, 1863.

Report of Captain Green, U. S. Navy, commanding U. S. S. Canandaigua.

U. S. STEAM SLOOP CANANDAIGUA,
Off Charleston, April 12, 1863.

SIR: I have respectfully to report that last night, between 11 and 12 o'clock, a steamer, bound in, succeeded in passing the steamers *Flag* and *Huron* and schooners *America* and *Blunt*, stationed in and off the Rattlesnake Channel [Shoal]. Each of the blockading vessels named fired at her repeatedly, and at daylight this morning the steamer was discovered abandoned, on fire, and fast aground about one-half of a mile from the beach and 1½ miles from the Breach Inlet batteries.

She was probably struck and set on fire by the shell fired at her, and is apparently a complete wreck.

She is an iron side-wheel steamer of 600 or 700 tons.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockdg. Squadron, off Charleston, S. C.

[Telegram.]

HEADQUARTERS ARMY OF POTOMAC, April 14, 1863.

The following dispatches are found in Richmond Dispatch of to-day:

CHARLESTON, April 13.

Last night the steamer *Stonewall Jackson*, formerly the *Leopard*, while attempting to run into this harbor was hotly chased by a half dozen blockaders, which fired at the *Stonewall*, and she received several shots through her hull. Captain Black, finding it impossible to escape, ran the steamer on the beach and burned her. The crew and passengers took to the boats and have reached here. Very little was saved excepting the mails and the passengers' effects. The steamer burned to the water's edge in sight of the Yankees. Her cargo consisted of several pieces of field artillery, 200 barrels of saltpeter, 40,000 army shoes, and a large assortment of merchandise.

GOLDSBORO, April 13.

The news of a partial victory over the abolitionists near Washington, [N. C.], reached us to-day. It appears that the Yankees under Foster, marching to the relief of Washington, now invested by our troops, were met en route last Thursday evening near Bland's Creek by General Pettigrow. No loss on our side.

DANL. BUTTERFIELD,
Major-General, Chief of Staff.

Captain G. V. FOX,
Assistant Secretary Navy.

Report of Captain Haskell, U. S. Army.

BATTERY MARSHALL, April 12, 1863.

CAPTAIN: The steamer *Stonewall Jackson*, just from Nassau, [New Providence], was fired into last night and chased ashore on Long Island

by the abolitionists. She was set on fire at daylight by her captain and will prove a total loss. Her passengers, officers, and crew are now at this post, 54 in number.

It is a pity that she was fired, as she was under the protection of my battery.

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

CHARLES T. HASKELL, JR.,

Captain, Commanding.

Captain WILLIAM GREENE,

Assistant Adjutant-General.

Report of Acting Lieutenant Brodhead, U. S. Navy, commanding U. S. S. E. B. Hale, regarding expedition in Coosaw River.

U. S. S. E. B. HALE,

Port Royal, S. C., April 13, 1863.

ADMIRAL: I have the honor to inform you that in obedience to orders from Captain Steedman I proceeded with this vessel on the 11th instant to shell the woods opposite the wreck of the army boat *Washington*, demolished by a field battery of the enemy, above the brickyard and some 4 miles below Port Royal Ferry.

I left Beaufort at 4 a. m. on the 12th instant, and went as far as I could with the low water and until I grounded, and when the tide rose towed the wreck as far as my pilot informed me I could go and have room to turn my vessel, within easy rifle range of the position occupied by the enemy's battery when it destroyed the *Washington* on the 9th instant. I then anchored by the stern while the tide was running up, and with my rifle shelled the position of the battery, and with my starboard broadside guns the adjacent woods, where I had been informed by an army officer numbers of the enemy had been seen, with look-outs up a very tall old tree. I found such a tree in these woods, in the top of which were perched most of the day two large black eagles or buzzards, but saw no signs of the enemy. I shelled these places for three hours. I could perceive no movement on the part of our army (who had a battery of four rifled guns in position to cover the wreck) to reach the wreck and get her guns, under cover of my fire.

At 4 p. m., with high water, I moved up half a mile nearer, to cover any such movement on the part of the army, and lay there until after 8 p. m. with all lights obscured, when it was so dark that the enemy could not see me leave, as I was obliged to do, in order not to get aground at low water, Captain Steedman having charged me not to hazard my vessel in any improper manner. I then started to come down to report to Captain Steedman, but had not left early enough to cross the shoal at the brickyard, where I grounded and lay till 1 a. m., when I floated again, ran down to Beaufort, and anchored. At 9.30 a. m. I got underway and came down to this harbor for further orders.

I made the report of my cruise to the Whale Branch and Broad River (via the brickyard and Port Royal Ferry) and back, on which route it was reported that a battery, or batteries, had been erected by the enemy, to Captain Steedman, which report I suppose he has laid before you; and, after the remarks of General Saxton, I should be

pleased, sir, to have an expression of your opinion as to my course on that occasion.

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

EDGAR BRODHEAD,
Acting Lieutenant, Commanding.

Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the U. S. S. Memphis.

No. 178.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 13, 1863.

SIR: Enclosed is a survey* (marked No. 1) on the U. S. S. *Memphis*, Lieutenant-Commander Watmough.

As the vessel can not be repaired here I have ordered her to Philadelphia, directing Lieutenant-Commander Watmough to report to the Department by letter.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Watmough, U. S. Navy, commanding U. S. S. Memphis, to proceed to Philadelphia for repairs to that vessel.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 13, 1863.

SIR: Your vessel having been injured by a collision with the *Keokuk*, requiring repairs which can not be made here, you will please proceed with her to Philadelphia, reporting on your arrival to the commandant of the navy yard, and through him to the Department by letter.

Respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander P. G. WATMOUGH,
U. S. S. Memphis, Port Royal.

P. S.—You will, on your arrival, turn over Adkins, the pilot of the *Aries*, to the commandant of the Philadelphia yard. The Department has been written to about him.

Report of Captain Taylor, U. S. Navy, commanding U. S. S. Housatonic, of the escape of a small boat through the blockade.

U. S. S. HOUSATONIC,
Off Charleston, April 13, 1863.

SIR: I have to report that a boat was seen soon after 4 o'clock this morning pulling rapidly and noiselessly past us, on the offshore side.

*Not necessary to publish.

I immediately fired upon her with small arms, when she pulled across our stern, passing between this ship and the *Augusta*, and soon, almost instantly, disappeared in the direction of the land. As she was passing across the stern we got one shot at her from a 12-pounder howitzer.

The rapidity with which she was pulling, and her almost instant disappearance, rendered useless any pursuit by boats. At daylight nothing could be seen of her.

Very respectfully, your obedient servant,

WM. ROGERS TAYLOR,
Captain.

Commodore T. TURNER,
Senior Officer Present.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Beaumont, U. S. Navy, commanding U. S. S. Sebago, to proceed to North Edisto, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 13, 1863.

SIR: You will proceed with the U. S. S. *Sebago* under your command to North Edisto, relieving the U. S. S. *South Carolina*, which vessel proceeds at once off Charleston.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander J. C. BEAUMONT,
U. S. S. Sebago.

Order of Rear-Admiral Du Pont, U. S. Navy, to Captain Steedman, U. S. Navy, commanding U. S. S. Paul Jones, to assume command of the U. S. S. Powhatan.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 13, 1863.

SIR: You are hereby detached from the U. S. S. *Paul Jones* and will assume command of the U. S. S. *Powhatan* until the pleasure of the Department is known.

You will proceed in the *Paul Jones* off Charleston to take command of your ship, reporting to Commodore Turner for blockading duty.

Lieutenant-Commander Williams will take command temporarily of the *Paul Jones*.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain C. STEEDMAN,
U. S. S. Paul Jones.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Williams, U. S. Navy, to assume command of the U. S. S. Paul Jones.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 13, 1863.

SIR: You are hereby detached from the *Powhatan* and ordered to take command temporarily of the *Paul Jones* until Commander Rhind, who has been ordered to her, returns from the North.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant-Commander E. P. WILLIAMS,
U. S. S. *Powhatan*, off Charleston.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Commodore Turner, U. S. Navy, informing him of certain transfers of command.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 13, 1863.

SIR: Captain Steedman has been ordered to the command of the *Powhatan* until the pleasure of the Navy Department is known. Lieutenant-Commander Williams, now on board the *Powhatan*, has been directed to assume the command of the *Paul Jones* until he shall be relieved by Commander Rhind.

You will please assign the *Paul Jones* to blockading duty off Charleston.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commodore T. TURNER,
U. S. S. *New Ironsides*, off Charleston.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Reynolds, U. S. Navy, commanding U. S. ship Vermont, regarding the transfer of the crew of U. S. ironclad Keokuk.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 13, 1863.

SIR: The crew of the ironclad *Keokuk* having been transferred to the U. S. ship *Vermont*, they will be considered as liable to draft to fill up the complement of various vessels in the squadron for general service.

You will please direct Paymaster Read, of the *Keokuk*, to prepare requisite transfer rolls, giving the names, rates, and, if possible, the date and duration of enlistment. In case he can not furnish the latter information you will be pleased to learn the same from the men themselves, and have it appear on the transfer rolls.

Although the men are necessarily transferred with their original ratings when enlisted, reference will be had in drafting them to the vessels requiring petty officers, giving these men the preference.

You will direct Acting Assistant Paymaster Isaacs to place these men on the books of the *Vermont*.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander W. REYNOLDS,
U. S. Ship Vermont.

Order of Commodore Turner, U. S. Navy, to Commander Patterson, U. S. Navy, commanding U. S. S. James Adger, regarding signals in case of night attempts to run the blockade.

U. S. S. NEW IRONSIDES,
Off Charleston, April 13, 1863.

SIR: Hereafter any vessel of the blockading force off this port discovering a vessel during the night attempting to run the blockade will fire one or more rockets or guns as a signal that the attempt is being made.

Immediately after burn a white light, if the vessel is outward bound; a green light or blue light if inward bound; the light to be continued every ten minutes if the chase be continued.

Very respectfully, your obedient servant,

T. TURNER,
Commodore.

Commander THOS. [H.] PATTERSON,
Commanding U. S. S. James Adger.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Fairfax, U. S. Navy, commanding U. S. S. Nantucket, to assume command of the U. S. S. Montauk.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 13, 1863.

SIR: You are hereby detached from the U. S. ironclad *Nantucket* and will relieve Captain J. L. Worden in the command of the U. S. ironclad *Montauk*, who returns to the North in consequence of ill health.

You will immediately prepare the *Montauk* for service and report to me when ready.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander D. McN. FAIRFAX,
U. S. S. Nantucket.

Order of Rear-Admiral Du Pont, U. S. Navy, to commanding officers of ironclads, to prepare for service in the Gulf of Mexico.

Confidential.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 13, 1863.

SIR: You will please prepare the U. S. ironclad *Weehawken*, under your command, for service in the Gulf of Mexico, and will report to

me so soon as you are ready to leave this harbor, when more specific orders will be given.

A steamer to tow you will be got ready.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain JOHN RODGERS,
U. S. S. Weehawken, Port Royal.

[Similar orders to Commander D. Ammen, U. S. S. *Patapsco*; Commander J. Downes, U. S. S. *Nahant*; Commander Geo. [W.] Rodgers, U. S. S. *Catskill*; Commander [D. McN. Fairfax], U. S. S. *Nantucket*.

Letter from the President's Secretary to the Assistant Secretary of the Navy, transmitting copy of orders from the President to Rear-Admiral Du Pont, U. S. Navy.

EXECUTIVE MANSION,
Washington, November 3, 1863.

MY DEAR SIR: Herewith I transmit a correct copy of the President's dispatch of the 13th April to Admiral Du Pont. The original is on file at the War Department.

Your obedient servant,

JOHN HAY.

Hon. G. V. Fox.

[Enclosure.—Telegram.]

WASHINGTON, D. C.,
May [April] 13, 1863—3:40 p. m.

Hold your position inside the bar near Charleston, or if you shall have left it, return to it, and hold it till further orders. Do not allow the enemy to erect new batteries or defenses on Morris Island. If he has begun it drive him out. I do not herein order you to renew the general attack. That is to depend on your own discretion or a further order.

A. LINCOLN,
President.

Rear-Admiral S. F. DU PONT.

Order of the President to Major-General Hunter, U. S. Army, and Rear-Admiral Du Pont, U. S. Navy, regarding operations against the defenses of Charleston, S. C.

Private.]

EXECUTIVE MANSION,
Washington, April 14, 1863.

This is intended to clear up an apparent inconsistency between the recent order to continue operations before Charleston and the former one to remove to another point in a certain contingency. No censure upon you or either of you is intended. We still hope that by cordial and judicious cooperation you can take the batteries on Morris Island and Sullivan's Island and Fort Sumter. But whether you can or not, we wish the demonstration kept up for a time for a collateral and very

important object. We wish the attempt to be a real one (though not a desperate one) if it affords any considerable chance of success. But if prosecuted as a demonstration only, this must not become public or the whole effect will be lost. Once again before Charleston, do not leave till further orders from here. Of course this is not intended to force you to leave unduly exposed Hilton Head or other near points in your charge.

Yours, truly,

A. LINCOLN.

General HUNTER and Admiral DU PONT.

P. S.—Whoever receives this first, please send a copy to the other immediately.

A. L.

Report of Rear-Admiral Du Pont, U. S. Navy, requesting additional vessels in view of the weakened condition of the blockade.

No. 180.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 14, 1863.

SIR: If the Department can send me one or more steamers to tow the ironclads to the Gulf, or to replace those which I may have to take from the blockading force, it will be very desirable.

I have lost the services of so many vessels already by breaking down that the blockade will be very much weakened. The *Ottawa*, *Quaker City*, *Water Witch*, *Cinnarron*, and *Mercedita* are now at the north; the *Florida* and *Bienville* have been detached; the *Memphis* and *Wissahickon* both go north for repairs, and the *Mohawk*, *Seneca*, *Marblehead*, and *Potomska* are represented as unfit for service, and the *Keystone State* can do no outside work.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

[Telegram.]

HEADQUARTERS ARMY POTOMAC, April 14, 1863.

We have Richmond papers of 13th. Nothing new from Charleston. Details from Charleston papers of the attack on the 7th. The telegraphic items are of date the 10th and report no change in position of affairs; all quiet. The arrival of steamer *Ella and Annie* from Nassau, [New Providence], formerly of New Orleans and Galveston, with cargo of merchandise and Havana sugar, is telegraphed from Charleston April 10. Do you wish details mentioned?

D. BUTTERFIELD,
Major-General, Chief of Staff.

G. V. FOX

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Colhoun, U. S. Navy, commanding U. S. S. Lodona, to proceed to duty on the Charleston blockade.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 14, 1863.

SIR: You will please proceed with the *Lodona* under your command off Charleston, reporting for blockading duty to Commodore Turner, stopping on your way at North Edisto, delivering the accompanying dispatch, and taking in tow off Charleston the yacht *America*.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander E. R. COLHOUN,
U. S. S. *Lodona*.

Report of Acting Master Dutch, U. S. Navy, giving information regarding a Confederate rendezvous on Pritchard's Island.

U. S. BARK KINGFISHER,
St. Helena Sound, April 14, 1863.

SIR: I have the honor to acknowledge the receipt of general orders.

* * * * *

I would also report that from information I have obtained of late that a man by the name of Pritchard, living on Pritchard's Island, is now, and has been for some time, in my opinion, communicating with the enemy, and that his house has been a rendezvous for spies and deserters from our camps, and that evidences of the fact might be found by an examination of the premises. The ship has been leaking from 3½ to 4 inches per hour; the magazine well leaks 4 or 5 gallons per day. We are obliged to pay close attention to our pumps, and also to sponging the magazine well.

I am, very respectfully, your obedient servant,

J. C. DUTCH,
Acting Master, Commanding.

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

Report of Commander Balch, U. S. Navy, transmitting letter to the chief quartermaster at Hilton Head, S. C., regarding coal.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, April 14, 1863.

SIR: I herewith enclose a letter to Chief Quartermaster Ingham Coryell in relation to coal from the schooner *Eva Bella*. I have received from that vessel 141 tons and 2,080 pounds of coal. I was not able to afford assistance in ballasting him, as I have heretofore done for other vessels, and he said it was necessary to have some ballast to take him to Port Royal, he having been ordered there. My launch is

up with the troops on Folly Island, and I can not spare my boats. We have coal enough now to last for some time, as also the *McDonough*.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander, U. S. Navy.

Fleet Captain C. R. P. RODGERS, U. S. Navy.

[Enclosure.]

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, April 14, 1863.

CAPTAIN: I have the honor to report that I have received from the schooner *Eva Bella* 136 tons and 2,080 pounds of coal.

I have not entirely discharged the cargo of coal, as Captain Leo said it was necessary for him to have some ballast to take him to Port Royal, and I could not spare boats to ballast him, as I had heretofore done. My launch is up the Folly River on duty with the troops, and I have therefore left in the schooner a sufficient amount of ballast, and have directed him to report to you at Hilton Head.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer, *Stono Inlet.*

Captain and Acting Chief Quartermaster INGHAM CORYELL,
Tenth Army Corps, Hilton Head, S. C.

Letter from the Secretary of the Navy to Mr. Ericsson, referring to the operations of the ironclads in the attack on Charleston, S. C.

NAVY DEPARTMENT, *April 15, 1863.*

SIR: The official reports of the commanders relative to the late attack at Charleston are not yet received, but will be forwarded as soon as they come to hand. The confidence of the Department in this class of vessels is not shaken by the result, so far as known.

I have to request that you will suggest such improvements and alterations as may occur to you after obtaining all the details.

The *Lehigh* and *Sangamon* will remain for the present at Hampton Roads, and work can be done upon them there.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Captain JOHN ERICSSON,
New York.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the disposition of the vessels of his command.

No. 186.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 15, 1863.

SIR: I have the honor to report the following positions on blockade of the vessels of this squadron:

At Georgetown, U. S. S. *Conemaugh*.

Bull's Bay, U. S. S. *Lodona*.

Off Charleston, U. S. S. *New Ironsides*, *Housatonic*, *Pocahontan*, *Flay*, *South Carolina*, *Heron*, *Unadilla*, *Paul Jones*, *Augusta*, *Stettin*, *G. W. Blunt*, and *America*.

In Stono, U. S. S. *Pawnee*, *Commodore McDonough*, and mortar schooner *C. P. Williams*.

In North Edisto, U. S. S. *Sebago*, *Seneca*, and mortar schooners *Para* and *Norfolk Packet*.

St. Helena Sound, U. S. bark *Kingfisher*.

In Wassaw Sound, U. S. S. *Wamsutta*.

In Ossabaw Sound, U. S. S. *Dawn*.

Guarding St. Catherine's, Doboy, Sapelo, and St. Simon's, U. S. S. *Keystone State*, *Potomska*; barks *Fernandina* and *Braziliera*.

In St Andrew's Sound, U. S. bark *Midnight*.

At Fernandina, U. S. S. *Mohawk*.

In St. John's River, U. S. S. *Norwich*, *E. B. Hale*, and *Uncas*.

In Port Royal, flagship *Wabash*, storeships *Vermont*, *Courier*, and *Valparaiso*, taking in provisions and undergoing repairs, U. S. S. *Cunandaigua*, *James Adger*, *Marblehead*, *Wissahickon*, *Madgie*, ironclads *Passaic*, *Weehawken*, *Montauk*, *Patuxco*, *Nahant*, *Catskill*, *Nantucket*, and tugs *Daffodil*, *Columbine*, *Oleander*, *O. M. Pettit*, *Dandelion*, and *Rescue*; U. S. schooner *Hope* used as a dispatch boat.

The U. S. S. *Flambeau* was sent north on the 8th instant with dispatches, and has not yet returned.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, regarding the U. S. S. *Passaic*.

NAVY DEPARTMENT, April 15, 1863.

SIR: Send the U. S. S. *Passaic* home to New York.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary Navy.

Rear-Admiral SAML. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Balch, U. S. Navy, to proceed to blockade Stono entrance.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 15, 1863.

SIR: As soon as the army shall have left the Stono you will cross the bar with the *Pawnee* and *Commodore McDonough*, blockade the entrance from the outside with your vessel, and send the *Commodore McDonough* to North Edisto.

• Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander G. B. BALCH,

U. S. S. *Pawnee*, Stono River.

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

No. 184.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 15, 1863.

SIR: I have the honor to inform the Department of the arrival here on the 11th instant of the U. S. S. *Oleander*, Acting Master W. H. Polleys, commanding.

Enclosed (marked No. 1) is Acting Master Polleys' report* of the passage from New York to this port.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdgy. South Atlantic Blockading Squadron.
Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Commodore Turner, U. S. Navy, to Commander Patterson, U. S. Navy, regarding signal for use on discovery of strange boats.

U. S. S. NEW IRONSIDES,
Off Charleston, S. C., April 15, 1863.

SIR: When strange boats are discovered outside at night, you will burn Coston signal No. 6 (red and white).

Very respectfully, your obedient servant,

T. TURNER,
Commodore.

Commander THOMAS [H.] PATTERSON,
Commanding U. S. S. James Adger.

Additional order of the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, regarding the U. S. S. Passaic.

NAVY DEPARTMENT, *April 16, 1863.*

SIR: You were instructed a few days ago to send the *Passaic* to New York. Let her touch at Hampton Roads on the way up and there await further orders from the Department. It is designed to replace her with either the *Saugamon* or the *Lehigh*.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral SAML. F. DU PONT,
Comdgy. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Chief Engineer Wood, U. S. Navy, regarding measures for clearing Charleston Harbor of obstructions.

NEW YORK, *April 16, 1863.*

SIR: It appears to me after careful examination of the reports of the recent attack upon Charleston that it was not the fire of the rebel

* Not necessary to publish.

batteries which prevented our impregnable fleet from passing within the harbor, if that was the object to be attained, but the existence of certain obstructions.

Now, the existence of the obstructions had been anticipated and the mechanical resources of Captain Ericsson were accordingly drawn upon to provide an apparatus to remove them.

This apparatus was brought forth perfected in every detail. One was tried in the North River, with a view of ascertaining if there was any danger of the torpedo "kicking backward," as it was expressed by the authorities in command off Charleston. The experiment was eminently satisfactory and the enormous force of nearly 700 pounds of powder was delivered directly ahead as the design contemplated.

Again, fears were entertained by many commanders that a "monitor would not steer" with the large raft to which the torpedo or "bottom scraper" was suspended when secured to the boat.

These fears were proved to be utterly without foundation by simply attaching one of the rafts to the bows of the monitor *Weehawken*.

The experiment was satisfactory; no difficulty was found in steering.

Now, in view of these facts, I would respectfully state, I volunteer, at a moment's notice, to take command of any monitor with the Ericsson bottom scraper attached, and proceed with it to the obstructions which block up the entrance to Charleston Harbor.

Permit me to add that there is one thing which has been conclusively demonstrated, and that is, that the fleet of monitors, by paying their attention to Fort Sumter, can soon breach and render that stronghold untenable.

This fort, once captured, can be held, and then the mere possession of Charleston is of but trifling importance.

But one of two things can be done, either to reduce Sumter or pass within the harbor. The country swarms with men possessing the necessary mechanical ability to accurately handle the monitors in either case.

I beg to assure the honorable Secretary that in making this communication I positively and earnestly disavow any intention of criticising the recent operations before the fortifications in Charleston Harbor, and respectfully state my only motive has been in offering my services and cooperation in effecting the removal of these obstructions in the use and means of the appliances provided for effecting this much desired and necessary object, and as being peculiarly a question of engineering.

My great desire for the accomplishment of the reduction of these forts, in common with every loyal citizen, will, I trust, be appreciated and deemed a satisfactory excuse for this communication.

I am, very respectfully, your obedient servant,

WM. W. W. WOOD,
Chief Engineer, U. S. Navy.

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

*Detailed report of Rear-Admiral Du Pont, U. S. Navy, regarding
affairs pertaining to the Charleston blockade.*

No. 191.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 16, 1863.

SIR: I have the honor to acknowledge the receipt this morning by the *Freeborn* of your communication of the 11th instant, directing the maintaining of a large force off Charleston, to menace the rebels and keep them in apprehension of a renewed attack in the event of our repulse.

I have also to acknowledge the receipt of a copy of a telegraphic dispatch of the 13th instant from the President of the United States, sent from Fortress Monroe.

The Department will probably have known on the 12th instant the result of the attack. In my dispatch of the 11th instant, dated off Charleston, the Department was made aware of my withdrawal with the ironclads from the very insecure anchorage inside the bar, and just in time to save the monitors from an easterly gale, in which, in my opinion and that of their commanders, they would have been in great peril of being lost on Morris Island beach. Their ground tackle has been found to be insufficient, and from time to time they have dragged even in close harbors.

I have since been doing all in my power to push forward their repairs in order to send them to the Gulf, as directed, but I presume that your dispatch of the 11th instant and the telegraphic message from the President revoke your previous order.

I shall spare no exertions in repairing, as soon as possible, the serious injuries sustained by the monitors in the late attack, and shall get them inside Charleston Bar with all dispatch in accordance with the order of the President. I think it my duty, however, to state to the Department that this will be attended with great risk to these vessels from the gales which prevail at this season and from the continuous fire of the enemy's batteries, which they can neither silence nor prevent the erection of new ones.

The *New Ironsides* can only cross the bar, with certainty, at spring tides, which are twice a month. She is more vulnerable than the monitors, and at the distance she must necessarily anchor could not elevate her guns sufficiently to reach any batteries of the enemy, while at the same time she would be liable to injury, particularly in her wooden ends, from a fire which she could not return. If this vessel is withdrawn from the blockade and placed inside, the blockade may be raised by the rebel rams coming out of Charleston Harbor at night by Maffitt's Channel, in which case she could give no assistance to the fleet outside. But for the *New Ironsides* the raid of the 31st January would have been repeated with more serious effect.

The lower and greater part of Morris Island exhibits a ridge or row of sand hills, affording to the enemy a natural parapet against the fire of shipping and facilities for erecting batteries in very strong positions. The upper part of the island is crossed by Fort Wagner, a work of great strength and covered by the guns of Fort Sumter. The island is in full communication with Charleston, and can in spite of us draw fresh reinforcements as rapidly as they may be required. Shoals extend from the island, which prevent the near approach of the monitors, and our experience at Fort McAllister does not encourage me to

expect that they will reduce well-defended sand batteries where the damage inflicted by day is readily repaired by the unstinted labor of the night. The ships, therefore, can neither cover the landing nor afterwards protect the advance of the small force of the army available for operations in this quarter, which will meet fresh troops at every sand hill and may look also for a reverse fire from the batteries on James Island.

As it is considered necessary to menace Charleston by a demonstration of land and naval forces, North Edisto will afford a better point from which to threaten an advance, and a concentration of troops and ships in that quarter would accomplish the purpose of the Government, mentioned in your dispatch of the 11th instant, as it is a military point from which Charleston could be attacked now, James Island being fully occupied by the enemy's batteries.

I have deemed it proper and due to myself to make these statements, but I trust I need not add that I will obey all orders with the utmost fidelity, even when my judgment is entirely at variance with them, such as the order to reoccupy the unsafe anchorage for the ironclads off Morris Island, and an intimation that a renewal of the attack on Charleston may be ordered, which, in my judgment, would be attended with disastrous results, involving the loss of this coast.

For eighteen months in these waters I have given whatever of professional knowledge, energy, and zeal I possess to the discharge of my duties and to the close study of our military and naval position in the tenure of the seacoasts within the limits of my command, and I claim to know what best pertains to the disposition of my fleet in carrying out the instructions of the Department.

I know not yet whether the confidence of the Department, so often expressed to me, has been shaken by the want of success in a single measure, which I never advised, though intensely desirous to carry out the Department's orders and justify expectations in which I could not share.

I am, however, painfully struck by the tenor and tone of the President's order, which seems to imply a censure, and I have to request that the Department will not hesitate to relieve me by any officer who, in its opinion, is more able to execute that service in which I have had the misfortune to fail—the capture of Charleston. No consideration for an individual officer, whatever his loyalty and length of service, should weigh an instant if the cause of his country can be advanced by his removal.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the detachment of Captain Worden, U. S. Navy.

No. 188.]

FLAGSHIP WARASH,

Port Royal Harbor, S. C., April 17, 1863.

SIR: Owing to the continued ill health of Captain John L. Worden, of the *Montauk*, I have detached him from that vessel and permitted

him to proceed north in the army transport *Cahawba*, ordering him on his arrival to report either in person or by letter to the Department.

The services of this gallant officer are too well known to the Department to require any further endorsement from me. I need only add that in the late engagement with the forts in Charleston Harbor he displayed his well-known zeal and bravery. I did not deem it necessary in his case to call for a medical survey, for reasons expressed in my letter to him, and which I am sure the Department will appreciate.

I have detached Commander Fairfax from the *Nantucket* and ordered him to the command of the *Montauk*, and Lieutenant-Commander Newman, of the *Weehawken*, the senior executive officer in the ironclads, to the command of the *Nantucket*.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding orders issued to the U. S. S. Wissahickon, to proceed to Philadelphia for repairs.

No. 189.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., April 17, 1863.

SIR: Enclosed (marked No. 1) is the report of a survey on the engine and boilers of the U. S. gunboat *Wissahickon*, Lieutenant-Commander J. L. Davis.

As the necessary repairs can not be made here, I have ordered her to Philadelphia, where she was built, and where the patterns of her machinery are.

I have directed Lieutenant-Commander Davis to report his arrival to the Department by letter.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the disposition of the steamer Ericsson.

No. 190.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., April 17, 1863.

SIR: I am sending the *Ericsson*, she not being required here at this moment, to New York, where she may get rid of her deck load of bombs, which, after our experience here, can not be used except in perfectly smooth water. This we tested in attempting to use them to destroy the *Keokuk*.

Should the ironclads have to go south, we shall be much in want of steamers to tow them, and if the Department should decide upon this,

the *Ericsson* can be sent south again. Her great draft excludes her from all the ports on this coast except Port Royal.

I have directed Captain Lowber to report to Rear-Admiral Gregory.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Engagement of the U. S. S. Commodore McDonough with a Confederate battery on James Island, South Carolina, April 17, 1863.

Report of Commander Balch, U. S. Navy, commanding U. S. S. Pawnee.

U. S. STEAM SLOOP PAWNEE,

Folly River, Stono Inlet, South Carolina, April 21, 1863.

SIR: I have the honor herewith to enclose a report from Lieutenant-Commander Bacon in reference to an exchange of shots between his vessel and a battery on James Island.

At that time the *Pawnee* had not left her anchorage off Cole's Island, where I had been compelled to remain for the protection of the troops on that island, but on the signal from the *McDonough* that she was engaging the enemy I took the *C. P. Williams* in tow and proceeded up the Folly River, but the firing had ceased before reaching an anchorage near the *McDonough*.

The next day (the 17th instant) I opened fire upon a house on James Island where a number of men and horses were congregated, but the enemy did not return my fire.

I deem it proper to report that in view of the long line occupied by our troops on Folly and Cole's Island, viz, some 7½ miles, and with only a force of some 3,000 men, I felt it my duty to urge strongly upon General Vogdes the necessity of evacuating Cole's Island, and I did not think it prudent to divide the small naval force now on this station. This step he acceded to, and I have the naval force now in the Folly River, where I can readily assist the troops should they be attacked or should it be necessary to open on their batteries. I am led to the belief that the enemy will attempt to put up batteries, which may give the troops, if not ourselves, some trouble. I guaranteed to General Vogdes the possession of Cole's Island at any moment he might desire to reoccupy it. The *Pawnee* is now at anchor off the south end of Folly Island, where a number of transports are at anchor and much material is being landed for the troops.

On the Stono and John's Island side all is quiet, and I am happy to report all well on this station.

Very respectfully, your obedient servant,

GEO. B. BALCH,

Commander and Senior Officer Present.

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

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Lieutenant-Commander Bacon, U. S. Navy, commanding U. S. S. Commodore McDonough.

U. S. S. COMMODORE McDONOUGH,
Folly River, South Carolina, April 17, 1863.

SIR: I respectfully state that at 5 o'clock p. m. observed that the enemy had two guns on James Island pointing this way and quite a number of men around them; got underway and fired one shell from the 50-pounder rifle gun for the purpose of getting the range and also of driving the men from the guns. Soon after firing the enemy opened upon me from both guns, which appeared to be rifled siege pieces, his shot falling a few rods short of me and on the bank of the river. After getting the range of the batteries we succeeded in getting a number of shell into their works, when they immediately abandoned them and retreated toward the houses. Soon after a few of them returned and succeeded in hitching twelve or fourteen horses to the guns and hauling them away and finally retreated toward Secessionville. In conclusion, I respectfully state that the enemy appeared to be erecting a heavy battery, as I have noticed them moving a heavy article, probably a gun, having some twenty horses attached to it. Expended this day from 100-pounder rifle gun, 10 percussion shell and 1 solid shot; from 50-pounder rifle, 6 percussion shell, and from IX-inch gun, 4 15-second shells.

Very respectfully, your obedient servant,

GEORGE BACON,
Lieutenant-Commander, U. S. Navy.

Commander GEO. B. BALCH, U. S. Navy,
Senior Officer Present.

Commendatory letter from Rear-Admiral Du Pont, U. S. Navy, to Commander Balch, U. S. Navy, commanding U. S. S. Pawnee.

FLAGSHIP WARASHI,
Port Royal Harbor, S. C., April 23, 1863.

SIR: Your communication of the 21st instant, enclosing a report from Lieutenant-Commander Bacon, has been received.

It gives me pleasure to express my satisfaction with your proceedings in the Stono waters, in which you have shown your usual judgment and energy. You will also express to Lieutenant-Commander Bacon my commendation.

I send your mails by the buoy schooner, which also takes your stores and provisions.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander G. B. BALCH,
U. S. S. Pawnee, Senior Officer, Stono.

Capture by the U. S. S. Stettin of the Confederate steamer St. Johns off Cape Romain, South Carolina, April 18, 1863.

Report of Rear-Admiral Du Pont, U. S. Navy.

No. 201.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 22, 1863.

SIR: I have the honor to report the capture, on the 18th instant, of the rebel steamer *St. Johns* by the U. S. S. *Stettin*, Acting Master James R. Beers, commanding, whilst attempting to run into Cape Romain Inlet.

Enclosed herewith (marked No. 1) is a copy of the report of Acting Master Beers, detailing the circumstances of the capture.

The steamer, being short of coal, was towed to this port by the *Stettin*, and I have detached Acting Master Beers from the latter vessel, to which he was only ordered temporarily, and directed him to proceed to Boston in command of the prize, reporting his arrival to the Department by letter.

As stated by Acting Master Beers in his report, all the officers and crew escaped except four men, viz, Edward Young, William Fox, Thomas Sweeny, and John Carney, who voluntarily remained, and as they are willing to work on their way north, I have made the same arrangement in this case as in similar ones before, allowing Edward Young \$2 per day from the 19th instant and the others \$2 per day from the 21st instant, until the arrival of the *St. Johns* in Boston. Commodore Montgomery has been informed of this arrangement, but may I request the Department to authorize him by telegraph to make the above payments?

Enclosed (marked No. 2) is a list of the officers and crew of the U. S. S. *Stettin* entitled to prize money.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Report of Acting Master Beers, U. S. Navy, commanding U. S. S. *Stettin*.

U. S. S. STETTIN,
Bull's Bay, April 19, 1863.

SIR: At 6 o'clock a. m. yesterday sighted a steamer burning black smoke, about 10 miles distant, bearing E. N. E., apparently on shore on the shoals of Cape Romain. I immediately slipped and gave chase, and soon ascertained that she was attempting to run the blockade into Cape Romain Inlet. As soon as within range I fired several shots at the vessel, and succeeded in driving her ashore about 1,500 yards from Cape Romain light-house.

The *Stettin* being very slow, the officers and crew of the suspected steamer (with the exception of four men who voluntarily remained) succeeded in leaving the vessel after demolishing everything they could lay their hands on and throwing overboard a portion of the cargo.

I came to anchor in about 15 feet of water about 2 miles from the steamer ashore.

I proceeded with two armed boats' crews to board the vessel; found her to be the so-called Confederate steamer *St. Johns*, five days from Nassau, New Providence, with an assorted cargo, and that she had run ashore at about one-third ebb tide. I could find neither papers, manifest, nor log, and no colors but two rebel ensigns.

Being hard aground, I was forced to throw overboard a quantity of salt and coils of telegraph wire, when, by shifting cargo, I succeeded in getting her afloat by 6 p. m.

I learned from those on board that she had attempted to run the blockade into Wassaw the morning previous, but had been driven off by one of our blockading vessels. I anchored for the night with the vessels in Bull's Bay, and at daylight this morning picked up my anchor and started for the fleet off Charleston.

Upon reporting to Commodore Turner, I received verbal orders to proceed to Port Royal in the *Stettin* with the prize.

Very respectfully, your obedient servant,

JAMES R. BEERS,

Acting Master, Commanding U. S. S. Stettin.

Rear-Admiral S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Du Pont, U. S. Navy, to the commanders of ironclads, to make frequent reports concerning the qualities of those vessels.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., April 18, 1863.

SIR: Accompanying this is a copy of a dispatch to me from the Navy Department, under date of March 25, 1863, desiring that the commanders of the ironclads should report frequently with regard to the qualities of those vessels.

Respectfully, etc.,

S. F. DU PONT,

Rear-Admiral.

Captain P. DRAYTON,

U. S. Ironclad Passaic.

(Similar letters written to other ironclads, Captain John Rodgers, U. S. S. *Weehawken*; Commander D. Ammen, U. S. S. *Patapsco*; Commander G. W. Rodgers, U. S. S. *Catskill*; Commander D. McN. Fairfax, U. S. S. *Montauk*; Commander John Downes, U. S. S. *Nahant*; Lieutenant-Commander L. H. Newman, U. S. S. *Nantucket*.)

Letter from Rear-Admiral Du Pont, U. S. Navy, to Brigadier-General Saxton, U. S. Army, regretting his inability to supply a gunboat for the purpose requested.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., April 18, 1863.

GENERAL: I received your letter, and afterwards your telegraph, the latter of which I answered, and desire to express my regrets at my

entire inability to supply a gunboat for the purpose you require. I have not a sufficient number of light-draft ones to relieve my broken-down vessels.

I beg to remind you that we are much in want of the howitzers of the *Wabash*.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Brigadier-General R. SAXTON, U. S. Army,
Beaufort, S. C.

Order of Rear-Admiral Du Pont, U. S. Navy, to Captain Drayton, U. S. Navy, to assume command in North Edisto River, South Carolina.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 18, 1863.

SIR: You will please proceed with the *Passaic* under your command to North Edisto, and assume, as senior naval officer there, the direction of affairs.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain P. DRAYTON,
U. S. S. Passaic.

Order of Rear-Admiral Du Pont, U. S. Navy, to three commanding officers of ironclads to proceed to duty at North Edisto, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 18, 1863.

SIR: You will please proceed with the *Catskill* under your command to North Edisto and report to the senior officer present.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander G. W. RODGERS,
U. S. S. Catskill.

(Similar orders written April 19, 1863, to Commander D. Ammen, U. S. S. *Patapsco*; Commander D. McN. Fairfax, U. S. S. *Montauk*.)

[Telegram.]

NAVY DEPARTMENT, *April 18, 1863.*

The *Flambeau* will leave at 8 p. m.

Notify Lieutenant Smith that he is detached from the *Flambeau*.

GIDEON WELLES,
Secretary of the Navy.

Commodore A. A. HARWOOD,
Commandant Navy Yard, Washington, D. C.

Report of Lieutenant-Commander Watmough, U. S. Navy, commanding U. S. S. Memphis, of arrival at navy yard, Philadelphia.

U. S. S. MEMPHIS,
Navy Yard, Philadelphia, April 19, 1863.

SIR: I have the honor to report my arrival at this port, in obedience to orders from Rear-Admiral Du Pont, for the purpose of undergoing repairs of damages sustained in a collision with the ironclad *Keokuk*, a report of which I have forwarded through the admiral.

I am, sir, very respectfully, your obedient servant,
PENELOPE G. WATMOUGH,
Lieutenant-Commander.

HON. GIDEON WELLES,
Secretary of Navy.

[Telegram.]

NAVY DEPARTMENT, *April 19, 1863.*

What date did the *Memphis* leave Port Royal, and did she bring any dispatches from Admiral Du Pont?

GIDEON WELLES,
Secretary.

Commodore STRIBLING,
Commandant Philadelphia Navy Yard.

Capture of the schooner Major E. Willis by the U. S. S. Powhatan, off Charleston, S. C., April 19, 1863.

Report of Captain Steedman, U. S. Navy, commanding U. S. S. Powhatan.

U. S. S. POWHATAN,
Off Charleston, April 20, 1863.

SIR: On the night of the 19th instant, between the hours of 9 and 10 o'clock, while at anchor off this port, a schooner was discovered inside of us, attempting to run out. I immediately fired a gun, slipped my chain, and stood in chase. After firing a second gun, she, finding it impossible to escape, hove to.

A boat was sent on board in charge of Acting Master E. L. Haines, who took possession, and transferred the master and crew to this vessel, leaving her in charge of Acting Master's Mate Frost and five men. The vessel is the schooner *Major E. Willis*, of Charleston, William M. Hale, master and half owner, bound to St. John, New Brunswick, with a cargo of 163 bales upland cotton, as per bill of lading. I have sent her to Boston in charge of Acting Master's Mate William Frost, from whom you will learn the full particulars of her capture. All her papers and flag have been placed in his charge with directions to hand them over to you.

Very respectfully, your obedient servant,
CHARLES STEEDMAN,
Captain.

JUDGE U. S. DISTRICT COURT,
Boston.

Report of Captain Steedman, U. S. Navy, regarding the disposition of the prize and her crew.

U. S. S. POWHATAN,
Off Charleston, April 20, 1863.

ADMIRAL: I have, in obedience to Commodore Turner's orders, put on board of the *Housatonic* the following-named men, a part of the crew of the schooner *Major E. Willis*, captured last night off this port.

The schooner has been ordered to proceed to Boston, in charge of Acting Master's Mate Frost.

I have not considered it [advisable] to send in the prize either her captain or mate, but have sent Mr. Hunter on, who is the principal owner of the cargo, and three of the crew as witnesses.

I have the honor to be, sir, very respectfully, your obedient servant,
CHARLES STEEDMAN,
Captain.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Flagship Wabash.

Report of Captain Steedman, U. S. Navy, stating his belief that the crew of the prize formerly belonged to the Confederate steamer *Nashville*.

U. S. S. POWHATAN,
Off Charleston, April 22, 1863.

ADMIRAL: Since writing my last communication information has come to my knowledge which leads me to believe that the crew of the prize schooner *Major E. Willis* formerly belonged to the rebel privateer *Nashville*, and that her master, W. Hale, has served as an officer of marines on board the said vessel.

I have the honor to be, sir, very respectfully, your obedient servant,
CHARLES STEEDMAN,
Captain.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Flagship Wabash.

Capture of the sloop Neptune off Charleston, S. U., April 19, 1863.

Report of Captain Taylor, U. S. Navy, commanding U. S. S. *Housatonic*.

U. S. S. HOUSATONIC,
Port Royal, April 21, 1863.

SIR: The sloop *Neptune* was captured on the night of the 19th instant, while attempting to run out from Charleston, by this ship.

Her cargo consists of 115 barrels of spirits of turpentine and 13 bales of cotton.

The vessel is merely a large launch, with no accommodations for officers or crew. In my opinion she is not worth sending to a Northern port, and a prize crew would be exposed to much discomfort and perhaps danger in an attempt to go there.

Her papers, consisting of the register, shipping articles, manifest, clearance, and bill of health, were all made out in the Charleston

custom-house, and show that the vessel was owned in Charleston and was bound to Nassau. I enclose them all for your information. The sloop is now lying at anchor near this ship in charge of an officer and two men.

I am, sir, very respectfully, your obedient servant,
WM. ROGERS TAYLOR,
Captain.

Rear-Admiral S. F. DU PONT,
Comdy. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting report of a board of survey on the prize.

No. 203.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 23, 1863.

SIR: I have the honor to report the capture of three vessels off Charleston attempting to run the blockade on the night of the 19th instant, viz, a brig, schooner, and sloop. The brig and schooner, one laden with salt, the other with cotton, have been sent north by Commodore Turner, who will report the circumstances of the capture.

The sloop, called the *Neptune*, was taken by the *Housatonic* and towed to Port Royal. A board of survey (herewith enclosed, marked No. 1) reported her unfit to go north, and I have transshipped her cargo, consisting of 13 bales of cotton, 40 pounds of cotton samples, and 114 barrels of spirits of turpentine, to the schooner *Simpson*, S. Ellis, master, consigned to the U. S. prize commissioners, New York. Acting Master's Mate B. F. Jacobs, of the *Housatonic*, goes north in charge of the cargo.

The master of the prize sloop, Edward Gardner, is sent in the *Simpson*; the rest of the crew, four in number, together with the officers and crew of the prize schooner referred to, will go north by the first opportunity. I forward (marked No. 2) Captain Taylor's report.

Enclosed (marked No. 3) is a list of the officers and crew of the *Housatonic* entitled to prize money.

Very respectfully, your obedient servant,
S. F. DU PONT,
Rear-Admiral, Comdy. South Atlantic Blockading Squadron.

[Enclosure.]

PORT ROYAL HARBOR, *April 23, 1863.*

SIR: in obedience to your orders of this date to hold a strict and careful survey on the prize sloop *Neptune* and report to you her condition and the feasibility of sending her north at this season of the year, and if we should be of opinion that she should not be sent north, to make an accurate appraisement of her hull, tackle, furniture, etc., taking also a careful inventory of her cargo, we beg leave to report that she is old, leaky, and unfit to send to a Northern port.

We value her hull, tackle, furniture, etc., at \$150. Her cargo consists of 13 bales of cotton and about 40 pounds of cotton samples, 114 barrels spirits of turpentine, part of one of which is leaked out.

T. STITES,
Acting Master.

CHARLES BOARDMAN,
Carpenter.

BENJ. F. JACOBS,
Acting Master's Mate.

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

Report of Commander Le Roy, U. S. Navy, transmitting written complaint found on St. Simon's Island, Georgia, regarding outrages committed by Federal troops.

U. S. S. KEYSTONE STATE,
St. Simon's, April 20, 1863.

SIR: The enclosed copy of a note was found on the Island of St. Simon's on the morning of the 17th instant, having evidently been left on the night of the 16th on a stick in a prominent position in the road, and from various reasons I am confident people from the mainland had been upon the island that night. From information that has reached me, I am fearful the complaint of the writer is but too true. I have been told that the negro troops who were at one time stationed upon this island committed grave outrages, firing upon the church, pulpit, gravestones, etc., conduct that can not be too highly reprobated.

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

WM. E. LE ROY,
Commander, U. S. Navy.

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

[Enclosure.]

CHURCH YARD, *St. Simon's Island.*

SIR: I have more than once been informed, through your deserted allies, that the graves of our family and a friend had been desecrated by your forces after the unsuccessful attempt to capture me some months ago. This rumor I could not believe, as the custom, even of the savage, has been to respect the home of the dead. But the sight which I now behold convinces me of the truth of a report I shuddered to think of. The practice of bushwhacking, shooting sentinels on posts, etc., having always been discountenanced by my commander and my chief has spared many of your men. But let me tell you, sir, that beside these graves I swear by heaven to avenge their desecration. If it is honorable for you to disturb the dead, I shall consider it an honor, and will make it my ambition to disturb your living. I fancy, sir, the voice of the departed issues from their desecrated homes exclaiming that such a nation may truly say to corruption, thou art my father; to dishonor, thou art my mother; vandalism, thou art my ambition.

WM. M. HAZZARD.

COMMANDER OF FEDERAL FORCES AT SOUTHBEND.

Report of Commander Le Roy, U. S. Navy, regarding the destruction by the enemy of the wharf at Gascoins Bluff, Georgia.

U. S. S. KEYSTONE STATE,
St. Simon's, Georgia, April 21, 1863.

SIR: Under date 20th instant I had the honor to enclose a copy of a note found on this island on the morning of the 17th. I have now to report that a boat from the *Potomska* came to me yesterday morning through the inland passage and reported finding the wharf at Gascoins Bluff (where we have had our coal depot) on fire, and though the boat's crew extinguished the fire, it had burned sufficiently long to destroy the wharf. Fortunately there was no coal, or I presume that would have been destroyed in the same way. There being no residents at Gascoins Bluff, I can only come to the conclusion some of the rebel troops from the main landed during the night and committed the ravages, and that this is probably a commencement of a series of acts of devastation on their part that their knowledge of St. Simon's and our position will permit them to do with impunity unless a military force is stationed on the island. This morning I had communication with a white resident, a Mr. Cole (who, while pretending to take no part with either side, I believe is a sympathizer with the rebels), and he confirmed by his statement the atrocities committed by the black troops that were stationed on St. Simon's some months since. Owing to this movement on the part of the rebels I will have to make a change in the disposition of the coal (when sent here) at this point.

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

WM. E. LE ROY,
Commander.

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

Capture of the British schooner Minnie by the U. S. S. Lodona, in Bull's Bay, S. C., April 20, 1863.

Report of Commander Colhoun, U. S. Navy, commanding U. S. S. Lodona.

U. S. S. LODONA,
Off Charleston, S. C., April 20, 1863.

SIR: I have to report to you the capture of the British schooner, or hermaphrodite brig, *Minnie*, by this vessel, in attempting to run the blockade in Bull's Bay. She was captured about 3 a. m. to-day. When first discovered she was standing in, under all sail, for the channel across the bar, being very close to it, and within 3 miles of Bull's Island light-house. After I had fired four times at her she hove to and showed a light. Upon boarding her, she appeared by her papers to be bound from Nassau, [New Providence], for Baltimore, with a cargo of 850 sacks of salt. The captain admitted that besides the salt he had some 30 bags of pepper and 1 cask of coffee. By order of Commodore Turner I have sent her to Philadelphia in charge of Acting Master J. P. Carr, with Acting Master's Mate F. E. Brecht and a prize crew of five men, retaining on board of her the captain and three of her crew. I have ordered Acting Master Carr to report himself to the Navy Department on his arrival at Philadelphia, and when informed by the judge of the district court that his services are

no longer necessary, unless otherwise ordered by superior authority, to return with the men under his command to this vessel. The other three of the crew of the *Minnie* are on board this vessel and will be sent by order of Commodore T. Turner by first opportunity to Port Royal. Their names are Charles Thompson, John Davis, and Charles Fleetwood. Charles Thompson, who says his name is Charles Fleetwood, is a Charleston pilot, well known to Nelson Anderson, the contraband pilot Fleet Captain Rodgers sent on board this vessel. As this is the first prize I have sent home, in the absence of definite instructions, I hope what I have done may meet your approval.

Very respectfully, your obedient servant,

EDMUND R. COLHOUN,
Commander.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron.

Report of Commodore Turner, U. S. Navy, regarding three of the crew of the prize.

U. S. S. NEW IRONSIDES,
Off Charleston, S. C., April 29, 1863.

ADMIRAL: I send down three of the crew of the English prize vessel *Minnie*, transferred to this ship from the *Lodona*. It is represented to me by Captain Colhoun that one of these men calling himself Charles Fleetwood is a Charleston pilot; to me he denies it positively, but I have little doubt of the fact, from information communicated to me by Captain Colhoun.

It seems to me that this man, having been a couple of weeks in the squadron and a short time on board of this ship, should not, under existing circumstances, be permitted to go at large, as he would doubtless very soon find his way back to Charleston.

Very respectfully, your obedient servant,

T. TURNER,
Commodore.

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

Order of the Secretary of the Navy to Commander Colhoun, U. S. Navy, to report circumstances attending the capture.

NAVY DEPARTMENT, *May 23, 1863.*

SIR: I transmit herewith a copy of a note,* dated the 14th instant, addressed to the Secretary of State by Lord Lyons, and of the protest accompanying it,* relative to the capture of the British schooner *Minnie* by the *Lodona*, and complaining of the manner in which she was brought to. The Department desires a full report of the circumstances attending the capture, particularly with regard to the means used to accomplish that object.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

EDMUND R. COLHOUN, U. S. Navy,
Commanding U. S. S. Lodona, Port Royal, S. C.

* Not found.

Letter from the Secretary of the Navy to the Secretary of State, transmitting copy of the report of Commander Colhoun, U. S. Navy.

NAVY DEPARTMENT, *June 22, 1863.*

SIR: In further answer to your letter of the 18th ultimo, enclosing a copy of a note from Lord Lyons relative to the capture of the British brig *Minnie*, by the U. S. S. *Lodona*, whilst endeavoring to run the blockade, I have the honor to transmit herewith a copy of the explanation [of] Commander Colhoun, dated the 6th instant, the commanding officer of the latter vessel. Commander Colhoun appears to have been only vigilant and efficient in the discharge of his duties.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

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

Report of Commander Colhoun, U. S. Navy, in response to the order of the Secretary of the Navy to furnish an account of the means used for the capture.

U. S. S. LODONA,
Port Royal Harbor, S. C., June 6, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of the 23d ultimo, with enclosed copy of a note from Lord Lyons to the Secretary of State, dated May 14, 1863, and of the protest of David Morgan, master of the British brig *Minnie*, captured by this vessel.

On the night of Sunday, April 19, 1863, the *Lodona* was at anchor off Bull's Bay, in 4 fathoms water, distant a little over 3 miles from Bull's Island light-house, which bore per compass W. by N. By reference to Coast-Survey chart No. 17 of Bull's Bay, you will perceive that she was within one-half of a mile of the bar, as close as she could be with due regard to safety. When the *Minnie* was discovered at about 2:40 a. m. of the 20th, she was to windward of us, bearing about S. S. W., distant probably one-half of a mile, the *Lodona* being then head to wind, which was S. W., blowing about a 6-knot breeze. I was on deck at the time, and as soon as I got my glass on her I perceived she had all sail set, standing in for the channel across the bar, having for her guide a light, burning at or near the light-house. The case required the most prompt and vigorous action, for she was at that time closer to the channel than the *Lodona* and going through the water at the rate of from 5 to 6 miles per hour. I knew from the slow rate of our sailing that my only reliance was upon my guns. I ordered the battery to be manned, fires spread, and cable slipped, and immediately went forward to keep her in sight with the glass and direct the movements of my vessel. When I arrived there she was directly ahead of us, having altered her bearings in that short time two points. We were soon underway, but of course going very slowly through the water, as with fires banked it requires a little time to get up steam. As soon as the forward gun (a 30-pounder Parrott) bore I fired at her a percussion shell, which of course did not burst, as it did not strike her, and as soon after as I could get the two 24-pounder howitzers and IX-inch Dahlgren to bear I fired them. The former were loaded with shell, which did not burst, owing to the length of the fuzes. The Dahlgren was loaded with

grape. It was charged for an enemy, our duty here being such that we have not only to keep a good lookout for vessels attempting to break the blockade, but for a vigilant and adventurous foe. I would have preferred firing a different kind of projectile, but my duty, I considered, did not allow me a choice. I did not fire canister at her. During this time I kept her constantly in view, but did not see her luff to the wind until she showed a light. I then ordered the firing to cease, and upon approaching, lowered a boat and took possession of her, considering her a lawful prize. My opinion is that it was the rapid and well-directed firing alone that insured her capture.

This much I respectfully submit to the Department, refraining from making any comment upon the subject-matter of the protest of David Morgan, master of the *Minnie*, for the reason that you have required me to give only "a full report of the circumstances attending the capture, particularly with regard to the means used to accomplish that object," but I am prepared with the best evidence, derived from a portion of the crew of the *Minnie*, who remained on board this vessel for several days after she had been dispatched to Philadelphia, that her captain intended to break the blockade.

Very respectfully, your obedient servant,

EDMUND R. COLHOUN,

Commander, Commanding U. S. S. Lodona.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Major-General Hunter, U. S. Army, acknowledging receipt of President's dispatch regarding operations before Charleston, S. C.

FLAGSHIP WABASH,

Port Royal, S. C., April 20, 1863.

GENERAL: I think it right to acknowledge receiving a copy of a communication dated April 14 from the Executive Mansion, addressed to you and myself, with a request in a postscript that whoever receives it first should send a copy to the other immediately.

I am, general, etc.,

S. F. DU PONT,

Rear-Admiral.

Major-General D. HUNTER,

Commanding Department of the South.

Report of Captain Drayton, U. S. Navy, commanding U. S. S. Passaic, regarding affairs in North Edisto.

U. S. IRONCLAD PASSAIC,

[North Edisto], April 20, 1863.

SIR: I arrived here yesterday afternoon with this vessel and the *Cutskill*.

Everything has been quiet lately, but as the two weak brigades in this neighborhood have been placed, one on Edisto, the other on Seabrook's islands, entirely out of supporting distance of each other, and forming parts of different commands, I should think the position of

the former one very insecure, if the enemy discover its small numbers, and I hope that an officer will soon be sent up who can at least consider himself entitled to command both bodies, which seems not to be the case at present.

I am, very respectfully, your obedient servant,

P. DRAYTON,
Captain.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal.

Order of Rear-Admiral Du Pont, U. S. Navy, to Captain Green, U. S. Navy, commanding U. S. S. Canandaigua, to proceed to duty on the Charleston blockade.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 20, 1863.

SIR: You will please proceed with the *Canandaigua* under your command off Charleston and report for duty to Commodore Turner, senior officer present.

Respectfully, etc.

S. F. DU PONT,
Rear-Admiral.

Captain J. F. GREEN,
U. S. S. Canandaigua, Port Royal.

Report of Commodore Turner, U. S. Navy, regarding prizes captured.

U. S. S. NEW IRONSIDES,
Off' Charleston, S. C., April 20, 1863.

ADMIRAL: I am obliged to send the *Housatonic* to Port Royal for coal; she has only two days' coal on board.

I have directed her to tow down a sloop, taken last night, laden with cotton.

The side-wheel steamer ran on shore on the night of the 11th in the North Channel, proves to be the *Stonewall Jackson*, with a most valuable cargo on board, of rifle guns, saltpeter, etc.

Two other prizes were taken last night, a brig and a schooner, one laden with salt and the other with cotton. I am sending them both north to-day.

Very respectfully, your obedient servant,

T. TURNER,
Commodore.

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

Letter from Brigadier-General Saxton, U. S. Army, to Rear-Admiral Du Pont, U. S. Navy, returning borrowed howitzers.

BEAUFORT, S. C., April 21, 1863.

MY DEAR SIR: I have the honor to return, by the hands of Lieutenant Dunbar, my ordnance officer, the two howitzers you so kindly loaned me. They proved of the greatest service. I beg that you will excuse my delay in returning them. I had fully intended doing so

long before this time, but having more business than usual claiming my attention they were forgotten. I hope that you have not been greatly inconvenienced by my neglect.

With great respect, your obedient servant,

R. SAXTON,
Brigadier-General, Volunteers.

Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Commodore Turner, U. S. Navy, regarding the flag to be worn by officer holding the rank of commodore.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 21, 1863.

COMMODORE: I have received a copy of your communication of March 11 in reference to the flag which would be worn by an officer holding the rank of commodore.

I took no official notice of that communication, because I was under the impression that our conversation on the subject was entirely satisfactory, and that it was a matter which the Department alone could regulate.

As you request me to make a decision, I therefore have to direct that you will hoist no broad pennant or insignia, as I have no authority to allow any deviation from emblems now authorized.

To prevent any misunderstanding now or in future with others I avail myself of this occasion to say that your authority off Charleston is in virtue of your being the senior officer present, and is entirely irrespective of your rank. A lieutenant left as senior officer has precisely the same authority as a commodore, captain, or commander. As I hear officers speak of commanding a "division," I think it best to correct this officially. The Department alone can divide a squadron and appoint an officer to its command. I have stations here, and of course the senior officer commands.

I shall forward your communication to the Department by next mail.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commodore T. TURNER,
U. S. S. New Ironsides, off Charleston.

Letter from the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, transmitting list of blockade runners at Nassau, New Providence.

NAVY DEPARTMENT, *April 21, 1863.*

SIR: I transmit herewith a list furnished by H. S. Olcott, esq., of New York, of vessels that were at Nassau, [New Providence], on the 5th instant preparing to run the blockade.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral SAML. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure.]

OFFICE OF THE SPECIAL COMMISSIONER
OF THE WAR DEPARTMENT,
93 Franklin Street, New York, April 18, 1863.

SIR: I beg leave respectfully to call your attention to the enclosed list of vessels in the port of Nassau, New Providence, on the 5th instant, which were about to sail for Southern ports. It is furnished to me by a person in my employ, temporarily at Nassau, and may be relied upon as strictly correct.

Very respectfully, your obedient servant,
H. S. OLCOTT,
Special Commissioner of the War Department.

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

[Subenclosure.]

List of vessels at Nassau, New Providence, April 5, 1863.

Class.	Name.	Former name.	Master.
Side-wheel steamer.....	Stonewall Jackson ¹	Leopard.....	Black.
Do.....	Victory.....	Annie Childs.....	Hammer, ²
Do.....	Flora.....		Pleknell.
Do.....	St. Johns ³		Barkley.
Do.....	Eagle ⁴		Cropper.
Do.....	William G. Heness ⁵		
Screw steamer.....	Gertrude.....		Raison.
Do.....	Miriam ⁶		Waters.
Do.....	Pet ⁷		
Do.....	Minna.....		Ralsbeck.
Do.....	Ella and Annie ⁸		Carlin.
Steam tug.....	Charleston ⁹		
Schooner.....	Retribution ¹⁰		Locke.

¹ Leaves to-morrow for Charleston.

² Hammer is an Eastern man.

³ This vessel is a river boat from Savannah.

⁴ Just arrived from Charleston via Abaco.

⁵ An iron boat, said to be built in New Orleans.

⁶ Pleased for six guns on a side; look out for her.

⁷ About starting for Charleston.

⁸ Starts on Tuesday morning for Charleston.

⁹ Undergoing repairs.

¹⁰ Formerly called *Uncle Ben*, a New York tugboat.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the arrival
at Port Royal, S. C., of the U. S. S. *Cimarron*.

No. 200.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 22, 1863.

SIR: I have the honor to inform the Department of the arrival on the 18th instant of the U. S. S. *Cimarron*, Commander A. J. Drake.

Very respectfully, your obedient servant,
S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Order of the Secretary of the Navy to Commander Beaumont, U. S. Navy, regarding transfer of command.

NAVY DEPARTMENT, *April 23, 1863.*

SIR: You are hereby detached from the command of the *Sebago* and you will report to Rear-Admiral Du Pont for the command of the U. S. ironclad steamer *Nantucket*.

I am, respectfully,

GIDEON WELLES.

Commander JOHN C. BEAUMONT, U. S. Navy,
Port Royal, S. C.

Capture of a sloop in Wassaw Sound, Georgia, April 23, 1863.

Report of Commander Drake, U. S. Navy, commanding U. S. S. *Cimarron*.

U. S. S. CIMARRON,
Wassaw Sound, Georgia, April 24, 1863.

SIR: I have the honor to report that last night the picket boat sent out chased upon the reef a small sloop, apparently loaded with cotton. This morning she was hauled off by the boats of this ship. She has no name, and no papers of any kind were found on board other than a few Southern newspapers of a late date, which I forward to you.

The crew escaped to the shore in a small boat.

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

A. J. DRAKE,
Commander.

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

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting report of a board of survey.

No. 219.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 4, 1863.

SIR: I have the honor to report that on the night of April 24, in Wassaw Sound, the picket boat of the U. S. S. *Cimarron*, blockading that sound, chased upon the reef a small sloop, attempting to run the blockade, laden with cotton. No papers were found on board and the crew had escaped.

She was brought into Port Royal, and after survey condemned, and her cargo, consisting of 10½ bales of cotton and about 2 bales loose cotton, was transshipped to the U. S. S. *Massachusetts*, consigned to the U. S. district judge, Philadelphia. The report of the board is herewith enclosed (marked No. 1).

I forward herewith (marked No. 2) a list of the officers and crew of the *Cimarron* entitled to prize money.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

[Enclosure.]

PORT ROYAL HARBOR, *April 27, 1863.*

SIR: In obedience to your order of this date, to make a careful and accurate survey of the sloop captured on the 23d instant by the U. S. S. *Cimarron* in Wassaw Sound, and report to you her condition and the feasibility of sending her north, and if we should be of opinion that the vessel should not be sent north to make an accurate appraisement of the value of her hull, tackle, etc., also taking a careful inventory of her cargo, we very respectfully report that she is a small, flat-bottomed sloop, and unfit for any sea voyage. We value her hull, tackle, etc., at \$50.

Her cargo consists of 10½ bales cotton and about 2 bales loose cotton, all in damaged condition.

Very respectfully, your obedient servants,

T. STITES,
Acting Master.

CHARLES BOARDMAN,
Carpenter.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Downes, U. S. Navy, commanding U. S. S. Nahant.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 23, 1863.

SIR: You will proceed with the *Nahant* under your command to North Edisto, South Carolina, reporting on your arrival to the senior officer present.

The *Bibb* will convoy you.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander J. DOWNES,
U. S. Ironclad Nahant.

Report of Commander Balch, U. S. Navy, of operations of the U. S. S. Commodore McDonough, April 23, 1863.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, April 25, 1863.

SIR: I have the honor to transmit a report* from Lieutenant-Commander Bacon in reference to shelling the woods on James Island, opposite Folly Island, which was done by my orders, at the request of General Vogdes.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

* Not found.

Abstract log of the U. S. S. Comanodore McDonough, Lieutenant Bacon, U. S. Navy, commanding.

April 23, 1863.—At 10 a. m. commenced shelling the woods on James Island. At 10:25 ceased firing. Amount of ammunition expended, as follows, viz, 13 shells and 3 rounds of shrapnel.

Letter from the Secretary of the Navy to Chief Engineer Wood, U. S. Navy, expressing appreciation of his offer for special service.

NAVY DEPARTMENT, *April 24, 1863.*

SIR: I received your communication of the 16th instant, relative to the recent attack upon the fortifications of Charleston, and stating that you will volunteer at a moment's notice to take command of any monitor, with the Ericsson bottom scraper attached, and proceed with it to the obstructions which block up the entrance to Charleston Harbor, etc.

The Department appreciates the earnest and patriotic feeling that prompted your communication, and may avail itself of your talents and services at some future period.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Chief Engineer W. W. W. WOOD, U. S. Navy,
New York.

Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Master Meriam, U. S. Navy, commanding U. S. S. Madgie, to proceed to duty in St. Simon's Sound.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 24, 1863.

SIR: You will proceed with the *Madgie* under your command to St. Simon's and report for blockading duty to Commander W. E. Le Roy, senior officer present.

On your way down you will stop at Wassaw and put Pilot Murphy on board the *Cimarron*.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Acting Master F. B. MERIAM,
U. S. S. Madgie, Port Royal.

Report of Commander Balch, U. S. Navy, giving information regarding signals observed by the master of the steamer Mayflower.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, April 25, 1863.

SIR: The following information I deem of importance, and take this opportunity of sending you the particulars, which I have just learned, after enquiry, from Captain Young, of the *Mayflower*.

Last night, his vessel being about 4 miles south of North Edisto, lights were discovered aboard of some vessel inshore, and the lights were answered from the shore by a number of red lights. At daylight a steamer was seen standing to the eastward, burning black smoke and going very fast. Captain Young describes her as a side-wheel steamer, with two masts, her smokestack raking very much; she was apparently 270 feet long, low, and running off very fast. He seems positive that this stranger was an English steamer, and had been landing freight on the beach.

Very respectfully, your obedient servant,

GEO. B. BALCH,

Commander and Senior Officer Present.

Rear-Admiral S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Letter from Colonel Higginson, U. S. Army, to Brigadier-General Saxton, U. S. Army, giving information regarding the Confederate steamer Berosa.

HEADQRS. FIRST REGIMENT, SOUTH CAROLINA VOLS.,

April 25, 1863.

GENERAL: I have the honor of calling your attention to the fact that information is given in the Savannah Republican of April 16, which came by flag of truce, and which I transmit with this, in regard to the rebel steamer *Berosa*.*

My expedition up the St. Mary's River last January was undertaken partly at the suggestion of Commander Hughes, U. S. Navy, of the gunboat *Mohawk*, to obtain information in regard to this very steamer. I ascertained that she was lying farther up the river than I could penetrate, waiting for new boilers, but that she was so old and worn out as to be utterly unserviceable.

So it has proved. This newspaper states that "She sailed from St. Mary's on April 8, sprung a leak Thursday night, and after an unsuccessful attempt to save her by pumping and bailing, was abandoned by her crew Friday morning in the Gulf Stream; latitude 29° 50', longitude 79° 50'. Captain Adair, her commander, and others of the officers, reached Charleston Tuesday afternoon following."

The statement is credited to the Charleston Courier; nothing is stated in regard to the steamer's cargo.

If deemed proper, I would respectfully suggest that this communication, if not the original newspaper, be forwarded to Rear-Admiral Du Pont. I know that he had directed Commander Hughes to make enquiry as to the *Berosa*, and I desire to offer him any service in my power, however humble, in requital of the gratitude I owe to him and to his subordinate officers in connection with the different expeditions in which I have been employed.

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

T. W. HIGGINSON,

Colonel, Commanding.

Brigadier-General SAXTON.

* Not found.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the need of additional engineers and firemen.

No. 209.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 26, 1863.

SIR: The services of firemen and assistant engineers are much needed in this squadron.

May I ask the Department to order that six third assistant engineers and twenty-five firemen be sent here without delay?

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

[Telegram.]

BALTIMORE, April 26, 1863--11 a. m.

Steamer *C. W. Thomas* arrived Fortress Monroe yesterday from North Edisto; reports whole monitor fleet at North Edisto on Thursday last.

C. C. FULTON.

G. V. Fox.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Patterson, U. S. Navy, commanding U. S. S. James Adger, to proceed to New York, towing the U. S. S. Passaic.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 27, 1863.

SIR: You will please proceed to North Edisto prepared to take in tow U. S. ironclad *Passaic*, Captain P. Drayton, reporting to him for this purpose, that vessel having been ordered to New York.

I can ill spare the services of the *James Adger* from this squadron, but as you have experience in the service of towing these peculiar vessels, I have detailed you for this duty.

You will, on your arrival at New York, report to Rear-Admiral Paulding, commandant of the station, and unless detained by him or the Secretary of the Navy, you will return without unnecessary delay in taking in supplies, etc. Return to Port Royal, calling off Charleston as you pass.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander T. H. PATTERSON,
U. S. S. James Adger.

Order of Rear-Admiral Du Pont, U. S. Navy, to Captain Drayton, U. S. Navy, commanding U. S. S. Passaic, to proceed with that vessel to New York.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 27, 1863.

SIR: In accordance with an order from the Navy Department, of which I enclose a copy, you will proceed with the *Passaic* under your command to New York, and report your arrival to Rear-Admiral Paulding, and through him to the honorable Secretary of the Navy by letter.

The *James Adger*, Commander Patterson, takes this order, and will be ready to tow you north.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain P. DRAYTON,
U. S. Ironclad *Passaic*, North Edisto.

Report of Commander Balch, U. S. Navy, requesting instruction for naval officers in the Army code of signals.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, April 27, 1863.

SIR: For the more efficient performance of the duties of the naval force under my command whilst engaged in cooperating with the army on this station I respectfully request authority to appoint Lieutenant-Commander F. M. Bunce as one to be taught the Army code of signals, and also I desire authority to appoint some officer of the *Commodore McDonough* for the same purpose, should I find it necessary.

I have an officer sent on board by General Vogdes, who belongs to the Signal Corps, who will, by authority, teach any officer who may be designated.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral S. F. DU PONT,
Comdy. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Commander Balch, U. S. Navy, senior officer in Stono Inlet, South Carolina, regarding operations on that station.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, April 28, 1863.

SIR: I have the honor to report all quiet in the Stono.

From the anchorage of the *Pawnee* we have seen a rebel flag hoisted over what appears to be a battery. It is to the right of Secessionville, and I judge it has been put up for the purpose of commanding the approach by the way of Light-House Inlet and perhaps to annoy our troops on the north end of Folly Island.

I have not been for some days to the head of that island, but I learn that the rebels are fortifying the south end of Morris Island, and by an inspection of the chart you will perceive that a fire in the direction of the length of Folly Island, with a cross fire from James Island, would be exceedingly annoying to the troops now on Folly Island. I should be able to get the naval force now on this station $2\frac{1}{4}$ miles farther up the Folly River in case it is found necessary to shell the battery; above that point it would be impossible to go. The *Pawnee* is at anchor off the plantation house on Folly Island, 2 miles from the southwestern end.

I went up the Kiawah River in the *Pawnee* yesterday, and on returning for the purpose of scaling my guns opened fire on what has been supposed a battery on James Island, but no reply came from the enemy.

I respectfully request that a paymaster may be ordered to this ship in place of Assistant Paymaster Curtis, deceased. Lieutenant-Commander Bunce is now performing the duties of paymaster, and will continue to do so until relieved.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron, Port Royal.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 29, 1863.

GENERAL: Will you please present my thanks to Lieutenant-Colonel Higginson for the information contained in his letter to you, and for the enclosed paper referring to the loss of the steamer *Berosa*.

I had previously heard of the fate of this vessel, but the Savannah papers which you forwarded give full particulars.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Brigadier-General R. SAXTON, U. S. Volunteers,
Beaufort, S. C.

Letter from Major-General Hunter, U. S. Army, to Rear-Admiral Du Pont, U. S. Navy, proposing a joint demonstration in the Savannah River.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
April 29, 1863.

ADMIRAL: In our last interview I had the honor of submitting to you a suggestion that a joint demonstration on the Savannah River, even though merely a demonstration, would have the good effect of keeping the enemy's coast in alarm and tending to prevent any large withdrawal of his forces to reinforce his other armies in Virginia or the West.

The proposition was that two of the ironclads should run up the Savannah River, halting below the obstructions, at a distance that would permit them to shell the enemy's floating battery *Georgia*, now

penned in and believed to be ashore just above the obstructions, while a large number of transports with sufficient men shown on them to create the impression that a joint attack was about being made, should be held in rear of your ironclads.

This proposition I have now to renew, believing that it will materially help the country's arms in other directions by keeping many thousands of the enemy on the alert at Savannah and its surrounding defenses.

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

D. HUNTER,
Major-General, Commanding.

Admiral S. F. DU PONT,
Comdy. South Atlantic Blockading Squadron, Flagship Wabash.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Major-General Hunter, U. S. Army, responding to his proposal for a joint demonstration in the Savannah River.

Private.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 29, 1863.

GENERAL: I will be better able to reply to your official letter to-morrow, when I hear from Edisto.

It strikes me favorably, with one exception, that we can do nothing with the *Georgia*, I fear, and thus reduce further the moral effect of the monitors, I mean on account of the distance she will have to be engaged at.

I will hurry still more the repairs on the *Wachusett*, the only ironclad here, and can send to Edisto for another. The *Passaic* goes north from there to-day, under a peremptory order from the Navy Department.

Captain Rodgers has gone to Edisto and off Charleston to see how things are at Morris Island, and I will let you know the result of his visit to-morrow.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Major-General D. HUNTER,
Commanding Department of the South.

Letter from Mr. Trussell to Rear-Admiral Du Pont, U. S. Navy, proposing measures for the destruction of torpedoes planted by the enemy in Charleston Harbor.

NEW YORK, April —, 1863.

DEAR SIR: The recent repulse of our gallant fleet of ironclads in their attack upon the forts and batteries guarding the approach to the city of Charleston induces me to submit to your consideration a plan for the removal or destruction of torpedoes, by the sinking of which the public enemy succeeded in repelling that attack. In the drawing

enclosed the object marked "A" is intended to represent a tug or an old steamer, the cheaper, except for this purpose, the better. She is to be attached to a monitor (marked "B") by a chain hawser (marked "4") from 300 to 400 yards in length. Figure 1 denotes her rudder, to be guided as required by a hand in the turret of the monitor by means of the chain-steering tackle (marked "3") acting on the outriggers (marked "2 2") and connected with the rudder. Attached to and underneath the keel of the tug are placed sharp iron hooks, or semicircular knives, two or more in number (marked "5"), which will grapple with, and from the momentum of the tug's speed, cut through any rope, or so disturb any chain cable with which it may come in contact as to cause the explosion of a torpedo. The figures 6 6 6 are intended to give a side view of the steam tug.

For the protection of the lives on board the tug, it will be necessary to encase her with bales of cotton, which can be readily done. When arrived in the neighborhood of forts, batteries, and torpedoes an extra head of steam should be applied, and all the hands escape to the monitor. In case of an explosion the destruction of the tug would constitute all the loss.

In submitting the foregoing, permit me to add that I am familiar with ships, having pursued the avocation of shipbuilding for many years.

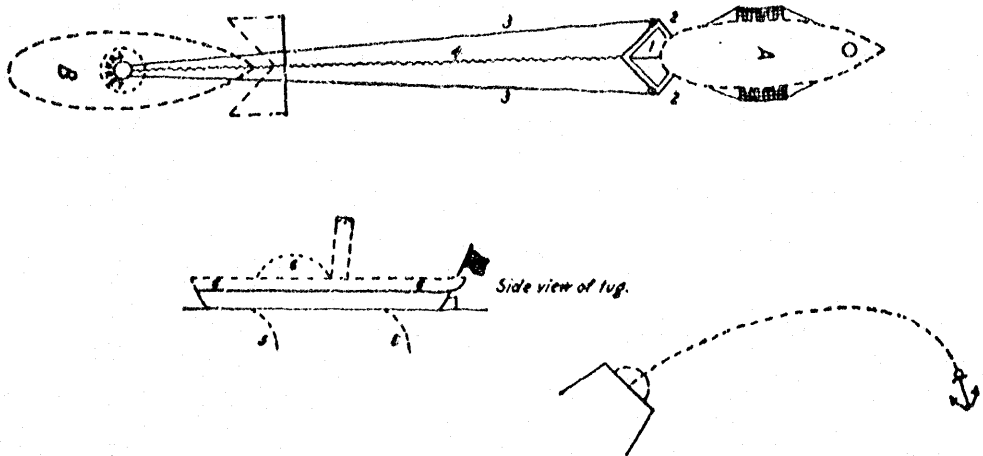
I have the honor to be, with profound respect, your Excellency's fellow-citizen,

RICHARD TRUSSELL,
88 Maiden Lane.

His Excellency ABRAHAM LINCOLN,
President.

[Enclosure.]

Sketch of proposed torpedo destroyer.



Report of Flag-Officer Du Pont, U. S. Navy, regarding the disposition of the vessels of his command.

No. 210.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 1, 1863.

SIR: I have the honor to report the following positions on blockade of the vessels of this squadron:

At Georgetown, U. S. S. *Conemaugh*.

Off Bull's Bay, U. S. S. *Lodona*.

Off Charleston, U. S. steamers *New Ironsides*, *Canandaigua*, *Flag*, *South Carolina*, *Augusta*, *Paul Jones*, *Huron*, *Unadilla*, *Wamsutta*; schooners *G. W. Blunt* and *America*.

In Stono, U. S. steamers *Pawnee* and *Commodore McDonough* and mortar schooner *C. P. Williams*.

In North Edisto, U. S. ironclads *Patapsco*, *Nahant*, *Catskill*, *Nantucket*, *Montauk*; U. S. steamers *Sebago*, *Seneca*; mortar schooners *Para* and *Norfolk Packet*.

In St. Helena Sound, U. S. bark *Kingfisher*.

In Wassaw Sound, U. S. S. *Cimarron*.

In Ossabaw Sound, U. S. S. *Dawn*.

Guarding St. Catherine's, Doboy, Sapelo, and St. Simon's sounds, U. S. steamers *Keystone State*, *Potomska*, *Mudgie*; barks *Braziliera* and *Fernandina*.

In St. Andrew's, U. S. bark *Midnight*.

At Fernandina, U. S. S. *Mohawk*.

In the St. John's River, U. S. steamers *Norwich* and *E. B. Hale*.

In Port Royal, Flagship *Wabash*; storeships *Vermont*, *Courier*, *Valparaiso*; undergoing repairs and taking in stores, ironclad *Weehawken*; steamers *Housatonic*, *Powhatan*, *Marblehead*, *Stettin*, *Uncas*; tugs *Daffodil*, *Oleander*, *O. M. Pettit*, *Columbine*, *Dandelion*, and *Rescue*.

The U. S. schooner *Hope* is used as a dispatch boat. The *James Adger* has gone to New York, having in tow the U. S. ironclad *Passaic*, sent north in obedience to orders from the Department.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Tabulated information prepared for the Secretary of the Navy by the fleet paymaster of the South Atlantic Blockading Squadron, revised for April, 1863.

Commanding officer.	Rank.	Pay officer.	Rank.	To what vessel attached.	Complement.	Remarks.
Almy, J. J.	Commander	A. S. Kenny	Asst. Paymaster	South Carolina	130	Ironclad. Lieut. Commander J. S. Barnes ordered to flagship Wabash as executive officer, April.
Ammen, D.	do	D. Leech, jr.	A. A. Paymaster	Patapasco	86	
Brown, Jas.	Actg. Master	R. C. Peirce	do	Dawn	92	
Beaumont, J. C.	Commander	S. G. Thorn	do	Sebago	182	Paymaster Curtis accidentally killed, Apr. 17, 1863.
Bacon, Geo.	Lieut. Comdr.	J. F. Quintard	do	Commodore McDonough	82	
Budd, Wm.	A. V. Lieut.	F. H. Swan	do	Potomaska	95	
Bulch, G. B.	Commander	F. R. Curtis	do	Pawnee	200	
Brodhead, E.	Actg. Lieutenant	O. B. Gilman	do	E. B. Hale	63	
Colhoun, E. R.	Commander	A. M. Stewart	do	Lodona	97	
Corbin, T. G.	Commander	J. S. Cunningham	Fleet Paymaster	Wabash	645	Ordered north for repairs, Apr. 17, 1863.
Duncan, J. M.	do	E. Mellach	A. A. Paymaster	do	90	
Davis, J. L.	Lieut. Comdr.	G. C. Boardman	do	Norwich	101	Ironclad towed north by Jas. Adger, Apr. 22
Dutch, J. C.	Actg. Master	A. N. Blakeman	do	Kingfisher	97	
Drayton, P.	Captain	J. P. Woodbury	Asst. Paymaster	Passaic	82	Ironclad. Rejoined the squadron, Apr. 17, 1863.
Downes, Jno.	Commander	E. Putnam	do	Nahant	85	
Drake, A. J.	do	G. W. Griffin	A. A. Paymaster	Cimarron	150	Mortar schooner.
Freeman, S. N.	Actg. Master	Theron Merritt	do	C. P. Williams	42	
Fairfax, D. McN.	Commander	S. T. Browne	do	Montauk	83	Ironclad. Storeship.
Gardner, A. S.	Actg. Master	Tracy Coit	do	Valparaiso	26	
Green, J. F.	Captain	C. H. Eldredge	Paymaster	Canandaigua	205	Braziliera
Gillespie, W. T.	Actg. Master	C. H. Longstreet	A. A. Paymaster	Braziliera	80	
Gibson, Wm.	Lieut. Comdr.	G. W. Beaman	Asst. Paymaster	Seneca	93	Mohawk
Hughes, A. K.	Commander	G. H. Andrews	A. A. Paymaster	Mohawk	110	
Kirby, Nicholas	Actg. Master	F. Miller	do	Midnight	81	Wamsutta
Kittredge, J. W.	Actg. Vol. Lieut.	W. R. Winslow	do	Wamsutta	64	
Le Roy, W. E.	Commander	J. S. Stimson	do	Keystone State	151	Fernandina
Moses, Edwd.	Actg. Master	T. N. Murray	do	Fernandina	86	
Meriam, F. B.	do	B. Hascall	do	Madgie	58	Ironclad. Towed ironclad Passaic north, Apr. 29, 1863.
Newman, L. H.	Lieut. Comdr.	L. L. Brigham	do	Nantucket	84	
Patterson, T. H.	Commander	W. W. T. Greenway	do	Jas. Adger	130	Augusta
Parrott, E. G.	do	Martin Duane	do	Augusta	150	
Quackenbush, S. P.	Lieut. Comdr.	G. B. Tripp	do	Unadilla	92	Mortar schooner.
Reynolds, Wm.	Commander	J. S. Isaacs	do	Vermont	357	
Ryan, Edwd.	Acting Master's Mate.	T. Merritt	do	Para	40	Ironclad
Rodgers, Jno.	Captain	J. H. Pyncheon	do	Weehawken	80	

Rodgers, Geo. [W.]	Commander	J. G. Woodbury	do	Catskill	83	Ironclad.
Rhind, A. C.	do	J. Reel	do	Keokuk	82	Sunk off Charleston, Apr. 8, 1863.
Steedman, Chas.	Captain	L. J. Brown	Paymaster	Powhatan	317	
Scott, R. W.	Lieut. Comdr.	J. H. Mulford, jr.	A. A. Paymaster	Marblehead	90	
Strong, J. H.	Commander	L. Lardner	do	Flag	160	
Stevens, G. A.	Lieut. Comdr.	Chas. Stewart	do	Huron	93	
Turner, T.	Commodore	A. W. Russell	Paymaster	Ironsides	473	Ironclad.
Taylor, W. R.	Captain	J. S. Woolson	Asst. Paymaster	Housatonic	201	
Upshur, J. H.	Lieut. Comdr.	F. V. D. Horton	A. A. Paymaster	Flambeau	75	Ordered north, Apr. 8, 1863, with dis- patches.
Van Alstine, C. J.	Acting master	E. P. Heberton	do	Stettin	92	Acting Master Dennis ordered north on prize steamer Aries. Paymas- ter Heberton condemned by sur- vey. Paymaster C. M. Burns re- ported Apr. 30.
Watson, Wm.	do	C. E. Taylor	do	Uncas	45	
Weldon, Reed	Commander	C. C. Adams	do	Conemaugh	170	
Williams, E. P.	Lieut. Comdr.	J. A. Berry	do	Paul Jones	170	
Wood, Geo. W.	Acting ensign	T. Merritt	do	Norfolk Packet	39	
Watmough, P. G.	Lieut. Comdr.	W. E. Foster	do	Memphis	117	Ordered north for repairs, Apr. 15 1863.

The following are storeships and supply vessels which call at this squadron on their trips to the Gulf and other squadrons:

Vessel	Commanding officer.	Rank.	Pay officer.	Rank.
Massachusetts	W. H. West	A. V. Lieutenant ..	E. K. Winship	A. A. paymaster.
Courler	W. K. Cressy	Acting master	M. W. Blake	Do.
Union	Edward Conroy ..	A. V. Lieutenant ..	L. C. Merrill	Paymaster.
Circassian	W. B. Eaton	do	G. S. Redfield	A. A. paymaster.

Total number of men in the squadron April 1, 1863..... 6,913
 Vessels sent home with the following number..... 505

Arrived in April..... 180

Remaining May 1..... 6,588

The following list of tugs, tenders, dispatch boats, and shops are added in their report as a part of our establishment:

Vessel.	Commanding officer.	Rank.	Accounts kept by.	Complement.	Remarks.
O. M. Pettit	T. E. Baldwin	Acting ensign	J. S. Isaacs	26	Tug.
Rescue	C. A. Blanchard ..	do	do	20	Do.
Hope	J. E. Rockwell ..	Acting master	do	10	Dispatch boat.
Daffodil	E. M. Baldwin ..	do	Tracy Colt	25	Tug.
Dandelion	W. Barrymore ..	Acting ensign	do	21	Do.
Columbine	E. Daly	do	do	25	Do.
G. W. Blunt	J. R. Beers	Acting master	do	23	Schooner.
America	J. Baker	do	do	27	Yacht.
Ellen			do	50	Old hulk used as carpenters' shop.
Contrabands at machine shop.			do	13	
Oleander	J. S. Dennis	Acting master	do	30	Joined the squadron April 11.

Side-wheel steamers	8	Storeships	2
Propeller steamers	21	Ironclad vessels	7
Sailing vessels	4		
Schooners	6	Total	54
Tugs	6		

JOHN S. CUNNINGHAM,
Fleet Paymaster, Flagship Wabash.

MAY 1, 1863.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commodore Turner, U. S. Navy, senior officer off Charleston, S. C., regarding the U. S. yacht America and other vessels.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 1, 1863.

SIR: Enclosed is an order to Acting Master Baker to proceed at once with the yacht *America* to Newport. This is done in accordance with a peremptory order of the Navy Department.

You will please send the *Blunt* to Port Royal. I shall dispatch shortly to you the *Para*.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commodore T. TURNER,
U. S. S. New Ironsides, Senior Officer off Charleston.

Report of Commander Drake, U. S. Navy, regarding floating timber supposed to have drifted from Wilmington River.

U. S. S. CIMARRON,
Wassaw Sound, Georgia, May 1, 1863.

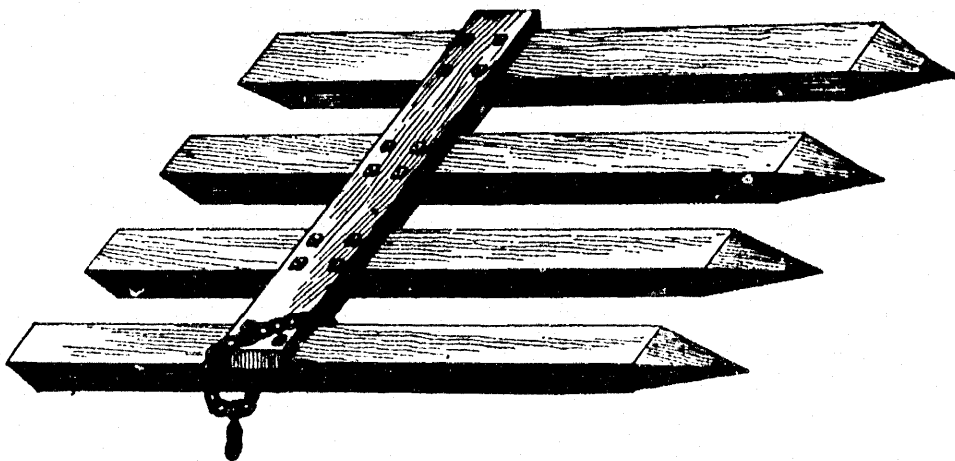
SIR: Enclosed I send you a drawing of one of two masses of timber which has floated past this ship within the last twenty-four hours. They are supposed to have drifted from Wilmington River.

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

A. J. DRAKE,
Commander.

Rear-Admiral S. F. DU PONT,
Comdy. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure.]



Timbers 5 feet apart; length, 30 feet, 12 by 14 inches square. Rafter timber and iron shod.

Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Master Van Alstine, U. S. Navy, commanding U. S. S. Stettin, to proceed to blockade duty off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 2, 1863.

SIR: You will please proceed with the *Stettin*, under your command, as soon as ready for sea, off Charleston, and report for blockading duty to Commodore Turner, senior officer present.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Acting Master C. J. VAN ALSTINE,
U. S. S. *Stettin*.

Order of Commander Le Roy, U. S. Navy, to Acting Master Moses, U. S. Navy, regarding the use of signals on the arrival of vessels.

U. S. S. KEYSTONE STATE,
St. Simon's, May 2, 1863.

CAPTAIN: A misunderstanding seeming to exist with regard to signals, I would here mention that it is very necessary, particularly at this time, to observe great caution. It is the duty of the stranger approaching to make himself known to the vessel on the station, who will respond by showing his number.

At night it is particularly necessary to observe the signals, and a stranger making his numbers must always be replied to by the number of the vessel he is making himself known to. The mere hoisting a light carries with it no particular significance other than that there is a vessel in that spot, and an enemy as well as a friend could make that signal.

When vessels have no private understanding by which to recognize one another at night, they must observe the signals as established by regulation.

Very respectfully,

WM. E. LE ROY,
Commander and Senior Officer.

Acting Master EDWARD MOSES, U. S. Navy,
Commanding U. S. Bark Fernandina, Doboy.

Letter from the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, transmitting consular extracts regarding movements of blockade runners.

NAVY DEPARTMENT, *May 2, 1863.*

SIR: I transmit herewith extracts from consular and other dispatches in reference to suspected vessels.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral SAML. F. DU PONT,
Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

[Enclosure.]

Extracts and information from consular dispatches.

Extracts from private letter, dated Nassau, [New Providence], April 13, 1863: Blockade running has been brisk, as usual, although, of course, the moonlight nights, now passed, prevented all intercourse between Charleston and Nassau. The capture of the *Granite City*, *Nicolai I*, and *Douro* were unpleasant pills for the fellows to swallow, but the destruction of the *Georgiana* not only touched their pockets, but their hopes. She was a splendid craft, peculiarly fitted for the business of privateering. * * * I have kept a memorandum of the arrivals and departures of the steamers in the Dixie trade since I have been here, now nine weeks:

Arrivals.		Departures.	
Feb. 9	Calypso.	Feb. 9	Ruby.
9	St. Johns.	10	Stonewall Jackson.
10	Flora.	10	Giraffe.
16	Margaret and Jessie.	15	Douro.
21	Ruby.	19	Emma.
22	Hero.	19	Wave Queen.
25	Stonewall Jackson.	20	Haylock.
Mar. 1	Ruby.	20	Granite City.
5	Giraffe.	24	Margaret and Jessie.
14	Margaret and Jessie.	26	Ruby.
14	Victory.	Mar. 10	Britannia.
15	Eagle.	11	Flora.
15	Granite City.	12	Gertrude.
18	Ensign.	14	Ruby.
23	Ruby.	14	Nicolai I.
27	Gertrude.	14	Georgiana.
Apr. 4	Eagle.	14	Calypso.
10	Margaret and Jessie.	15	Giraffe.
		17	Antonfen.
		20	Eagle.
		21	Granite City.
		21	Margaret and Jessie.
		21	Stonewall Jackson.
		25	Emma.
		Apr. 7	Ella and Annie.
		8	Stonewall Jackson.
		9	Gertrude.
		11	Flora.
		12	Pet.
		12	St. Johns.

You will notice that there are more departures than arrivals, but there are several vessels which are quite likely to be in before I close this letter, and several have run back to Bermuda instead of returning here, while several have been captured and wrecked. * * *

This list is exclusive of all the sloops and schooners which come and go without much notice. I know of one schooner which has made ten round trips. You can draw your own conclusions about the vigilance of our blockading and the importance of taking Charleston from this list. The streets here are busy, and drays carting goods to the steamers and cotton to the warehouses and yards. * * *

London, April 11: The privateer *Japan*, instead of receiving the armament, etc., from the *Alar* at Alderney, as was expected, went across the channel to a French port (Ushant) and received it there. She received it on Thursday, and is now on the way to the Western Islands, where it is said she will meet the *Alabama* or *Florida*.

The *Alar* put on board of her one 58-pounder Whitworth and four smaller guns, with shot, shell, etc., in great abundance. She was entirely fitted with gun carriages and everything necessary to receive her guns. She has about 140 men, will steam 15½ miles per hour, and must prove a very dangerous craft.

The rig of the *Sea Queen* has been changed; she was schooner-rigged, but she goes out with a brigantine rig, but can be easily changed back to a schooner. She formerly was *Lloyds*, of London, then *Sea Queen*, of London, then of Hamburg, now of Hartlepool. All these changes are hardly necessary for a regular trader to a neutral port with "legitimate cargo." She is now ready for sea and follows the *Peterhoff* in the packet line to Matamoras, loaded by Bennett & Wake. One other steamer will soon follow.

Liverpool, April 11: Referring to the steamer *Japan*, says: Since my last I have learned from reliable authority that she was fitted out

by Mr. Thomas Bold, of Liverpool, who went up to Glasgow for that purpose. The money came from London: Mr. Bold was employed to do this work by Mr. Maury. She has gone out as a privateer. Her armament left on another vessel. I have not yet learned her name or the port from which she sailed. Bold is one of the tory leaders in Liverpool, and a relative of Maury.

Relative to the *Florida*: One of the captains whose ship was burned by the *Florida* says she has two pivot guns mounted, in addition to her six broadside guns. The two pivot guns he says are 100-pounders, the broadsides 68-pounders.

Steamer *Adler* entered to load yesterday for Nassau. Her captain is named Trenier; W. J. Grazebrook, consignee, who you will recollect as the owner and consignee of the *Nicolai I.* There is no doubt about this vessel.

Liverpool, April 3, 1863: The consul in referring to the affidavits of Mr. Yonge, former paymaster of the *Alabama*, and who left that piratical vessel at Jamaica, says while in Jamaica and just before Yonge left the vessel, he heard Semmes tell Kell, while they were in the captain's room, that as soon as winter was over they would go up North and attend to the European trade, as there were no ships elsewhere. Mr. Yonge thinks he will go up toward the Banks and cruise between them and the Azores, and not go on any distant voyage. Signal flags of recognition have been agreed upon between the steamers *Alabama* and *Florida*, and made before he left. They are white flags about 10 or 11 feet long and 7 or 8 feet wide, with two large, black balls in them.

The second exchange to be a black flag, same size, with two white balls in it. It must be recollected by our cruisers, to whom this information is communicated, that the *Alabama* has but one pipe, while the *Florida* has two, close together, about amidships, and abaft the other. Hence the *Florida* will not show this flag to a steamer with but one funnel, and the *Alabama* but to a steamer with two funnels. He says the *Alabama* took a 12-pounder James rifle gun from the *Ariel*, which she now has in addition to her former armament.

Report of Captain Drayton, U. S. Navy, commanding U. S. S. Passaic, of arrival at New York navy yard in tow of the U. S. S. James Adger.

U. S. IRONCLAD PASSAIC,
Navy Yard, New York, May 4, 1863.

SIR: In obedience to the order of Rear-Admiral S. F. Du Pont, dated at Port Royal, April 27, I left the North Edisto River on the afternoon of the 29th in tow of the steamer *James Adger*, and have the honor to report my arrival here with the *Passaic* at 6 p. m. to-day, after an unusually favorable passage.

I am, very respectfully, your obedient servant,

P. DRAYTON,
Captain.

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

Letter from Rear-Admiral Du Pont, U. S. Navy, to the Secretary of the Navy, requesting that the U. S. S. Bienville be ordered to his command.

No. 220.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 4, 1863.

SIR: I know what the pressure on the Department is in supplying the different squadrons with vessels for the blockade, but I have been obliged to send so many north for repairs, which can not, with all our resources, be made here, with the prospect of sending others, that I am induced to request the Department to order the *Bienville* again to this squadron, where her services are so much needed, particularly in blockading off Charleston.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Report of Acting Master Dutch, U. S. Navy, commanding U. S. bark Kingfisher, regarding reconnoissance in Ashepoo River, South Carolina.

U. S. BARK KINGFISHER,
St. Helena Sound, May 4, 1863.

SIR: I have the honor to report that I have sent my launch, in charge of Master's Mate Nelson, to Port Royal for our mails and stores.

On April 25, on a reconnoissance up Ashepoo River, saw some of the enemy on the edge of the woods above Bennett's Point. A few shells thrown from the *Wild Cat* caused them to disappear. I believe that the picket force along their lines has been much increased within the last few weeks. Contraband deserters tell me that most of the troops have been ordered away from Adams Run and Green Pond Depot.

We supply the ship with fresh beef every week. The health of the officers and men is excellent.

I am, very respectfully, your obedient servant,

J. C. DUTCH,
Acting Master, in Command.

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

Letter from Rear-Admiral Du Pont, U. S. Navy, to Major-General Hunter, U. S. Army, regarding proposed demonstration in Savannah River.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 4, 1863.

GENERAL: I have delayed several days in replying to your communication of the 29th ultimo, for reasons set forth in my private note of that date.

In the meantime I have given the subject-matter of your letter mature consideration, for I am anxious to join you in anything that will promote the ends in view.

Yet, general, for the present, and until I can gain some more definite information as to the position of the enemy's floating battery *Georgia*, and the probability of our being able to do it the slightest injury, it might not be advisable to proceed, and for the following reasons:

1. That nothing but a feint or demonstration can be made against Savannah.

2. That which you and I intend merely as a demonstration, with a definite object to accomplish thereby, will be considered another repulse or failure by the rebels.

3. That if troops follow our ironclads and do not land, it will be looked upon in the same light at the North.

Should you see these things in the same light, I would prefer deferring for the present operations in that quarter.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Major-General D. HUNTER,
Commanding Department of the South.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Scott, U. S. Navy, commanding U. S. S. Marblehead.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 4, 1863.

SIR: As soon as ready for sea, you will proceed with the *Marblehead* off Charleston and report for blockading duty to Commodore Turner, senior officer present.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant-Commander R. W. SCOTT,
Member of Court-Martial.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Ammen, U. S. Navy, regarding the U. S. S. Seneca.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 5, 1863.

SIR: On receipt of this order you will please send the U. S. S. *Seneca* to this port.

Respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander D. AMMEN,
U. S. S. Patuxco, Senior Officer Present, North Edisto, S. C.

Report of Commander Balch, U. S. Navy, regarding condition of affairs in Stono Inlet.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, May 5, 1863.

SIR: I have the honor to report all quiet in Stono waters. The *Paul Jones* is off the bar and a pilot has been sent off to her.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Commodore Turner, U. S. Navy, regarding information looking to a probable attack from Confederate rams.

U. S. S. NEW IRONSIDES,
Off Charleston, S. C., May 5, 1863.

ADMIRAL: The *America* sailed yesterday at 4 o'clock p. m., too early for your dispatch.

The commander of the *South Carolina*, by whom I send this, will give you some very important information, looking to a probable attack from the rams.

I would like to have the *Powhatan* and *Housatonic* up here as soon as possible.

Very respectfully, your obedient servant,

T. TURNER,
Commodore.

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

Order of Rear-Admiral Du Pont, U. S. Navy, to Captain Steedman, U. S. Navy, commanding U. S. S. Powhatan, to proceed to duty off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 6, 1863.

SIR: You will proceed with the *Powhatan* under your command off Charleston and report for blockading duty to Commodore T. Turner, senior officer present.

You will send Lieutenant Higginson on board the *Wabash*, as his presence is necessary to close the proceedings of the case before the court-martial in session on the *Vermont*. Mr. Higginson will rejoin your ship by the first opportunity.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain C. STEEDMAN,
U. S. S. *Powhatan*.

Report of Commodore Turner, U. S. Navy, regarding affairs off Charleston, S. C.

FRIGATE IRONSIDES,
Off Charleston, May 6, 1863.

MY DEAR ADMIRAL: From the reports of Captains Almy and Parrott, yesterday, I am inclined to think that these people are meditating a raid on the upper or lower line, upon the small vessels stationed close in, as they have a steamer, protected with cotton bales, in sight at Fort Sumter. I therefore think it unsafe to let them remain too close in, for, before anyone could get to their assistance, they might be destroyed or captured. The whole thing would be long over before I could slip and get there. I am very anxious about the little *Dandelion*. They certainly were prospecting something last night. It is very important that I should have all the vessels here which belong to me, because, with the lines so thinned off and so far apart as they are now, much damage might be done before the nearest vessel could get to the assistance of the next one to her. I wish some one could take the place of Captain Taylor on the court-martial and let him come here. The whole thing is inexplicable to me, their movements last night, if something of the sort was not on foot, for I can hardly believe they had any idea of attacking this ship; but that some mischief was working, I have no doubt, which perhaps a few days or nights may disclose. Captain Almy will tell you of the nature of his official report to me, as well as that of Parrott's. I wish, as far as is possible to avoid it, my vessels might not be changed. Just as they get acquainted with the ground, the night signals, and enemy's movements, they are ordered away and a strange vessel sent to take their places.* The *Marblehead* has not yet arrived. I think it wiser to post the vessels farther off from the shore with the risk of a blockade runner getting by than for them to remain close in with the risk of being captured. This ship is so unwieldy and moves so slowly that she will not do half the service that a vessel like the *Powhatan* would, and if they only knew that on shore they would not give themselves much trouble about her. Now that her copper is dropping off, she will make less headway than ever with the grass forming upon her bottom. The pilot sent home to New York was invaluable to me; the one sent here, a good old man, knows nothing about these waters and does not pretend to, and can be of no earthly use to me in night work. Mr. Boletho had the confidence of everybody on board as a pilot. I am very sorry to have lost him. †

Truly, yours,

T. TURNER.

[Notes by Rear-Admiral Du Pont:]

* Never changed but when he sends them away; always sent back when they can be. Certain vessels have to be outside, another kind inside.

† He sent him home himself; Davis, of the *Wissahickon*, says he lost the *Georgiana* through his ignorance.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commodore Turner, U. S. Navy, regarding the disposition of prizes.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 7, 1863.

SIR: Enclosed are copies of General Orders, No. 29, for the commanding officers of the *Powhatan, New Ironsides, Marblehead, Flag, Canandaigua, Unadilla, Stettin, Paul Jones, Huron, Housatonic, Augusta, Dandelion, and Wamsutta*, now off Charleston, which you will please have distributed immediately.

I take this occasion to say that only steamers captured off Charleston are to be sent to Boston, in accordance with the order of the Department, which I have forwarded to you. Sailing vessels should be sent to the nearest ports, but to avoid all difficulties, you will please, for the present, send to Port Royal all steamers taken off Charleston, which you have heretofore done.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commodore T. TURNER,
U. S. S. New Ironsides, off Charleston.

Report of Commander Ammen, U. S. Navy, regarding general affairs of his command in North Edisto River, South Carolina.

IRONCLAD PATAPSCO,
North Edisto, S. C., May 7, 1863.

SIR: Nothing of interest has transpired since the departure of the *Passaic* on the 29th ultimo.

The coal brig *General Boyd* was discharged on the 30th and ballasted, as directed.

The tug *Daffodil* came in on the 3d, bringing our mails, and left two hours after for Charleston. I delivered the order to Commander Beaumont, and he has taken command of the *Nantucket*.

The *Para* was not able to leave the harbor from head winds, calms, and unfavorable tides until the morning of the 5th.

The coal schooner *Governor Burton* reached here on the morning of the 6th. I began at once to discharge her. The different vessels will take all but about 100 tons. If no vessel is sent from Charleston or elsewhere to coal, I would be pleased to receive instructions whether I shall land it on the beach, as her lay days will expire on the 12th.

Sand, mixed with coal, makes a flux very destructive to grate bars, and it is not unlikely that if landed the sutler, or other schooners, would steal as much as they wished.

The *Seneca* was dispatched, as directed, immediately on the receipt of your order by the *Oleander* on the afternoon of the 6th.

Lieutenant-Commander Newman proceeds under orders to report to you in person by permission given me, two mechanics who have been engaged on board of the *Nahant* accompanying him.

I have the honor, etc.,

D. AMMEN,
Commanding and Senior Officer Present.

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

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Werden, U. S. Navy, in view of proposed trip to Murrell's Inlet, South Carolina.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 8, 1863.

SIR: I have directed Commodore Turner to send a vessel to relieve you while you go into Murrell's Inlet as you propose.

You can send up the gunboat there, or go in the *Conemaugh*, as you may deem best.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander REED WERDEN,
U. S. S. *Conemaugh*, Georgetown.

Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Master Furber, U. S. Navy, commanding U. S. schooner Para.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 8, 1863.

SIR: You will proceed with the schooner *Para* under your command off Charleston and report for blockading duty to Commodore Turner, senior officer present.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Acting Master E. G. FURBER,
U. S. Schooner *Para*.

Report of Captain Green, U. S. Navy, commanding U. S. S. Canandaigua, regarding the capture of the steamer Cherokee, off Charleston, S. C., May 8, 1863.

U. S. STEAM SLOOP CANANDAIGUA,
Off Charleston, S. C., May 8, 1863.

SIR: I have the honor to report that the steamer *Cherokee*, of Charleston, S. C., was captured by this vessel last night, about 35 miles S. S. W. from Charleston Bar, under the following circumstances:

About 11 o'clock p. m. the steamer *Flag*, stationed about 1 mile distant from this ship to the westward, and off Lawford Channel, fired several guns and made the customary signals for a vessel running the blockade, outward bound. Soon after a steamer was discovered from this ship standing seaward, whereupon the cable was slipped and pursuit made and continued after her until half past 2 o'clock this morning, when, being within short range, a shot was fired at her and she immediately hove to. An officer was dispatched to board her and ascertain her character, who reported that no papers of any description, excepting newspapers, were found on board of her. Her cargo consisted of cotton, and, as represented by the captain and other persons on board of her, amounted to about 450 bales.

Her officers were G. F. Trescott, master; A. McLeod, first officer; Thomas Chaplin, second officer; J. L. Buntin, William McNaughton, W. Wellington, and John Cowan, engineers. Her crew consisted of 10 firemen and coal heavers and 15 deck hands, stewards, etc. There were 6 passengers on board, viz, John Wallace, D. J. Paul, Frederick Salas, Thomas Daniels, John Glass, and Samuel Bostock.

No public ship or vessels were in sight at the time of the capture.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain.

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

[Endorsement.]

BOSTON, May 19, 1863.

SIR: The prize steamer *Cherokee* arrived at this port the night of the 18th.

Very respectfully, your obedient servant,

SAML. HALL,
Acting Master, Charge Prize Steamer *Cherokee*.

Report of Rear-Admiral Du Pont, U. S. Navy, giving additional information connected with the capture of the steamer Cherokee, May 8, 1863.

No. 227.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 11, 1863.

SIR: I have the honor to report the capture of the steamer *Cherokee*, formerly the English steamer *Thistle*, by the U. S. S. *Canandaigua*, on the morning of the 8th instant, attempting to run out of Charleston loaded with cotton.

Captain Green has already reported to you in detail the circumstances of her capture. The steamer being in want of coal was sent to Port Royal, and by the general order of the Department I have dispatched her to Boston in charge of Acting Master Samuel Hall, of the *Canandaigua*, with a crew from several of the vessels of the squadron whose times are out, or nearly so.

The captain, G. F. Trescott, and the first mate, A. McLeod, go in the prize. The former being a South Carolinian, I would suggest to the Department [that he] should be looked to.

The difficulty of furnishing men for the engine department of prizes induced me in this case, as in others, to pay such of the crew of the steamer as were willing to work.

May I ask the Department to authorize Commodore Montgomery, to whom I have written on the subject, to pay these persons from the 8th of May until the arrival of the prize in Boston. Their names and rates of pay are as follows:

	Per diem.		Per diem.
John Houston.....	\$3. 00	Michael Hamilton.....	\$2. 00
Thomas Shedden.....	3. 00	James Dowe.....	2. 00
Daniel Cain.....	2. 50	Edward Morgan.....	2. 00
John Kay.....	2. 50	Michael Caskels.....	2. 00
William Thomson.....	2. 50	John Laird.....	2. 00
Michael McGuire.....	2. 50		

The rest of the crew, seamen, have been temporarily transferred to the *Vermont*.

Several passengers, mostly foreign, were taken on board and will be sent north with the crew by the first opportunity.

No papers were found on board, but there is no doubt that she was a Confederate vessel.

Captain Green has, I presume, forwarded a list of the officers and crew of the *Canandaigua*.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Capture of the schooner Amelia by the U. S. S. Flag, May 8, and her loss at sea, May 15, 1863.

Report of Flag-Officer Du Pont, U. S. Navy, transmitting report of Commander Strong, U. S. Navy.

No. 229.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., May 11, 1863.

SIR: I have the honor to enclose (marked No. 1) the report of Commander J. H. Strong of the capture by the *Flag* of the schooner *Amelia*, of and from Charleston, on the night of the 8th instant, laden with cotton.

She was towed to this port and I now send her to Philadelphia in charge of Acting Master's Mate C. S. Lawrence, of the *Flag*, and four men whose times will soon expire. The master of the prize is sent north in the schooner. No papers were found on board.

Enclosed (marked No. 2) is a prize list of the officers and crew of the U. S. S. *Flag*.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Strong, U. S. Navy, commanding U. S. S. Flag.

U. S. S. FLAG,

Off Charleston, S. C., May 9, 1863.

SIR: I have the honor to report to you the capture of the schooner *Amelia*, of and from Charleston, S. C., under the following circumstances:

At 11 o'clock last night heard several guns in the direction of the steamer *New Ironsides*, and saw a rocket. At 11:30 we discovered a vessel coming out of Charleston; fired several shots at her, when her sails were lowered, a light shown, and the vessel brought to anchor.

I sent an armed boat in charge of Acting Master G. W. Frost to board her. Soon after sent the second armed boat to assist the first.

The vessel proved to be the schooner *Amelia*, of Charleston, S. C., bound to Nassau, New Providence, with a cargo of cotton.

At the time of the capture the U. S. steamers *Canandaigua* and *Wamsutta* were in sight from this ship. Enclosed please find prize list.

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

J. H. STRONG,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting report of the prize master of the schooner *Amelia*, regarding the loss of that vessel.

No. 318.]

FLAGSHIP WARASH,
Port Royal Harbor, S. C., June 18, 1863.

SIR: In a previous dispatch (No. 229) I reported to the Department the capture of the prize schooner *Amelia* by the U. S. S. *Flag*, and that I had ordered him to Philadelphia under charge of Acting Master's Mate C. S. Lawrence, of the *Flag*.

That officer has since returned and has sent me the enclosed communication (marked No. 1), reporting the loss of the schooner *Amelia* off Cape Hatteras in a gale. He left her in a sinking condition with his men, and was taken on board the British schooner *Habitia*.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Report of Acting Master's Mate Lawrence, U. S. Navy, prize master.

U. S. S. FLAG,
Off Charleston, S. C., June 10, 1863.

SIR: I have the honor to report to you my return to the U. S. S. *Flag*, and to inform you of the loss of the prize schooner *Amelia* under the following circumstances:

In obedience to your orders I took command of the prize schooner *Amelia* and left Port Royal Harbor, S. C., on the afternoon of the 12th of May, 1863, in tow of the prize steamer *Cherokee*.

On the morning of the 14th, at 11 a. m., when off Wilmington, N. C., the *Cherokee* was hove to by a U. S. gunboat, which vessel would not allow the *Cherokee* to move, in consequence of which the schooner's hawsers got foul of the *Cherokee's* propeller, and there being at the time a heavy swell on from S. W. the *Cherokee* drifted onto the schooner. I at once made sail on the schooner and stood off N. E. At 2 p. m. on that afternoon the *Cherokee* took the schooner in tow again. On the night of the 14th, at 11 p. m., when off Cape Hatteras, during a heavy squall of wind and rain from W. N. W., the hawser parted close to the steamer. I hailed the *Cherokee* and

asked the captain to lay by until morning, but received no answer, and the *Cherokee* kept on her way. At midnight the wind hauled to the N. and blowing a heavy gale. I laid the schooner to that night and close-reefed foresail. On the morning of the 15th the schooner commenced leaking badly around her cutwater from injuries received in consequence of coming in contact with the *Cherokee* the day previous. At 4 p. m. on the afternoon of the 15th, in consequence of the leak gaining rapidly on us and the seams opening along the schooner's side, I stood off and spoke the British schooner *Halitia*, of St. John, New Brunswick, bound from Porto [Puerto] Rico to Philadelphia, Captain O. D. Bovie, whom I asked to lay by until morning, to which he kindly consented. At 6 p. m. the pumps gave out and the vessel was water-logging fast. I made signal of distress and the *Halitia* bore down to us, and I abandoned the *Amelia* after setting her on fire.

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

CHRISTIAN S. LAWRENCE,

Acting Master's Mate.

Rear-Admiral S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Report of Acting Master Hall, U. S. Navy, prize master of the steamer *Cherokee*, regarding assistance rendered to the schooner *Amelia*.

NAVY-YARD, *Boston, Mass., May 20, 1863.*

SIR: On leaving Port Royal in charge of the prize steamer *Cherokee* I received orders from Rear-Admiral Du Pont to take in tow the prize schooner *Amelia* as far north as Delaware Breakwater. On the morning of the 13th instant the U. S. gunboat *Sunlight* ran down and ordered me to heave to while her boat came on board. While thus engaged both hawsers got foul of the propeller, and in order to be cleared it was necessary to cut them, leaving me but one hawser on board, with which I continued to tow the *Amelia*.

At 10:30 p. m. on the night of the 14th, latitude 35° 05', longitude 74° 35', being very squally, the hawser parted. I immediately slowed down and set a light, but owing to the intense darkness, and she displaying no light, I failed to make her out.

I maneuvered around the place until 2 a. m., 15th; it was then blowing very hard from the north. I kept her head to wind until daylight, but could see nothing of the *Amelia*.

I would also state that the *Cherokee* could only make from 4 to 6 knots per hour from the use of the only kind of coal now on board, and deemed it imprudent to remain longer on my way to Boston.

I am, very respectfully, your obedient servant,

SAMUEL HALL,

Acting Master, Charge Prize Steamer Cherokee.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Almy, U. S. Navy, commanding U. S. S. South Carolina.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 10, 1863.

SIR: You will proceed with the *South Carolina* under your command off Charleston and report for blockading duty to Commodore Turner, senior officer present.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander J. J. ALMY,
U. S. S. South Carolina.

Report of Flag-Officer Du Pont, U. S. Navy, of arrival of the U. S. S. Flambeau, at Port Royal, S. C.

No. 224.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 11, 1863:

SIR: I have the honor to report to the Department the arrival here yesterday, the 10th instant, of the U. S. S. *Flambeau*, Lieutenant-Commander J. H. Upshur.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Order of Rear-Admiral Du Pont, U. S. Navy, to the commanding officer of the U. S. S. Flambeau, to proceed to the blockade of Murrell's Inlet, South Carolina.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 11, 1863.

SIR: You will proceed with the *Flambeau* under your command to Murrell's Inlet, South Carolina, and establish a blockade off that entrance, requesting, in my name, the commanding officer of any vessel of the squadron now there to resume his former station, showing these orders.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant-Commander J. H. UPSHUR,
U. S. S. Flambeau.

Report of Commander Balch, U. S. Navy, regarding condition of affairs in Stono Inlet, South Carolina.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, May 11, 1863.

SIR: I have the honor to report all very quiet in Stono.

From present indications I have every reason to believe that the enemy, except in small force, has been withdrawn from this vicinity.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral S. F. DU PONT,
Comd'g. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Commander Le Roy, U. S. Navy, regarding the rumored presence of Confederates on Cumberland Island, Georgia.

U. S. S. KEYSTONE STATE,
St. Simon's, Ga., May 11, 1863.

SIR: In a note received this morning from Captain [Nicholas] Kirby, of the *Midnight*, he informs me that he has received an intimation of the presence of the rebels on Cumberland Island, a major and some twelve men having been at the house of a Mr. Stockwell, and that others were said to be elsewhere on the island last week. He thinks their object was a trap to catch himself or some of his officers and men in the event of their landing there. The rebels seem to have increased in boldness in this direction. I have written to Captain Kirby to do his best to take care of his ship, and that he should not permit any wandering about on the part of his command. Captain Kirby suggests that a small steamer that escaped last year when our forces entered these waters and went up above Brunswick, on the Saltillo [Satilla] River, might possibly be fitted (to use his own language) "*a la Galveston*, and coming down to operate with the men now on Cumberland Island." Captain Kirby sends me word that a report from the mainland states a heavy battle near Richmond and that our forces had been badly defeated.

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

WM. E. LE ROY,
Commander.

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

Report of Acting Master Pennell, U. S. Navy, regarding the movements of a suspicious steamer off Charleston, S. C., May 11, 1863.

U. S. BARK ETHAN ALLEN,
Boston Navy Yard, May 18, 1863.

SIR: I have the honor to report that at 6:30 p. m., on the afternoon of May 11, 1863, when off Charleston Bar, bearing N. W., about 70 miles, a long, low, side-wheel steamer, painted lead color, with one mast, hove in sight on our starboard beam, steering N. W., directly for us. Beat to quarters. When about 3 miles off, she changed her

course to go across our stern. Tacked ship to the southward, and, when about $2\frac{1}{2}$ miles distant to windward, fired a rifle shot across her bow. She paid no attention and showed no colors. Fired eight shot at her from rifle gun, but the distance being so great we were unable to hit her. As soon as she was out of reach of our guns, she shaped her course N. W.

I am, respectfully, your obedient servant,

I. A. PENNELL,

Acting Master, Commanding.

Hon. GIDEON WELLES,

Secretary of the Navy.

Letter from Mr. Harrington to Rear-Admiral Du Pont, U. S. Navy, offering his services as a diver for operations in Charleston Harbor.

STEAMER DIRIGO, May 11, 1863.

SIR: I am aware that many plans have been suggested for overcoming the obstructions in Charleston Harbor, and that probably you may lack confidence in any new one. Still, I am anxious to present to you one of my own, which I have entire confidence in, which I trust you would consider entitled to careful consideration, if I should succeed in conveying my ideas plainly.

I have had twelve years' experience as a diver, have had enough to do in that line to render me familiar with all underwater operations. I raised the American Express safe from the wreck of the steamer *Atlantic*, in Lake Erie, at a depth of 170 feet of water, and have succeeded in several other undertakings of the kind which had been abandoned and declared impracticable by others. Among my experiences was one with a submerged small propeller, driven by hand power, capable of being supplied with air by means independent of all outside help. With it I can make $1\frac{1}{2}$ miles per hour at a depth of 80 feet or less, and could conduct operations outside of it at any given depth with success. From my former experience with that craft, and my acquaintance with the whole subject, I am satisfied that I can construct a small propeller with which, aided by from four to five men, I can, without help from others and without being observed by the enemy, follow the channel at Charleston, cut the wires of torpedoes, cut any cables, or network, or chains, saw off any piling, or overcome any other impediments likely to be met with. While doing so, a telegraphic operation may be kept up with any monitor that may be detailed for that purpose and lying at a distance, so that my own movements can be regulated or made known at any time.

I am aware that it looks like a hazardous and doubtful undertaking, yet, after much experience, I have such faith in it that I should be very glad to lay the details before you and leave it for your consideration; some difficulties that would at first strike an outsider as insuperable, I am confident can be overcome.

Having so much faith in it, I would respectfully ask of you the favor to grant me a personal interview and allow me to detail my plans.

Very respectfully, your obedient servant,

E. P. HARRINGTON.

Rear-Admiral S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Letter from the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, regarding the U. S. S. Bienville.

NAVY DEPARTMENT, May 12, 1863.

SIR: In answer to your request in your No. 220 for the *Bienville* to be again ordered to your squadron, you are informed that that steamer is at present attached to the West Gulf Blockading Squadron and doing duty there.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral SAML. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the condition of the blockade off Charleston, S. C.

No. 237.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 12, 1863.

SIR: I have the honor to enclose (marked No. 1) a survey on the engines and boilers of the U. S. gunboat *Seneca*.

By the report of the board it will be necessary to replace all the tubes in the starboard boiler, which can not be executed here with the means at our command, and I have therefore ordered her to Philadelphia for this purpose.

May I ask the Department to give such orders as will hasten these repairs, as the *Seneca* is much needed on the blockade.

Two other steamers, the *Flag* and *Potomska*, are now in harbor in a measure disabled, and I am much pressed for vessels.

I deem it my duty to inform the Department that the infractions of the blockade off Charleston are increasing in consequence of an increase of the number of steamers engaged in violating it, of greater speed and less draft of water.

I have no reason to doubt the vigilance of the officers off that port, but the whole number of vessels which I am able to place there is not by any means sufficient to keep out the blockade runners.

The withdrawal of the *America* and the necessity of sending the *Blunt* north have been seriously felt, as those two vessels from their draft were able to take up effective positions which the other ships could not assume.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Letter from Commander Ammen, U. S. Navy, to Captain Rodgers, U. S. Navy, giving information regarding a reported attempt to destroy with torpedoes the vessels blockading off Charleston, S. C.

IRONCLAD PATAPSCO,
North Edisto, S. C., May 12, 1863.

MY DEAR RODGERS: This morning a deserter from the rebel Navy made his appearance on the marsh abreast us. On sending for him he informed me that he was coxswain of one of the boats of the *Chicora* and was one of six boats sent from Charleston on the 10th under

charge of Lieutenant William H. Parker for the purpose of blowing us all up by means of a newly invented detonating torpedo.

It appears that a long, heavy pole is used as an outrigger and the torpedo, sunk a given depth in the water, is brought against a vessel and six detonating caps make the explosion almost certain. It must be admitted that the men pulling the boats are not wholly safe. The deserter says these torpedoes have been tested very successfully in Charleston Harbor.

He pretends to considerable knowledge in relation to the position and the force of various batteries and also of vessels built and in process of construction. You will find him a man of experience, and will not fail to gain useful information from him. He states that on the northeastern face of Sumter there are at least nine rifles of 10-inch caliber and of course that none of them had been fired at us.

All the way up from Sumter there are batteries on the port shore, or rather, I should say, Johnson, as the hard ground begins there. However, I will leave you to find out how much he knows, as my examination was not at all perfect.

He was on board of the *Arkansas* and also at Port Hudson when the *Essex* passed down. Fairfax wishes you to question him particularly in relation to the destruction of the *Arkansas*.

The news he gives is rather a relief from great apprehension of loss of Hooker's army than anything extremely gratifying. Dixie does not appear to rejoice over a victory, although our Army, it is said, has recrossed the Rappahannock.

It is supposed Stonewall Jackson has at last been killed, or died from the effect of an amputated arm. Van Dorn was killed in cold blood by some chivalric Southern friend.

I have three boats to intercept Parker after he passes them, and as soon as firing begins, three more. I am now at a long stay with steam up and will at once, on hearing a row, rush to the scene. I have also a 12-pound howitzer from the bomb schooner, loaded with canister, so that I do not anticipate that we will be caught napping.

Owing to a suggestion of the deserter, in order not to allow the boats to escape, I sent the *Sebago* above the mouth of Leadenhall [Leadenwah] Creek, where they entered. On looking afterwards at the chart, I saw there was a channel through the marsh, indeed two of them, through which they could pass, and therefore I felt it was a bad move. They no doubt saw us take the man off of the marsh, and therefore no real injury was done.

I had the intention on Saturday last of going up to White Point, my old cruising ground, and see whether they had batteries there or at Bear Bluff, but owing to various things deferred it until to-day, and took up the *Catskill* with me. The general and Colonel Otis went with me, and several officers, with your brother. I think on the whole that it will serve to reassure Parker, * * * and I will not be surprised at his coming to-night, as he will suppose that we will not suspect it. * * *

I send the *Sebago* at daylight, which will give her ample time to return in the afternoon, and as I consider the deserter as possessing valuable information, I send without delay. All of our vessels should know of this new detonating shell, or some of them will suffer from it.

Very affectionately, your friend,

DANIEL AMMEN.

Commander C. R. P. RODGERS, U. S. Navy.

Report of Commander Parrott, U. S. Navy, giving information obtained from a contraband escaped from Charleston, S. C.

U. S. S. AUGUSTA,
Off Charleston, S. C., May 12, 1863.

SIR: A contraband came off to us this morning after daylight.

His story is as follows: He left from opposite Charleston, across the Ashley River, at 10 p. m. of yesterday. He was engaged there with 85 others building a fort. Had heard that Stonewall Jackson is dead from wounds received in Virginia, where they were badly beaten. Six regiments have lately been sent from Charleston to Virginia, and one regiment entirely cut up has arrived from Virginia, only 25 or 30 men remaining. Most of the inhabitants are still absent from the city.

A fight at John's Island commenced on Sunday night at 12 o'clock, and last night (Monday) reports left them fighting again; the white people say our men were forced to retreat; three regiments (2,500 men) have been sent from Fort Johnson to John's Island. The bridge across Stono River or Wappoo Creek has been destroyed, and steamers are used for transporting troops across; this was a new bridge. Says he knows 48 men were killed at Fort Sumter in the late attack; heard the white officers say so. Besides the large hole in Sumter, there were three or four others quite through; he has worked at Fort Sumter, and says it is badly repaired. They are at work on new forts on Morris Island, mounting heavy guns, but no bombs (he appears to know what a bomb is). There are several bombs [mortars] not mounted at Fort Johnson. But few contrabands are at work on the fortifications, they being just now most wanted on the plantations.

A large steamer ran in Sunday night; he thinks by a southern channel; it is the only one which has arrived during the month he has been here. Two steamers lately ran out on the same night. There is but one blockade-running steamer in the harbor now; a schooner is ready to come out. He knows nothing about the rams or the *Isaac Smith*.

This contraband is intelligent, but a little too positive in his answers. He came alone, and with but one oar.

I am, respectfully, your obedient servant,

E. G. PARROTT,
Commander.

Commodore THOMAS TURNER,
Senior Officer, off Charleston, S. C.

P. S.—He also says the rebels are building a bridge (which it will take five or six months to complete) from the firm land on James to near the site of the old light-house on Morris Island, across the swamps and creeks; that there is much sickness among the troops; that the crops have been injured by hail and generally do not promise well; he is from the back country, Chester, and also that there is no want of corn meal. He says he has heard frequent expressions of dissatisfaction among the soldiers, and that they wish the Yankees would come and take the State.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting report of Commander Werden, U. S. Navy, regarding bombardment at Murrell's Inlet, South Carolina, May 12, 1863.

No. 275.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 2, 1863.

SIR: I have the honor to acknowledge the Department's dispatch of May 15, calling my attention to Murrell's Inlet.

I had previously received, through the politeness of Captain Boggs, Lieutenant-Commander Braine's letter to him, but prior to this Commander Reed Werden, of the *Conemaugh*, then stationed at Georgetown, communicated to me information in relation to the running of the blockade at that place, which he had obtained from contrabands, and asking permission to proceed to Murrell's Inlet with the *Conemaugh*.

Immediately on receiving this letter, I sent the *Paul Jones* to relieve him temporarily at Georgetown. Commander Werden arrived with the *Conemaugh* on the 10th of May, when he found the *Monticello*, and, in conjunction with her, on the 12th instant, stood in to the shore within 2,000 yards and succeeded in destroying 100 bales of cotton, setting on fire one schooner and injuring the others. A copy of his report is enclosed (marked No. 1).

As soon as the *Flambeau* arrived here from Hampton Roads, which was on the 10th ultimo, I dispatched her to Murrell's Inlet for blockading duty, where she is now stationed.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

[Enclosure.]

U. S. S. CONEMAUGH,
Off Murrell's Inlet, May 12, 1863.

SIR: I have the honor to report to you that upon receipt of your letter of the 8th instant, by the *Paul Jones*, I left Winyah Bay on the 10th instant for this place. Upon my arrival here, the same day, I found the place blockaded by Lieutenant-Commander Braine, in the *Monticello*. He informed me of having organized an expedition with boats on the 27th April and succeeded in destroying a large schooner loaded with a valuable cargo and burned two large houses, supposed to be used for storing cotton. He reports also the place to have been severely bombarded all day on the 3d instant by the United States steamers *Monticello* and *Chocura*, since when the enemy have increased their force, having now artillery, cavalry, and infantry. The inlet being too narrow for the *Conemaugh* to enter with safety and to attempt to destroy the remaining vessels and property that may still be there with boats not practicable, I decided not to attempt it other than by bombardment. At 12 m. to-day, in company with the *Monticello*, I stood close in to shore, within 2,000 yards of five schooners aground in the inlet, where I anchored and opened fire upon them. It affords me pleasure to state that so accurate was our firing that in less than an hour we had fired about 100 bales of cotton on the beach near the schooners, set one schooner on fire, and more or less injured all the others in spars and hull.

I fired about two and a half hours and expended 105 rounds of ammunition.

The tide not serving to cross the bar at Georgetown before to-morrow, I shall remain here to-night.

I am, very respectfully, your obedient servant,

R. WERDEN,
Commander.

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

Order of Captain Steedman, U. S. Navy, prohibiting lying down on deck during night watches.

U. S. S. POWHATAN,
Off Charleston, May 13, 1863.

It is ordered that from this date the men shall not be permitted to lie down on deck during the night watches.

The noncommissioned officers of marines on duty will make the rounds every half hour and report any whom they may find lying down.

This order will be read by the executive officer to the crew at quarters for inspection.

CHARLES STEEDMAN,
Captain.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the capture of the British schooner Wonder, off Port Royal, S. C., May 13, 1863, and transmitting additional report.

No. 245.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 15, 1863.

SIR: I have the honor to report the capture of the British schooner *Wonder* on the morning of the 13th instant, off this port, under the following circumstances:

Information was received during the night by a boat from the light-ship stationed at the entrance of this harbor that a topsail schooner, claiming to be from London, a few hours before had approached and hailed the keeper of the light-ship and asked if he could furnish him with a Savannah pilot.

I ordered my flag-lieutenant, S. W. Preston, to take with him ten men from the *Wabash*, to proceed on board the U. S. S. *Daffodil*, and go in chase.

He started at 3 a. m., and having ascertained at the light-ship the direction in which the suspicious vessel had been last seen, stood to the eastward, and at 6 a. m. came up with and boarded the schooner *Wonder*, 10 miles E. N. E. from Port Royal entrance. When first discovered from the *Daffodil*, the schooner was standing offshore to the southward and eastward, with the wind free, and continued to steer in that direction with all sail set until overhauled.

Her papers seem to be regular. She cleared from London for Nassau with a cargo of salt, but, as appears from the log book, never stopped there.

The master told Lieutenant Preston that he was then bound for Charleston, and would have been in Savannah three days before had it not been for adverse winds.

I have ordered the *Wonder* to the port of Philadelphia for adjudication under charge of Acting Master's Mate J. C. Wentworth, of the *Daffodil*. The master of the schooner and one of the crew go in the prize. The rest of the crew have been sent north in the U. S. store-ship *Courier*, which sailed this morning for New York. I forward herewith (marked No. 1) Lieutenant Preston's report.

Enclosed is a prize list of the officers and crew of the U. S. S. *Daffodil* and also a prize list of the officers and crew of the U. S. S. *Wabash* (marked Nos. 2 and 3).

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., May 13, 1863.

SIR: I have the honor to report the following circumstances attending the capture of the British schooner *Wonder*, E. W. Powell, master:

At 3 a. m. to-day, in obedience to your orders, I left Port Royal, with ten men from the *Wabash*, on board the U. S. S. *Daffodil*, Acting Master E. M. Baldwin, commanding, in consequence of information received two hours previous that an English topsail schooner had yesterday evening asked at the light-ship off this port for a Savannah pilot.

From Captain Lawrence, of the light-ship *Relief*, I learned that the suspected vessel had disappeared about midnight, standing to the northward and eastward. I then stood out to the eastward and at 6 a. m. came up with and boarded an English topsail schooner in 8½ fathoms water, about 10 miles E. N. E. from Port Royal entrance. She proved to be the *Wonder*, with regular papers, her clearance being from London to Nassau, New Providence, with a cargo of salt. Her real cargo is, so far as I have been able to ascertain, as represented in her bills of lading, salt in bags.

When first discovered from the *Daffodil*, the *Wonder* was standing offshore to the southward and eastward, with the wind free, and continued to steer in that direction with all sail set until overhauled.

The master of the *Wonder* informed me that he was bound to Charleston, and boasted that had he not been opposed by adverse winds he would have been in Savannah three days ago. He is evidently a novice on this coast.

Very respectfully, your obedient servant,

S. W. PRESTON,

Flag-Lieutenant.

Rear-Admiral S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Master Cressy, U. S. Navy, commanding U. S. ship Courier.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 14, 1863.

SIR: You will please proceed with the U. S. storeship *Courier* to New York and report in person to Rear-Admiral H. Paulding, commandant of the yard, and through him by letter to the honorable Secretary of the Navy.

Respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Acting-Master W. K. CRESSY,

Commanding U. S. Ship Courier, Port Royal.

Letter from the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, giving information regarding Murrell's Inlet, South Carolina.

NAVY DEPARTMENT, May 15, 1863.

SIR: The Department would call your attention to Murrell's Inlet, South Carolina. Although within the limits of your command, Lieutenant-Commander Braine, of the U. S. S. *Monticello*, Acting Rear-Admiral Lee's squadron, has recently made a reconnoissance there. With a boat expedition he destroyed a schooner loaded with a valuable cargo of flour, brandy, sugar, and coffee. There were other vessels there, but owing to mud and marsh it was thought impracticable to get at them; it was also stated by a contraband there was a cavalry and infantry force of some 200 men near. The following is an extract from Lieutenant-Commander Braine's report:

I have no doubt, from information I have received from contrabands, that there is a grand depot of cotton. He says the trade has been brisk since last Christmas, averaging five to seven vessels a week, in and out. The cargo out is exclusively cotton, and they have never met with any interruption until to-day. Vessels are now expected here daily with large supplies of clothing and stores of every kind. I think it is important that this point should be closely watched.

It was stated by a contraband that upward of 2,000 bales of cotton were stowed in the woods a short distance beyond where Lieutenant-Commander Braine advanced.

Commander Scott still later sent a boat expedition to the same locality, which, however, was fired upon, and one man was killed and another wounded. He thinks it impracticable to destroy the vessels with boats.

The above is communicated for your information. Although small expeditions may not be advisable, the traders running in and out of the inlet should be intercepted.

Very respectfully, etc.,

GIDEON WELLES,
Secretary Navy.

Rear-Admiral S. F. DU PONT,
Port Royal, S. C.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the disposition of vessels of his command.

No. 244.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 15, 1863.

SIR: I have the honor to report the following positions on blockade of the vessels of this squadron:

Off Murrell's Inlet, U. S. S. *Flambeau*.

At Georgetown, U. S. S. *Conemaugh*.

Off Bull's Bay, U. S. S. *Lodona*.

Off Charleston, U. S. steamers *New Ironsides*, *Canandaigua*, *Housatonic*, *Powhatan*, *South Carolina*, *Augusta*, *Paul Jones*, *Huron*, *Undilla*, *Marblehead*, *Wamsutta*, *Stettin*; mortar schooner *Para*, and tug *Dandelion*.

In Stono Inlet, U. S. steamers *Pawnee* and *Commodore McDonough*, and mortar schooner *C. P. Williams*.

In North Edisto, U. S. ironclads *Patapsco*, *Nahant*, *Catskill*, *Nantucket*, *Montauk*; steamer *Sebago*, and mortar schooner *Norfolk Packet*.

In St. Helena, U. S. bark *Kingfisher*.

In Wassaw, U. S. S. *Cimarron*.

In Ossabaw, U. S. S. *Dawn*.

Guarding St. Catherine's, Doboy, Sapelo, and St. Simon's, U. S. steamers *Keystone State*, *Madgie*; barks *Braziliera* and *Fernandina*.

In St. Andrew's, U. S. bark *Midnight*.

At Fernandina, U. S. S. *Mohawk*.

In St. John's River, U. S. steamers *Norwich* and *Uncas*.

In Port Royal, flagship *Wabash*; storeships *Vermont* and *Valparaiso*; taking in stores and undergoing repairs, ironclad *Weehawken*; steamers *Flag* and *E. B. Hale*; tugs *Oleander*, *Daffodil*, *O. M. Pettit*, *Rescue*, *Columbine*.

The U. S. schooner *Hope* is used as a dispatch vessel.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Du Pont, U. S. Navy, requesting instructions regarding deck plates for the monitors.

No. 246.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 15, 1863.

SIR: I have the honor to inform the Department that four steamers are here with iron plates to cover the decks of the monitors. I am advised that these vessels will not carry these decks at sea.

The foreman who came to lay the plates says he was not instructed to cut holes over the present air scuttles, and is of the impression that it was not intended to be done.

If they are closed, I respectfully submit that the result will be great suffering and much increased sickness at this season of the year, even supposing that the men can live below at all.

Will the Department please inform me what its wishes are in reference to this matter? Chief Engineer Stimers states, in a written memorandum addressed to the fleet captain, referring to the monitors and

these decks, "I advise you strongly to not permit them to encounter the sea with that extra deck."

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Capture of the sloop Secesh by the U. S. S. Canandaigua, May 15, 1863.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting report of Captain Green, U. S. Navy, commanding U. S. S. Canandaigua.

No. 265.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., May 26, 1863.

SIR: I forward herewith (marked No. 1) a report of the capture, on the 15th instant, at 10 o'clock p. m., of the Confederate sloop *Secesh*, of Charleston, by the U. S. S. *Canandaigua*, Captain J. F. Green.

The sloop was sent to Port Royal and I ordered a board to survey her and report on the feasibility of sending her north. The vessel was condemned (see enclosed report, marked No. 2) and her cargo, consisting of 85 bales of cotton, 2 broken bales, 1 barrel of pitch, and 1 keg of tobacco, all more or less damaged, has been transshipped to the schooner *W. F. Garrison*, bound to Philadelphia, in charge of Acting Master's Mate C. D. Bordman, of the *Powhatan*.

Enclosed is a bill of lading (marked No. 3) for the cargoes of the prize sloops *C. Routereau* and *Secesh*, freight payable thereon by the navy agent at Philadelphia. May I ask the Department to direct him to pay the same?

The master and crew, with the three passengers, were sent north in the *Massachusetts*, with directions, however, to detain as witnesses the captain, Henry Mooney, and Stewart Greer, one of the crew.

I refer the Department to Captain Green's report, in which he speaks of the papers found on board.

I have forwarded by this mail prize lists of the *Powhatan* and *Stettin*.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. STEAM SLOOP CANANDAIGUA,

Off Charleston, S. C., May 16, 1863.

SIR: I have the honor to state to the Department that the Confederate sloop *Secesh*, of Charleston, was captured last night at 10 o'clock p. m. by this ship in the act of passing outward through the blockade of this port.

The *Canandaigua* was stationed at anchor in the vicinity of the entrance to Lawford Channel. At 9:45 p. m. a sail was discovered to the northward and eastward, standing to the southward. A gun was fired at and a short chase made after her, when she hove to, and on being boarded a cargo consisting of 86 bales of cotton and a complete set of Confederate papers were found on board.

She had on board a captain, a crew of four men, and three passengers, named as follows: Henry Mooney (captain), Stewart Greer, William Jones, Dennis Lyons, and Frederick Miller, crew; William Foster, Joseph Silvey, and H. B. Rohde, passengers.

Besides the ship's papers, there were also found on board of her seventeen sealed private letters, all of which have been sent to Rear-Admiral Du Pont, to be forwarded to the judge of the district to which she or her cargo may be sent for adjudication.

Two of the private letters—one addressed to the President of the United States and the other to Mr. Paul Ponton—were found by information voluntarily tendered to me by one of the crew, Stewart Greer, who pointed out the place where he had concealed them and removed a portion of the cabin bulkhead in order to obtain them. He informed me that he had promised the writer of the letter addressed to the President of the United States that he would deliver it in person.

All of the vessels now composing the blockading force off Charleston will probably claim to share in the capture. Their names are as follows:

U. S. steam frigate *New Ironsides*, U. S. steam frigate *Powhatan*, U. S. steam sloop *Canandaigua*, U. S. steam sloop *Housatonic*, U. S. S. *Flag*, U. S. S. *Stettin*, U. S. S. *Augusta*, U. S. S. *Unadilla*, U. S. S. *Huron*, U. S. S. *Paul Jones*, U. S. S. *South Carolina*, U. S. S. *Marblehead*, U. S. S. *Lodona*, U. S. S. *Wamsutta*, U. S. S. *Dandelion*, U. S. schooner *Para*.

A number of the above-mentioned vessels were within signal distance by the usual night signals, and all by firing of guns, excepting those stationed at the extreme northern limits of the blockade.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain.

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

Report of a board of survey.

PORT ROYAL, *May 18, 1863.*

SIR: In obedience to your order of this date to hold a careful survey on the prize sloop *Secesh*, captured off Charleston on the 15th instant, and report to you her condition and the practicability of sending her north without serious injury to her cargo, and if we should find her unfit to go north, to take an accurate inventory of her cargo and appraise the value of her hull, tackle, furniture, etc., we beg leave to report that she is tight and her hull in fair condition. Her sails are torn, worn out, and utterly unseaworthy. We do not deem it advisable to send her to a Northern port. We value her hull, tackle, furniture, etc., at \$100. Her cargo consists of 85 bales cotton, 2 broken bales cotton, 1 barrel pitch, and 1 keg tobacco, all more or less damaged.

Very respectfully, you obedient servants,

T. STITES,
Acting Master.
A. S. GARDNER,
Acting Master.
CHARLES BOARDMAN,
Carpenter.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the capture of the sloop C. Routereau, off Charleston, S. C., May 16, 1863.

No. 264.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., May 26, 1863.

SIR: I have the honor to report to the Department the capture, on the morning of the 16th instant, of the sloop *C. Routereau*, of Charleston, S. C., by the U. S. S. *Powhatan*, Captain C. Steedman, whilst attempting to run the blockade out of that port.

The vessel was sent here, and, after survey, condemned as unfit to go north (Enclosure No. 1). Her cargo, consisting of 9 bales of cotton and three-fourths barrel of rosin, has been transshipped to the schooner *W. F. Garrison* and sent to Philadelphia for adjudication. Acting Master's Mate C. D. Bordman, of the *Powhatan*, goes north in charge of cargo and papers.

Captain Steedman reports that the vessels within signal distance were the *New Ironsides*, *Canandaigua*, *Housatonic*, *Paul Jones*, *Huron*, *Unadilla*, *Marblehead*, *Augusta*, *Wamsutta*, *Lodona*, *Stettin*, *Dandelion*, *Para*, and *South Carolina*.

I forward herewith Captain Steedman's letter* to the Department (marked No. 2), enclosing a prize list of the officers and crew of the *Powhatan*.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South-Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

PORT ROYAL, *May 18, 1863.*

SIR: In obedience to your order of this date to hold a careful survey on the prize sloop *C. Routereau*, captured off Charleston on the 16th instant, and report to you on the practicability of sending her north, and if we should find her unfit to go north to take an accurate inventory of her cargo and appraise the value of her hull, tackle, furniture, etc., we beg leave to report that she is very leaky and utterly unfit to go to sea. We value her hull, tackle, furniture, etc., at \$15. Her cargo consists of 9 bales of cotton and three-fourths barrel turpentine, all damaged.

Very respectfully, your obedient servants,

T. STITES,

Acting Master.

A. S. GARDNER,

Acting Master.

CHARLES BOARDMAN,

Carpenter.

* Not necessary to publish.

Report of Rear-Admiral Du Pont, U. S. Navy, on the arrival of the U. S. S. James Adger.

No. 247.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 16, 1863.

SIR: I have the honor to report to the Department the arrival here this morning of the U. S. S. *James Adger*, Commander T. H. Patterson.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Divisional order issued by Commodore Turner, U. S. Navy, enjoining vigilance in the blockade of Charleston.

U. S. S. NEW IRONSIDES,
Off Charleston, S. C., May 16, 1863.

I have received information of a large fleet of steamers being at Nassau, ready to run this blockade. One steamer and five sailing vessels escaped from Charleston last night, only two of which were captured.

A steamer ran in the northern channel night before last without having a gun fired at her.

The time near high water is that which is usually selected by them to run; last night, however, a steamer came out at nearly low water.

The utmost vigilance is required by us all to stop this. Whenever a vessel is seen I would fire, even though uncertain of my aim; this wakes up the whole line, and perhaps drives her back if it does nothing more.

The lights on shore are so arranged that they invariably run in and out through one of two channels, Maffitt's Channel or main Ship Channel, if they do not run out over all.

The blockade runners generally undertake to break the line at either the upper or lower end of the line.

T. TURNER,
Commodore.

Report of Assistant Boutelle, U. S. Coast Survey, regarding a new channel discovered in surveying Port Royal Harbor, S. C.

U. S. S. BIBB,
Port Royal, S. C., May 16, 1863.

SIR: In the progress of the survey of the entrances to this place I have found a channel, having 10 feet at low water, leading to sea directly from Fishing Rip, and shortening the distance in getting to sea about 7 miles for all light-draft vessels bound to the northward.

I have marked this channel temporarily, and will mark it permanently as soon as the buoy schooner returns from Fernandina; mean-

while I respectfully submit sailing directions for entering it, and recommend their publication if you see fit.

Yours, respectfully,

CHAS. O. BOUTELLE,

Assistant, Coast Survey, Commanding U. S. S. Bibb.

Rear-Admiral S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Report of Acting Master Cressy, U. S. Navy, commanding U. S. ship Courier, of the capture by that vessel of the sloops Emeline and Angelina and the schooner Maria Bishop, May 16 and 17, 1863.

U. S. SHIP COURIER,

New York Navy Yard, May 22, 1863.

SIR: I have the honor to report the arrival of the U. S. ship *Courier* at this station from Port Royal.

Also that I left Port Royal on Friday, the 15th of May, at 7 a. m. On Saturday, 16th, at 5 a. m., fell in with and captured the sloop *Angelina*, of and from Charleston, S. C., bound to Nassau, New Providence, with a cargo consisting of 23 bales of cotton.

Same day, at 7 p. m., captured the sloop *Emeline*, of and from Charleston, S. C., bound to Nassau, New Providence, with a cargo consisting of 43 bales of cotton.

Next day, May 17, at 9 a. m., captured the schooner *Maria Bishop*, of and from Charleston, S. C., bound to Nassau, New Providence, with a cargo consisting of 17 bales of cotton.

I removed all the prisoners to the *Courier* and sent the prizes to New York.

All the above-named vessels ran the blockade at Charleston, S. C., on the night of Friday, May 15, 1863.

Very respectfully, your obedient servant,

W. K. CRESSY,

Acting Master, Commanding.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Abstract log of the U. S. ship Courier, Acting Master W. K. Cressy, U. S. Navy, commanding.

May 16, 1863.—Latitude 32° 15' N.; longitude, 79° 16' W. At 10:30 a. m. made chase, fired, and brought to a sloop; lowered a boat, and at 10:45 boarded her. Found her to be the Confederate sloop *Angelina*, of Charleston, bound to Nassau, with 23 bales of cotton. W. P. O'Brien, officer of boat, took charge and brought her to under the lee of the *Courier*. Brought the captain and two men on board as prisoners. At 12:45 p. m. sent Acting Master's Mate Charles [J.] Hill as prize master with crew of three men with orders to proceed to New York and report to Rear-Admiral Paulding. At 2 p. m. saw papers drifting by. Lowered boat and picked them up; found them to be papers belonging to the prize sloop *Angelina*. At 4:30 p. m. saw a sloop on starboard quarter; bore down upon her until 5, firing

guns at her occasionally. Sloop still keeping on her course, wind very light; lowered second cutter and with an armed boat's crew, William P. O'Brien, executive officer, in charge, started in chase of her. At 7 p. m. boarded her; found her to be the Confederate sloop *Emeline*, of Charleston, bound to Nassau, with 43 bales of cotton; took charge of her and brought her alongside under the lee of the *Courier*. No papers. Sent Acting Ensign S. B. Davis as prize master, with orders to proceed to New York.

May 17. — At 7:30 a. m. made chase after a schooner; fired several times, and at 8 brought her to, lowered the gig, and boarded her. Found her to be the Confederate schooner *Maria Bishop*, of Charleston, bound to Nassau, with 17 bales of cotton. Brought her captain on board and two men. Sent Acting Assistant Paymaster M. W. Blake on board as prize master and two men, with orders to proceed to New York. Latitude 32° 15' N., longitude 78° 12' W.

Report of Commander Balch, U. S. Navy, senior officer in Stono Inlet, regarding affairs in those waters.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, May 17, 1863.

SIR: I have the honor to report all quiet in the Stono.

General Vogdes is strengthening his position on Folly Island, and has been consulting with me in reference to a reconnoissance in some force on James Island. A prompt assistance was offered him as far as the navy is concerned, and I think some good may result from a movement of that kind.

I am of the opinion that the enemy has but a small force on James Island at this time.

I had intended going up the Stono with the *Pawnee* and *McDonough* and ascertain the position of the enemy's batteries, etc., but I was requested to wait till General Vogdes could carry out his plans, as he feared that a movement on our part would excite a suspicion on the part of the enemy, and I therefore gave up the plan for the present; and now that the *McDonough* is in such a condition I shall of course take no steps in the matter.

The buoy on the north breaker has been carried away and is now on Folly Island. I shall replace it as soon as the weather is suitable.

The coal schooner arrived this afternoon in tow of the *Oleander*, and I shall commence discharging her in the morning.

May I ask early instructions in regard to the repairs of the *McDonough*, as I do not like to take the responsibility of letting her steam go down for so long a period as ten days without your orders to that effect.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Rear-Admiral Du Pont, U. S. Navy, of the arrival of the U. S. S. Ottawa.

No. 251.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 18, 1863.

SIR: I have the honor to report to the Department the arrival here, on the 16th instant, of the U. S. gunboat *Ottawa*, Lieutenant-Commander W. D. Whiting.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting report regarding the need of efficient firemen.

No. 250.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 18, 1863.

SIR: I enclose a copy (marked No. 1) of an important communication forwarded to me from Commander George W. Rodgers, of the U. S. ironclad *Catskill*, in which he asks for firemen better qualified to perform the duties required of them on board vessels of the class of the *Catskill*.

I desire to add in this connection that it will be necessary to have a reserve of experienced firemen for the other ironclads, as in the coming hot season they will, in all probability, be constantly required to supply the places of those invalidated.

I have already found much difficulty in meeting the immediate demands of those vessels.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

[Enclosure.]

No. 250.]

IRONCLAD STEAMER CATSKILL,
North Edisto, S. C., May 15, 1863.

SIR: I feel it my duty to make the following statement in regard to the firemen on board this vessel:

While attached to the ship in New York I had in view several men that I knew to be intelligent and capable firemen and mechanics and were only awaiting the completion of the vessel to enlist as part of her complement, but having been detached and ordered to another ship, I was, of course, unable to attend to the matter. I was reordereed to the ship the day she was put in commission and found the same complement of firemen already on board. I then had, and expressed doubt as to their capability to perform their duties, particularly on a vessel of this class, and I regret to say that experience has only confirmed me in the opinion then formed.

Until we returned to Port Royal after the action at Charleston (where we were fortunate enough to obtain one of the firemen who had

belonged to the *Keokuk*), we had but one man who could work in iron, and he was not a mechanic, thereby leaving the labor of everything in the way of repairs to be performed almost entirely by the engineers.

I have endeavored thus far to get along with the men I have, but I consider it absolutely necessary that the firemen, particularly on a ship of this kind, should be at least intelligent men; who are capable of comprehending an order and are able to execute it. I have now but two men whom I can safely trust in the turret to attend to the blowing engines, and the services of those can not be dispensed with in the engine room. Neither have I a man who knows anything about boiler making or repairing. But I will not enumerate more. From what I have stated, I beg leave to hope you will not consider my action in this matter as uncalled for.

I am, very respectfully, your obedient servant,

GEO. D. EMMONS,
Senior Engineer.

Commander G. W. RODGERS,
Commanding U. S. S. Catskill.

[Endorsement.]

Respectfully forwarded with an earnest request that some of our firemen may be exchanged for others better qualified for their duties. I have already disrated two for neglect and incompetency, and have felt considerable anxiety as to the safety of the engines.

Very respectfully, your obedient servant,

GEO. W. RODGERS,
Commander.

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

Report of Lieutenant-Commander Gibson, U. S. Navy, commanding U. S. S. Seneca, of arrival at Philadelphia navy yard.

U. S. GUNBOAT SENECA,
Navy Yard, Philadelphia, May 18, 1863.

SIR: I have the honor to report my arrival at this yard, having sailed from Port Royal on the 13th instant, in obedience to an order of Rear-Admiral Du Pont, a copy of which is herewith enclosed.

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

WILLIAM GIBSON,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Major-General Hunter, U. S. Army, to Rear-Admiral Du Pont, U. S. Navy, urging the strict enforcement of quarantine regulations at Port Royal, S. C.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, Port Royal, S. C., May 18, 1863.

ADMIRAL: In anticipation of the return of the hot season, I am anxious to take every precaution to prevent the Department from being

revisited by the pestilence which proved so fatal last year. I am satisfied that it is only by the strict enforcement of the most rigid quarantine regulations that this result can be attained.

In view of the paramount importance of the object sought to all whose duties require them to remain here during the summer, I respectfully request that a gunboat be stationed near the inner buoy, with instructions to compel all vessels seeking to enter the harbor to await the visit of the health officer at that point.

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

D. HUNTER,
Major-General, Commanding.

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

Letter from Rear-Admiral Du Pont, U. S. Navy, to Major-General Hunter, U. S. Army, regarding the enforcement of quarantine regulations at Port Royal, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 19, 1863.

GENERAL: I have your communication of the 18th instant on the subject of establishing a quarantine.

Though very short of vessels, I shall have one prepared for the purpose you desire with the least possible delay, for I am satisfied but for the measures you took last summer we should have suffered much more from the pestilence which visited us.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Major-General D. HUNTER,
Commanding Department of the South, Hilton Head.

Divisional order of Commodore Turner, U. S. Navy, regarding Coston signals for vessels running in and out.

U. S. S. NEW IRONSIDES,
Off Charleston, S. C., May 19, 1863.

On and after this date vessels on blockade service in this division will burn a red Coston signal for vessels running in, and white running out.

This order will supersede the former one, with the exception of that part relating to rockets.

T. TURNER,
Commodore.

Report of Lieutenant-Commander Upshur, U. S. Navy, commanding U. S. S. Flambeau, of arrival at Murrell's Inlet, South Carolina.

U. S. S. FLAMBEAU,
Off Murrell's Inlet, S. C., May 19, 1863.

SIR: In obedience to your order of 11th instant, I have to report my arrival at this point on the afternoon of the 13th, where I found the *Monticello*, Lieutenant-Commander Braine.

The burning of one, and shelling of the remainder, of the six schooners at this inlet by vessels of Admiral Lee's squadron appears to have for the present paralyzed those capable of getting to sea; they may, however, recover from this and attempt to get out.

Entered or departed, none.

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

J. H. UPSHUR,

Lieutenant-Commander.

Rear-Admiral S. F. Du PONT,

Commanding South Atlantic Blockading Squadron.

Report of Acting Master Dutch, U. S. Navy, regarding the seizure of corn at Edisto, S. C.

U. S. BARK KINGFISHER,

St. Helena Sound, May 19, 1863.

SIR: I have the honor to acknowledge the receipt of General Orders, No. 9, from Navy Department, date of April 2, 1863.

* * * * *

I would also report that from reconnoissances made at Edisto on different occasions, discovered large quantities of corn on several estates there. It being much needed by blacks, and also by horses on St. Helena Island, I invited the superintendents to send their boats and take it away. Accordingly, on the morning of the 13th instant, sent the launch in charge of Mr. Rhoades, with twelve riflemen, in company with seventeen boats, from St. Helena. They proceeded to Edisto and loaded their boats, and returned on the 18th, having in all about 800 bushels of very good corn. My object in doing this was, first, to prevent its falling into rebel hands, and, second, to supply the people in this vicinity. Hope you will justify the course I have pursued. I have sent the schooner to Port Royal to-day in charge of Mr. Rhoades for the purpose of getting our mails and stores.

Herewith forward quarterly returns of stores in yeoman's department. If there is any informality in these reports, have the kindness to inform me, as I have received no instructions in relation to them. Also forward the reports of Paymaster Blakeman in relation to our provisions. Have the kindness to inform me for how long a time you wish the ship provisioned.

I am, very respectfully, your obedient servant,

J. C. DUTCH,

Acting Master, Commanding.

Rear-Admiral S. F. Du PONT,

Commanding South Atlantic Blockading Squadron.

Report of Acting Master Dutch, U. S. Navy, commanding U. S. bark Kingfisher, regarding boat expedition in South Edisto River, South Carolina.

U. S. BARK KINGFISHER,

St. Helena Sound, May 20, 1863.

SIR: I have the honor to report that I have heard several times of late that a large schooner was lying at a place the contrabands call

Grimball's, on Paw Paw [Pon Pon] River, near the junction of South Edisto and Dawho rivers. Thinking it desirable to bring her away, I left the ship yesterday at 2 p. m. with the launch, armed with the howitzer and 10 rifles, in charge of Acting Ensign Chapin; first cutter, with 8 riflemen, in charge of Master's Mate Nelson; the gig, with 7 rifles, accompanied by Dr. Wescott; proceeded up South Edisto River to Aiken's Landing, on Jehossee Island, reconnoitered carefully, and finding no enemy or contrabands on the island, crossed over to Aiken's residence and down to the landing by his mill, but the schooner was nowhere to be seen. We had a good view of Grimball's and all the land on Willstown side of the river. On my way back to the boats entered Aiken's house through a side window. The house contains a large amount of rich and valuable furniture; also a very expensive library. Two or three rooms were locked, which I did not enter. Should judge the house contained all that was in it when last occupied. Also found considerable quantity of rough rice and other property in the outbuildings, all of which can, I think, be safely and easily removed if desired. Not feeling at liberty, however, to remove anything, secured the doors and windows, and left the premises as we found them. We returned on the morning of the 19th through Mosquito Creek, and when off Bennett's Point saw a squad of rebels run out of an old shed and hide behind the trees. I immediately landed with the riflemen on the bank, between the boathouse and the point, and started across the field, hoping to cut off the enemy's retreat. At this time Mr. Chapin sent a shell from the howitzer among the trees, and they escaped on their horses before we could reach the road. As they passed us we fired ten or twelve rifle shots, one of which took effect, I think, in the neck of one of their men, as I saw him raise his right hand to his neck and fall forward on his horse, but did not come to the ground; one of their horses was also wounded. On going to the shed, found two or three knapsacks, a pair of spurs, and their dinner cooking on the fire.

The pickets at this point have been very bold and inquisitive, watching our moves closely since we have been on the station.

I am, very respectfully, your obedient servant,

J. C. DUTCH,

Acting Master, Commanding.

Rear-Admiral S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

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., May 20, 1863.

SIR: You will proceed with the *Norfolk Packet*, under your command, off Charleston, and report for blockading duty to Commodore Turner, *New Ironsides*, senior officer present.

Respectfully, etc.,

S. F. DU PONT,

Rear-Admiral.

Acting Ensign G. W. WOOD,

Commanding U. S. Schooner Norfolk Packet.

Report of Commander Balch, U. S. Navy, regarding condition of affairs in Stono waters.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, May 20, 1863.

SIR: I have the honor to acknowledge the receipt of your orders* of the 19th instant, and in obedience thereto Lieutenant-Commander Bacon will proceed in the morning to Port Royal in the *Commodore McDonough*.

The *McDonough* could not get out to-day, as she did not have steam up when the *Hale* arrived and the tide was not suitable for her crossing the bar.

The prompt assistance always afforded me by Lieutenant-Commander Bacon since I have been here and his accurate knowledge of the localities in the vicinity lead me to hope that he may be sent here again as soon as the needful repairs can be made to the vessel he so ably commands. I desire particularly to bring to the notice of the admiral the very efficient services rendered by Lieutenant-Commander Bacon, his officers, and crew.

I have the honor to report all quiet in Stono waters and vicinity. For any particulars I refer you to Lieutenant-Commander Bacon, who has been requested to give you all the information in his power.

The coal schooner *A. H. Manchester* was discharged this day.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

Order of Commodore Balch, U. S. Navy, to Lieutenant-Commander Bacon, U. S. Navy, commanding U. S. S. Commodore McDonough.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, May 20, 1863.

SIR: You will proceed to Port Royal, S. C., with the U. S. S. *Commodore McDonough* under your command and report to Rear-Admiral S. F. Du Pont.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Lieutenant-Commander GEO. BACON, U. S. Navy,
Comdg. U. S. S. *Commodore McDonough*, Stono Inlet.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the wreck of an unknown steamer off Breach Inlet, South Carolina, May 20, 1863.

No. 261.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 24, 1863.

SIR: I have the honor to report to the Department that a three-masted steamer was driven on shore to the eastward of Breach Inlet

*Not found.

on the night of the 20th instant while attempting to run out of Charleston Harbor.

She is entirely submerged and a total wreck. No further particulars have been received.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commodore Turner, U. S. Navy, regarding the wreck of an unknown steamer off Breach Inlet, South Carolina.

U. S. S. NEW IRONSIDES,

Off Charleston, S. C., May 21, 1863.

ADMIRAL: I have to report to you that last night a three-masted steamer was driven on shore to the eastward of Breach Inlet by our vessels on the northern line after very sharp firing.

She is entirely submerged and a wreck. She was endeavoring to run out. As soon as I can ascertain anything about her I will inform you.

A flag of truce came off to-day, sending a purse of \$50 in gold for some officer in General Hunter's command who was taken prisoner and has gone north.

I will send the communications accompanying it at the first opportunity, with the money.

I shall be obliged to send the *Augusta* to Port Royal in a few days for coal.

The *Wamsutta* will also be obliged to go to Port Royal for coal next week.

Almost every night there is an attempt made to run in or out by blockade runners.

Very respectfully, your obedient servant,

T. TURNER,

Commodore.

Rear-Admiral S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the necessity for another storeship in the squadron.

No. 254.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., May 21, 1863.

SIR: I am compelled to call the attention of the Department to the necessity of sending to Port Royal another storeship for this squadron.

The *Vermont*, large as she is and invaluable as she has been on this station, has not sufficient space to meet demands, and the *Valparaiso*, formerly one of the old store hulks, is now in such a decayed condition that it will be unsafe to use her longer as a storeship.

Another vessel of from 1,000 to 1,200 tons will be required, with suitable hoisting gear and with accommodations on deck for the officers and crew, in order that the rest of the ship may be used exclusively for stores.

The necessity for such a vessel is more apparent from the high sums demanded for demurrage for vessels coming here with stores, as well as from the constant complaints at being detained by the masters of such of these vessels as are not coppered, arising from fear of their destruction by worms.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Endorsement.]

There has been no agreement made for storehouses connected with the wharf at Port Royal. That wharf will be provided with four cranes for hoisting coal, but not sufficiently strong for guns and such heavy weights. The rail track from the wharf will run on the land nearly half a mile.

Unless some of the large purchased sailing vessels, as *Nightingale*, *Fear Not*, *Morning Light*, *Shepherd Knapp*, *Ino*, *Pampero*, can be taken for this purpose, a vessel must be purchased if necessary. In that case, it is suggested that it be appropriated to ordnance purposes wholly.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting report regarding rumored infringement of blockade.

No. 255.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., May 21, 1863.

SIR: I have already acknowledged the Department's dispatch of April 28, 1863, referring to information given by a lady who was on board of a steamer which ran the blockade on the 8th April.

Immediately after its receipt I sent a copy to Captain J. F. Green, of the *Canandaigua*, who, on the night in question, was senior officer in charge of the blockading vessels off the bar, and now enclose a copy of his letter to me in answer thereto (marked No. 1).

In this connection, I desire once more to call the attention of the Department to the necessity of increasing the force in this squadron, so as to enable me to place a greater number of vessels off Charleston. As stated in my dispatch No. 237, the infractions of the blockade there are increasing in consequence of an increase of the number of steamers engaged in violating it, of greater speed and less draft of water, and under a thorough organization, and with a complete system of signals from the shore.

It is simply impossible to maintain a stricter blockade off that port with the vessels I am able to station there, particularly taking into consideration their great inferiority of speed to the blockade runners, with a very few exceptions.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. STEAM SLOOP CANANDAIGUA,
Off Charleston, May 13, 1863.

SIR: I have to acknowledge the receipt of your communication of the 10th instant, accompanied with a copy of the letter addressed to you by the Navy Department relating to a vessel said to have run the blockade of this port on the 8th ultimo.

In reply I would respectfully state that I have no knowledge of a vessel having run the blockade, nor have I any reason to believe there was a want of vigilance on the part of the officers employed on it at the time specified. On the other hand, I should infer, from the zeal and attention felt and evinced generally by the commanding officers of blockading vessels in the discharge of their duty, that increased vigilance would have been observed by them in consequence of the number of vessels employed on that service having been necessarily reduced, and also that any attempt to elude the blockade would probably be made to the northward, where they were stationed, as the channel inside the bar and nearly up to Fort Wagner was occupied by the ironclads.

The vessels available for blockading service on the 8th ultimo were stationed as follows: Steam frigate *Powhatan*, midway between Pumpkin Hill and Swash channels; steamer *Flag*, off the Swash Channel; steamer *Augusta*, near the western end and to the southward of Rattlesnake Shoal; steamer *Lodona*, near the eastern end and to the northward of Rattlesnake Shoal; schooner *G. W. Blunt*, between Rattlesnake Shoal and the mainland; schooner *America*, at Bull's Bay.

The other vessels belonging to and usually employed on the blockade were disposed of, agreeably to your orders, as follows: Steamers *James Adger*, *Memphis*, *Flambeau*, and *Wissahickon* dispatched on other duty; steamer *Stettin*, anchored as a channel range mark; steamers *Canandaigua*, *Housatonic*, *Unadilla*, and *Huron* at the entrance and in the vicinity of Pumpkin Hill Channel.

Besides the above-mentioned vessels, there were the steamers *Bibb* and *Ericsson*, several ordnance schooners, and other vessels at anchor near the *Canandaigua* and *Housatonic*, in close proximity to each other and forming a group that could be seen a great distance at night.

It is probable that these last-mentioned vessels were those seen by the party from whom the Department obtained its information, and who, it appears, has been pleased to attribute a successful passage through the blockade to negligent guardians rather than to stealthy and unprincipled violators of it.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron.

Report of Commodore Turner, U. S. Navy, urging the need of guarding Cape Romain River, South Carolina.

U. S. S. NEW IRONSIDES,
Off Charleston, S. C., May 21, 1863.

ADMIRAL: I have the honor to write you the following extract from a letter written by Commander Almy, commanding U. S. S. *South Carolina*, blockading off Bull's Bay:

My usual anchorage is off the entrance to the main Ship Channel, which runs in by Bull's Island, and which you will readily see by reference to the chart; but there is another, Cape Romain Inlet [River], to which Commander Colhoun called our attention, as you may recollect, over by the light-house, and which you will also see by reference to the chart.

If at all practicable, there should be a small steamer or schooner to guard the latter inlet, and I would respectfully suggest that you propose it to the admiral. The *Stettin* caught the small steamer *St. Johns* attempting to run into Cape Romain Inlet. The distance between these two entrances is 10 miles, and it is impossible for one vessel to keep guard over both. I occasionally run over from this anchorage to the other, to reconnoiter about Cape Romain.

This steamer has no Bull's Bay pilot on board, and it is absolutely necessary that a steamer stationed here should have one. There are several shoals and intricate passages about the bay, and some of the blockade runners have been taken after they got inside and run aground. It requires somebody to know how to get them off and out to the best advantage. I trust that a pilot will be found to send to me, which will add to my efficiency as a blockader off here.

Very respectfully, your obedient servant,

T. TURNER,
Commodore.

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

Letter from Rear-Admiral Du Pont, U. S. Navy, to Acting Master Dutch, U. S. Navy, commanding U. S. bark Kingfisher, approving his action regarding the seizure of corn on Edisto Island, South Carolina.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 21, 1863.

SIR: Your two interesting communications of the 19th and 20th instant have been received.

Your course in having the corn removed from Edisto Island for the purpose of feeding the blacks is approved, as well as your prudent conduct in preventing any plundering of Mr. Aiken's residence. No good can result from any wanton destruction of rebel property. It does no benefit to us and is contrary to my general instructions relating to the destruction of private property.

I have forwarded your returns in the masters', boatswains', carpenters', and sailmakers' departments.

The paymaster will arrange with your paymaster as to your supply of provisions.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Acting Master J. C. DUTCH,
U. S. Bark Kingfisher, St. Helena.

Order of Commander Le Roy, U. S. Navy, to Acting Master Gillespie, U. S. Navy, commanding U. S. bark Braziliera.

U. S. S. KEYSTONE STATE,
St. Simon's, Ga., May 21, 1863.

SIR: Upon being relieved by the *Madgie* you will please [proceed] with the U. S. bark *Braziliera* under your command to Port Royal and report to Admiral Du Pont or senior officer present.

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

WM. E. LE ROY,
Commander and Senior Officer, St. Simon's, Ga.

Acting Master W. T. GILLESPIE, U. S. Navy,
Commanding U. S. Bark *Braziliera*, St. Catherine's Sound.

Order of Commander Le Roy, U. S. Navy, to acting Master Polleys, U. S. Navy, commanding U. S. S. Madgie, to proceed as the relief of the U. S. S. Potomska, St. Simon's Sound, Georgia.

U. S. S. KEYSTONE STATE,
St. Simon's, Ga., May 22, 1863.

SIR: When the *Madgie* is ready you will please proceed to St. Simon's and relieve the *Potomska*. Will you please say to Captain Budd, of the *Potomska*, that I wish he would tow the *Braziliera* out to sea? And you will let him have the services of Tattnall (your pilot) to assist in so doing, requesting Captain Budd to return him to you, after towing the bark out.

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

WM. E. LE ROY,
Commander and Senior Officer Present.

Acting Master W. H. POLLEYS,
Commanding U. S. S. *Madgie*, St. Simon's, Ga.

Letter from the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, transmitting clipping from the Charleston Mercury, and making enquiry regarding the removal of guns of the U. S. S. Keokuk.

NAVY DEPARTMENT, May 22, 1863.

SIR: Enclosed is an article from the Charleston Mercury, in which it is stated that the guns of the *Keokuk* have been removed from the wreck and taken to Charleston. Have you any information upon this subject?

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral SAML. F. DU PONT,
Comdy. South Atlantic Blockdg. Squadron, Port Royal, S. C.

[Enclosure from the Charleston Mercury, May 7.]

The guns of the Keokuk.

The guns of this famous ironclad now lie on the South Commercial wharf. They consist of two long XI-inch columbiads, and will soon

be mounted for our defense, valuable acquisitions, no less than handsome trophies of the battle of Charleston Harbor. By order of General Ripley, Colonel Alfred Rhett, on the 16th, after the departure of the ironclad fleet, examined the wreck, and reported the attainment of the guns practicable. Mr. La Coste, assisted by Adjutant Boylston and detachments of men from Fort Sumter, under different lieutenants, have effected the saving of these fine pieces of ordnance with much trouble. Latterly the *Keokuk* has been entirely submerged, and in rough water. The turret had to be unbolted, or unscrewed, and taken off before the guns could be slung for removal. This was an unpleasant job of some difficulty, the labor being performed under water, when the sea was smooth, and in the night time only. Those engaged in the undertaking, going in the small boat of the fort, were sometimes protected from the enemy by the presence of our gunboats; at other times not. One gun was raised last week, being removed by the old light-boat. General Ripley himself, night before last, went down to superintend the removal of the second gun. *Enterprise*, even with scant means, can accomplish much.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Strong, U. S. Navy, commanding U. S. S. Flag.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 22, 1863

SIR: You will please proceed with the *Flag* under your command off Charleston and report for blockading duty to Commodore Turner, senior officer present.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander J. H. STRONG,
U. S. S. Flag, Port Royal.

Report of Commodore Turner, U. S. Navy, regarding a sunken steamer discovered in the main Ship Channel, Charleston, S. C.

U. S. S. NEW IRONSIDES,
Off Charleston, S. C., May 23, 1863.

ADMIRAL: The *Huron* requiring coal, I send her down to Port Royal.

Last night a vessel undertaking to run out by Lawford Channel was headed off and driven back.

This morning, in the main Ship Channel, some distance this side of Fort Sumter, two masts were discovered standing out above water, as of a sunken steamer; all day to-day a tug has been alongside of her. I draw the inference, as a probability, that this was the vessel fired upon last night, and turned back, her hull having been so much damaged by shot that she sunk before she got up.

I shall have to send the *Augusta* to Port Royal in a day or two for coal.

Very respectfully, your obedient servant,

T. TURNER,
Commodore.

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

Joint report of officers commanding ironclads, regarding the qualities of those vessels.

U. S. IRONCLAD PASSAIO,
North Edisto Harbor, May 25, 1863.

SIR: We have the honor to acknowledge the receipt of the request of the Department, through Rear-Admiral Du Pont, that we should report frequently with regard to the qualities of the vessels we command, and make any suggestions which experience may dictate for their improvement.

Believing that it would better serve the purposes of the Department to make a report in common, as far as there was no difference of opinion, we beg leave to submit the following:

1st. The ventilation does not appear to be sufficient. This subject is one of much importance, and deserves great consideration.

2d. In the greater number of the vessels, in rough weather, the leakage of water under the turret is a serious defect; wetting the blower belts, it causes them to stretch, stopping or retarding the blowers, with great injury to health, if not with actual danger of suffocation; causing reduction of steam, with detriment to management of vessel.

3d. The groove of the keel appears to be insufficient to carry off any considerable volume of water from leaks which may occur forward or elsewhere; thus great danger may arise to the vessel from the water not reaching the pumps. We would recommend that a hand pump, of as great lifting power as possible, should be conveniently fixed for use when the boilers are not in operation.

4th. The compass is so sluggish as not to indicate the position of the ship's head until some time after being on a given point, making its use quite unsatisfactory, and as a guide quite unreliable—indeed, at sea, without an object ahead, almost useless. This is believed to be caused by its nearness ($\frac{1}{2}$ feet) to heavy masses of iron. In some states of the atmosphere the mirrors used for reflecting the compass are almost useless.

5th. We would recommend a spare grapnel anchor, such as now used in this class, with the bolted or screwed arms unscrewed, to enable it to be stowed below, and when required it could be speedily fitted for use. This would require, for working it, a fish davit of sufficient length to clear the side, with a gin block capable of taking the chain.

6th. It is regarded as desirable, if not absolutely necessary, that the means of heaving the lead in a seaway should be provided, and of the highest importance that the soundings can be obtained when under the fire of the enemy.

7th. When the vessel is prepared for action, the galley pipe is removed, and as this is necessarily the case in the presence of an enemy, difficulty in cooking food for the men is experienced. As this may be the case for a considerable length of time, it is suggested that the galley smoke pipe should be run into the smoke stack below deck. This would make it necessary to change the place of the galley to an after coal bunker, perhaps, and to supply it with proper ventilation.

8th. The liability of the turret to cease to revolve after receiving heavy blows has given us much solicitude. Other damages from the same cause have been received, tending to destroy our aggressive power, as breaking the inside ring which supports the end of the gun rails, thus allowing them to settle and disabling the gun. In another case a blow on the turret jammed a port stopper, preventing entirely the use of the gun during the action.

A few small slits in the turret to enable the officer fighting the guns to see the horizon at different points would do much to render the fire quicker than at present. If the space admitted it, a means of passing ammunition without the necessity of laying the turret on particular angles, and of communicating by voice and otherwise with the turret chamber from the pilot house, without making noise and delay, would render the fire quicker and passing orders far less liable to mistake.

9th. The sightholes of the pilot house do not give the view actually necessary to judge of distances, observe the effect of the fire, make a proper reconnoissance, or to maneuver with other vessels under fire. Narrow horizontal slits, sufficient in length to give an extended view over considerable arcs, appear necessary to these objects.

10th. The deck plating should be thicker and the top of the turret and of the pilot house stronger than at present.

11th. The great loss of speed to iron vessels in salt water from fouling the bottom is well known. Already these vessels have little more than half the speed, with the same number of revolutions, that they had when put in commission.

12th. In regard to the armament, we speak with more diffidence. At a distance of about 800 yards, thought necessary for effective practice against brickwork, we found the vessels liable to such injuries as would in a short time disable them. Indeed a part of them were rendered unserviceable for the time.

The average time required to load, point, and fire the XV-inch gun in action does not vary much from seven minutes; it must be remembered that this controls the fire of the lighter piece, or, if that be fired oftener, it retards further the slow firing of the heavy gun. We regard a smaller caliber with a larger proportionate charge of powder as desirable, at least when used against brickwork or stone.

13th. The gun carriage is easily worked, but quite liable to get out of order; nor do we suppose it possible in a seaway to work the guns with the present arrangements, even bearing in mind Mr. Ericsson's suggestion that it was expected that under such circumstances the guns should be laid fore and aft.

14th. It is said that decks of logs, to be covered with one-half inch plate iron, are now being fitted for these vessels, without the intention of cutting openings (to be taken out when deemed desirable) over the air ports or the hatches. If such is the case, we do not doubt the result will be most unfortunate, involving the loss of life and of health to those serving on board.

15th. Bulwarks of boiler iron, sufficiently thick to protect from rifle shots, appear to be necessary when these vessels are engaged on rivers whose banks furnish ambuscades; without them the crews would be confined below and suffer the inevitable consequence of the loss of health; or, if allowed to come on deck, without effecting an object, many would fall victims to the fire of sharpshooters.

We have confined ourselves to indicating such points as appear to us worthy of consideration; in relation to the remedies, no doubt a diversity of opinion must exist.

In relation to the qualities of the vessels, we would remark that they have been exaggerated into vessels capable of keeping the seas, and making long voyages alone. Some of us have been in heavy gales in them, and, indeed, from the amount of water in them, have had grave apprehensions of their loss. A gale of wind is by no means free from apprehension, even when the material is new and before the vessel has

been weakened by working in a seaway; the strength of material must always be severely tested in rough weather by the overhangs and the submerged guards. If a leak is sprung from this cause a very short time will elapse before the vessel goes down. Before the wind, in a heavy sea, these vessels are comparatively very easy; if caught near a lee shore in a heavy gale, even in tow of a powerful steamer, their loss would be almost a certainty.

When employed against vessels of any class known to us, in smooth harbors, they will hardly fail to be in the highest degree effective, and when their bottoms are clean would prove powerful rams against vessels of low velocity, or against vessels of greater velocity when embarrassed in intricate and narrow channels.

Possessing the advantage of a secure harbor, and choosing the time of exit, these vessels can, in our opinion, greatly harass a blockading force, making it necessary for wooden vessels to withdraw to such distances from the entrances of the harbors, especially after night, as would make the blockade very ineffective against the entrance of steamers.

We have the honor to be, very respectfully, your obedient servants,

JOHN RODGERS,
Captain Weehawken.
DAN'L AMMEN,
Commander Putapsco.
GEO. W. RODGERS,
Commander Catskill.
D. M. FAIRFAX,
Commander Nantucket.
JOHN DOWNES,
Commander Nahant.

Montauk.

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

*Report of Commodore Turner, U. S. Navy, transmitting report of
Commander Almy, U. S. Navy, regarding the rescue of a party
of contrabands from Bull's Bay, South Carolina.*

U. S. S. NEW IRONSIDES,
Off Charleston, S. C., May 25, 1863.

ADMIRAL: I have the honor herewith to enclose you a letter from Captain Almy on the subject of a party of contrabands.

I have allowed him to retain five of the men, who are not connected by any ties of relationship to the remainder of the party.

The remaining 8, consisting of 2 men, 3 women, and 3 children, I send down to Port Royal.

Very respectfully, your obedient servant,

T. TURNER,
Commodore.

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

P. S.—Captain Almy informs me, upon the authority of these contrabands, that there are no soldiers, fortifications, nor vessels at Bull's Bay.

T. T.

[Enclosure.]

U. S. S. SOUTH CAROLINA,
Off Bull's Bay, S. C., May 25, 1863.

SIR: Yesterday (Sunday), observing a party upon Bull's Island Beach resembling negroes, at the distance which we were, 2½ miles, men, women, and children, with a piece of white cloth flying, I directed two boats to be manned and armed and sent them in under command of the executive officer, Acting Master Magune, with orders to approach with caution and reconnoiter. At the same time I weighed anchor and stood in as near as the depth of water (3 fathoms) would safely permit, and anchored to cover the landing of the boats, as the enemy are frequently lurking about on Bull's Island.

Upon approaching the beach and the party Mr. Magune ascertained that they were, as at first surmised, a party of runaway slaves, contrabands, who were taken into the boats and brought on board of the steamer. They comprised thirteen all told, men, women, and children, and represent themselves from different plantations in Christ Church Parish in this vicinity.

In thus rescuing these persons from slavery and bringing them on board of a United States Federal vessel is, I consider, carrying out the spirit of the President's proclamation of January 1, 1863, and I trust that it will meet with the approbation of the admiral.

Five of the number I find can be made useful on board of this steamer, and have retained them, as she is short of her complement. The others I have put on board of the *Lodona*, which is the nearest vessel, and in sight of my station, and shall immediately return there as you deem it of importance that the blockading vessel guarding Bull's Bay should not be absent from there longer than necessary.

In compliance with your order, I herewith enclose the weekly account and expenditure of coal for this, Monday, May 25.

Very respectfully, your obedient servant,

JOHN J. ALMY,
Commander.

Commodore THOMAS TURNER, U. S. Navy,
Senior officer off Charleston.

Letter from the Secretary of the Navy to Chief Engineer Stimers, U. S. Navy, requesting information regarding deck plates sent for monitors.

NAVY DEPARTMENT, May 25, 1863.

SIR: Rear-Admiral Du Pont reports that four steamers are at Port Royal with iron plates to cover the decks of the monitors, and that he is advised that these vessels will not carry these decks at sea; that the foreman who came to lay the plates says he was not instructed to cut holes over the present air scuttles, and is of the impression that it was not intended to be done. Rear-Admiral Du Pont says that if those are closed, great suffering and much increased sickness at this season of the year must follow, even supposing that the men can live below at all.

Please inform the Department what steamers these are, the arrangements that have been made for their charter, etc., and furnish such

other information as may be necessary to a clear understanding of the whole matter.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Chief Engineer A. C. STIMERS, U. S. Navy,
New York.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Major-General Hunter, U. S. Army, regarding request of the latter for the cooperation of a gunboat.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 27, 1863.

GENERAL: Colonel Barton applied to me in your name last week for a gunboat to accompany a military expedition. I had none then at my disposal, but promised the colonel to let you know when the *Paul Jones*, Commander Rhind, would be repaired, and to give you, if I could, a day's notice.

I think she will be ready for service on Friday morning.

I have the honor to be, general, respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Major-General D. HUNTER,
Commanding Department of the South.

Letter from Rear-Admiral Du Pont, U. S. Navy, to the Secretary of the Navy, requesting additional engineers.

No. 270.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 27, 1863.

SIR: As we are still in want of engineers in this squadron, may I ask the Department to send, if possible, five acting third assistant engineers to Port Royal.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Report of Rear-Admiral Du Pont, U. S. Navy, referring to the suggestion of Acting Lieutenant Conover, U. S. Navy, regarding method of attack upon the defenses of Charleston, S. C.

No. 271.]

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

SIR: I have the honor to acknowledge the Department's dispatch of May 15, enclosing a copy of a letter* from Acting Lieutenant Conover in reference to the defenses of the city of Charleston.

* See series 1, vol. 13, p. 565.

Lieutenant-Commander Bacon, of the *Commodore McDonough*, reported to me shortly after the capture of the *Isaac Smith* the result of the reconnoissance up the Stono River spoken of by Lieutenant Conover. The depth of water found at the mouth of Wappoo Creek at low water was 2 feet and the rise and fall of the tide 6 to 7 feet, giving the greatest depth at high tide from 8 to 9 feet.

The *Isaac Smith*, one of the lightest-draft gunboats in the squadron, with a formidable battery, drawing about 9 feet, and, as Lieutenant-Commander Bacon informs me, her captors took four days to get the vessel through this cut, taking out her guns and lightening her in every way.

Lieutenant Conover in recommending the attack on Fort Pemberton by ironclads could not have been aware that none of the monitors, owing to their draft, can cross Stono Bar.

All operations in Stono River can only be conducted by wooden gunboats.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Rear-Admiral Gregory, U. S. Navy, urging expedition in the work upon vessels under his direction.

NAVY DEPARTMENT, *May 29, 1863.*

SIR: The Department desires you to use every possible exertion to add the alterations agreed upon to those monitor vessels now afloat at Port Royal and Hampton Roads, as none of them will be sent north; also to push the *Passaic* to completion with the utmost dispatch. The *Onondaga* should also receive special attention.

Inform the Department what steamers with plates are at Port Royal.

Very respectfully, etc.,

GIDEON WELLES,

Secretary of the Navy.

Rear-Admiral F. H. GREGORY, U. S. Navy,

New York.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Quakenbush, U. S. Navy, commanding U. S. S. Unadilla.

FLAGSHIP *WARASHI,*

Port Royal Harbor, S. C., May 29, 1863.

SIR: You will proceed with the *Unadilla* under your command, when ready for sea, off Charleston and report for blockading duty to Commodore T. Turner, senior officer present.

Respectfully, etc.,

S. F. DU PONT,

Rear-Admiral.

Lieutenant-Commander S. P. QUACKENBUSH,

U. S. S. Unadilla.

Capture of the sloop Evening Star by the U. S. S. Cimarron, in Wassaw Sound, Georgia, May 29, 1863.

Report of Commander Drake, U. S. Navy, commanding U. S. S. Cimarron.

U. S. S. CIMARRON,
Wassaw Sound, Georgia, May 29, 1863.

SIR: I have the honor to report that a little after daylight this morning, a small sloop was discovered standing down Wassaw Sound, which soon after hoisted a flag of truce, when I sent a boat to communicate. On the sloop's coming to the ship, she proved to be the *Evening Star*, with a crew of three white men, viz, W. C. Ingraham, F. W. Rose, and Frank Schwearen, and laden with 9 bales of cotton. The accompanying papers were handed me by F. W. Rose, who claims to be the master of the sloop.

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

A. J. DRAKE,

Commander, U. S. Navy, Commanding U. S. S. Cimarron.

Rear-Admiral S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Du Pont, U. S. Navy.

No. 314.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 16, 1863.

SIR: I have the honor to inform the Department that on the morning of the 29th May the sloop *Evening Star* was captured by the U. S. S. *Cimarron*, Commander A. J. Drake, under the following circumstances:

A little after daylight the sloop was discovered standing down Wassaw Sound, and soon after she hoisted a white flag, when Commander Drake sent a boat to communicate with her. When the sloop was brought to the ship, she proved to be the *Evening Star*, a sloop of 3 tons, with a crew of three white men, viz, W. C. Ingraham, F. W. Rose, and F. Schwearen, and laden with 9 bales of cotton.

By her official papers it appears that she is of Confederate build and cleared from Savannah for Nassau, [New Providence], with cotton, and that W. C. Ingraham is the master, though F. W. Rose now claims to be the master.

The sloop was brought to Port Royal, when, after surveying, she was condemned as unfit to go north, and her cargo of cotton consisting, according to that survey, of 4 full bales, 3 parts of bales, and 3½ bales of loose cotton, was transhipped to the schooner *Simpson*, bound to New York. The survey is herewith enclosed (marked No. 1).

Besides the cotton found on board the *Evening Star* are 2 other bales, which were picked up by the *Cimarron* in Wassaw shortly before and which have also been transferred to the *Simpson*.

The cargo goes north in charge of Acting Master's Mate Thomas Newton, of the *Cimarron*. Among the papers is a certificate from the Prussian consulate in Charleston that the man Schwearen is a Prussian. There are also a number of private letters, all of which have been sent to the prize commissioners, New York.

W. C. Ingraham, who in the papers is named as master of the *Evening Star*, went north in the *Simpson*. The other two were sent to Philadelphia in the U. S. S. *Massachusetts*.

A prize list of the officers and men of the *Cimarron* is herewith enclosed (marked No. 1).

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of a board of survey on the prize.

U. S. SHIP VALPARAISO,

Port Royal Harbor, S. C., June 9, 1863.

SIR: In obedience to your orders of the 8th instant, we have held a strict and careful survey upon the prize sloop *Evening Star*, captured by the U. S. S. *Cimarron*, and the feasibility of sending her north, and beg leave to report as follows: That we find her leaking very badly, her sails very poor, and in an unseaworthy condition; also that we estimate her full value of hull, tackle, and furniture at \$10.00 [sic]. Her cargo consists of 4 full bales of cotton, 3 parts of bales, and 3½ bales of loose cotton, all damaged by water.

We have the honor to be, very respectfully, your obedient servants,

A. S. GARDNER,

Acting Master.

JOHN W. GODFREY,

Acting Master.

JOHN BLITZ,

Acting Ensign.

Rear-Admiral S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commodore Turner, U. S. Navy, regarding the disposition of prizes captured off Charleston and official papers connected therewith.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., May 30, 1863.

SIR: The cargoes of the sloops *Routereau* and *Secesh* were transhipped to the schooner *W. F. Garrison*, bound to Philadelphia, in charge of Acting Master's Mate Boardman, of the *Powhatan*. The schooner has sailed.

I have observed that certain prizes have been sent here, while prize lists and other official papers have apparently been forwarded directly to the Department. This will lead to great confusion, and to prevent the same you will hereafter send all prizes taken off Charleston to Port Royal and all official communications connected therewith.

You will please forward copies of all general orders or directions given by you or by Captain Godon to the vessels blockading off

Charleston with regard to their stations on the blockade and their duties when signals are made of a vessel attempting to run the blockade. I desire all to be informed of the system of signals now used by the blockading vessels after nightfall.

You will also please let me know the position of the vessels on the 1st and 15th of each month, as I am, by an order from the Department, directed at those times to report the position of all the vessels of my squadron.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commodore T. TURNER,
U. S. S. New Ironsides, off Charleston.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Rhind, U. S. Navy, commanding U. S. S. Paul Jones, to assume the charge of the blockade of St. Simon's Sound and adjacent waters.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 30, 1863.

SIR: You will please proceed with the *Paul Jones* under your command to St. Simon's and take charge of the blockade of that sound and the adjacent waters, relieving Commander Le Roy, who will give you such information as his experience may suggest.

You will, on your way down, touch at Sapelo, communicating with the blockading vessel stationed there.

Respectfully, etc.

S. F. DU PONT,
Rear-Admiral.

Commander A. C. RHIND,
U. S. S. Paul Jones, Port Royal.

Report of Commander Bryson, U. S. Navy, regarding Confederate officers at Nassau, New Providence, awaiting passage to England to officer vessels under construction.

U. S. GUNBOAT CHIPPEWA,
Port Royal, S. C., May 31, 1863.

SIR: I respectfully inform you that whilst at Nassau, [New Providence], the United States consul, Mr. Hawley, made a short visit to the *Chippewa* simply to inform me that the blockade runners, instead of taking the old track from Abaco direct to Nassau, now run down to (or to leeward of) Egg Island, and so keep the land along until they reach Nassau. I have no recollection of his mentioning to me that there were twenty (or any number of) rebel officers at Nassau awaiting a passage to England to take command of ironclads or other vessels. Lieutenant Philip, the executive officer of this vessel, was sent on shore by me to deliver our consul a dispatch, and he informed me that while on shore he was told by (he believes) the agent for the New York Board of Underwriters that twenty-six passengers arrived at Nassau a short time before the arrival of the *Chippewa*, and that

twenty-four of the number were officers awaiting passage to England to officer gunboats now building in the latter place.

I am, respectfully, your obedient servant,

A. BRYSON,
Commander.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Cooperation of naval vessels with the army in a reconnoissance of James Island, South Carolina, May 31, 1863.

Report of Commander Balch, U. S. Navy, commanding U. S. S. Pawnee.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, June 2, 1863.

SIR: I have the honor to report that General Vogdes, commanding the troops here, applied to me to cooperate with him in landing a force of some 300 men on James Island. This I assented to most readily, and making a detail of officers and men from the vessels under my command, I dispatched them on the morning of the 31st May, at 1 a. m., to the appointed rendezvous, directing Acting Lieutenant Commanding Brodhead to proceed in the *E. B. Hale* up the creek toward Secessionville as far as he could go with safety to his vessel and cover the landing, as also to prevent an approach by the enemy from Secessionville, the *C. P. Williams*, Acting Master Freeman, being at anchor off the White House, on Folly Island, and in range of the road by which the enemy must come should he attack our forces on James Island.

At the proper hour I proceeded in the *Pawnee* up the Stono above Legaréville, where our troops were to come, that I might protect them against an attack and also to assist in embarking the troops.

The landing was successfully accomplished and the reconnoissance made, our forces meeting with no opposition, and they were embarked at 9 a. m. and returned to their camps without a casualty of any kind.

I remained with the *Pawnee* at anchor till nearly 1 p. m., and then returned to my former anchorage.

I deem it proper to state that we could discover but little signs of life on James Island, and I still entertain the opinion that the present would be a most auspicious time to attack the enemy by way of the Stono and James Island.

I desire to bear my testimony to the zeal and judgment evinced by Acting Lieutenant Commanding Brodhead and Acting Master Freeman, their officers and crew, as also to my own officers and crew.

I have the honor to report all quiet in the Stono.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Colonel Simonton, U. S. Army, commanding Twenty-fifth South Carolina Infantry.

HDQRS. FIRST SUBDIVISION FIRST MILITARY DISTRICT,
Secessionville, May 31, 1863.

CAPTAIN: I have the honor to report that this morning, about 10 minutes after 4 o'clock a. m., a small party of the enemy, numbering about 200 at the most, effected a landing on James Island at the upper causeway, nearly opposite and against Legaré's house. Lieutenant Lancaster, of the cavalry picket, as soon as the alarm was given, collected his picket and advanced to meet them. He was between them and Battery Island. He found them around Legaré's house. As soon as they discovered him they advanced in his direction, attempting to outflank him. He fell back to the causeway between Grimball's and Battery Island, and there, protecting his flank, took position. The enemy ceased advancing upon him, and as he in turn advanced on them they retreated toward Battery Island. Some of the party escaped in boats toward Folly River, through Schooner Creek, and the rest went to Battery Island, where they were taken off by a steamer in Stono. During this retreat the enemy shelled our men and fired grape from a gunboat in Schooner Creek as well as from a battery on Folly Island. The cavalry pickets were, at first ten in number, increased to 18.

As soon as the news was sent to me I at once sent forward four companies of Twenty-fifth Regiment, under Major Glover, with orders to engage the enemy in front, and at the same time sent Major Abney with his battalion around through the wood in front of Grimball's, with instructions to proceed along the causeway from Grimball's to Battery Island and there attack the enemy on the flank and rear. My object was to cut off their retreat to Battery Island. My orders were promptly obeyed, but the bird had flown. The skirmishers from both parties sent out by me met at the old house nearest to Battery Island, and then drove down to Battery Island, finding none of the enemy. Nearly every man had left Battery Island. A large gunboat (the *Pawnee*) lying above Battery Island commanded every approach to it.

This expedition of the enemy removes all fear of our supposed batteries on Stono, and no doubt we will have visits from them often.

Very respectfully, your obedient servant,

CHARLES H. SIMONTON,
Colonel, Commanding.

Captain W. F. NANCE,
Assistant Adjutant-General.

Report of Rear-Admiral Du Pont, U. S. Navy, giving the stations of vessels on the blockade.

No. 272.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 1, 1863.

SIR: I have the honor to report to the Department the following positions on blockade of the vessels of this squadron:

Off Murrell's Inlet, U. S. S. *Flambeau*.

At Georgetown, U. S. S. *Conemaugh*.

Off Bull's Bay, U. S. S. *South Carolina*.

Off Charleston, U. S. steamers *New Ironsides*, *Canandaigua*, *Housatonic*, *Powhatan*, *Flag*, *Augusta*, *James Adger*, *Sebago*, *Lodona*, *Undilla*, *Marblehead*, *Ottawa*, *Stettin*, *Dandelion*, and schooner *Norfolk Packet*.

In Stono Inlet, U. S. steamers *Pawnee* and *E. B. Hale* and schooner *C. P. Williams*.

In North Edisto, U. S. ironclads *Patapsco*, *Catskill*, *Montauk*, *Nahant*, and *Nantucket*.

In St. Helena, U. S. bark *Kingfisher*.

In Wassaw, U. S. S. *Cimarron*.

In Ossabaw, U. S. S. *Dawn*.

Guarding St. Catherine's, Sapelo, Doboy, and St. Simon's, U. S. steamers *Paul Jones*, *Potomska*, *Madgie*, and bark *Fernandina*.

In St. Andrew's, U. S. bark *Midnight*.

At Fernandina, U. S. S. *Mohawk*.

In St. John's, U. S. steamers *Norwich* and *Uncas*.

In Port Royal, Flagship *Wabash*; storeships *Vermont* and *Valparaiso*; ironclad *Weehawken*; undergoing repairs and taking in stores, *Chippewa*, *Huron*, *Wissahickon*, *Commodore McDonough*, *Keystone State*, *Wamsutta*, bark *Braziliera*, tugs *Oleander*, *Daffodil*, *O. M. Pettit*, *Rescue*, *Columbine*, and dispatch vessel *Hope*.

As guard ship, Port Royal Harbor, U. S. mortar schooner *Para*.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg, South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Ammen, U. S. Navy, commanding U. S. S. Patapsco, regarding affairs at North Edisto, S. C.

IRONCLAD PATAPSCO,
North Edisto, S. C., June 1, 1863.

SIR: Nothing of interest has occurred at this point since my note of the 18th ultimo.

This morning, in turning the turret, we broke one of the cogs of the pinion wheel. We are now endeavoring to repair it, and trust we will be able to do so effectively.

On the 25th ultimo the *Dandelion* came from Charleston to coal, and received 20 tons from the *Sebago*.

On the 30th the coal schooner *M. A. Schindler* arrived. The *Sebago* has coaled, and we are doing so with all dispatch. The *Sebago* had just finished coaling when your order was received, and will proceed without delay to Charleston.

The *Prometheus* has arrived and reported verbally to me.

The precarious condition of a fireman on board of the *Catskill* induced me to direct the stopping in of the *Oleander* as she returned from Georgetown, in order to forward him and several other invalids to the *Vermont*.

I have suffered much for the past three months from rheumatism. By advice of the assistant surgeon, I ask a medical survey on myself. He has recently received instructions which direct that commanding

officers shall ask surveys and not medical officers, as has heretofore been the case with us.

I have the honor to be, very respectfully, your obedient servant,
DANL. AMMEN,
Commander.

Rear-Admiral SAML. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Volunteer Lieutenant Budd, U. S. Navy, commanding the U. S. S. Potomska, to proceed to Fernandina, Fla.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 1, 1863.

SIR: On being relieved by the *Wamsutta*, Acting Volunteer Lieutenant J. W. Kittredge, you will proceed with the *Potomska* under your command to Fernandina and relieve the *Mohawk*, Commander A. K. Hughes, in the blockade of that place.

You will, on your way down, stop in at St. Simon's and inform Commander Rhind, of the *Paul Jones*, that you have been relieved by the *Wamsutta*.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Acting Volunteer Lieutenant W. BUDD,
U. S. S. *Potomska*, *Sapelo*.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Hughes, U. S. Navy, commanding the U. S. S. Mohawk, to proceed to Port Royal, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 1, 1863.

SIR: On being relieved by the *Potomska*, Acting Volunteer Lieutenant W. Budd, you will proceed with the *Mohawk* under your command to Port Royal.

You will give Lieutenant Budd any information concerning the blockade which your experience may dictate.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander A. K. HUGHES,
U. S. S. *Mohawk*, *Fernandina*.

Order of Rear-Admiral Du Pont, U. S. Navy, to Captain Green, U. S. Navy, commanding the U. S. S. Canandaigua, regarding the transmission of official reports upon prizes.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 1, 1863.

SIR: I received your letter of the 16th ultimo, relating to the capture of the *Secesh*, with its enclosures.

I forwarded to the Department with my report that of yours relating to the capture, erasing, however, from the list of vessels blockading off Charleston, given in your communication, the *America* and *Blunt*, both of which were at the North at the time of the capture. No prize list of the *Canandaigua* has been received.

When prizes taken off Charleston are sent to Port Royal all official communications should be forwarded through me; otherwise much confusion may result, as in all such cases I am also obliged to report to the Department the disposition made of the prizes after they arrive here.

The persons of those taken on board should be searched, as they may have concealed about them valuable papers, which, if discovered, would lead to the condemnation of the vessel, but great care should be taken in the exercise of this right, in order to avoid, if possible, giving offense, especially toward passengers on neutral vessels.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain J. F. GREEN,
U. S. S. Canandaigua, off Charleston.

Report of Acting Master Moses, U. S. Navy, commanding U. S. bark Fernandina, regarding information received from contrabands of affairs near Darien, Ga.

U. S. S. FERNANDINA,
Doboy Sound, Georgia, June 1, 1863.

SIR: I send you some information that was obtained from two contrabands that escaped out of the Altamaha River, near Darien, one day last week.

They state that the rebels are cotton-cladding three steamers near Darien, preparatory to making an attack in this vicinity; there is no doubt but what this can be relied upon. I am aware they have two steamers in that river previous to this. Also a contraband escaped from Darien four days since, arriving at the ship yesterday. He states that a company of twenty-five men have been at work near Darien, under charge of one Daniel Bishope, a Northern man, making some 90 bushels of salt per day. They keep three picket guards, numbering five men each, stationed at Harris Neck, near the ridge and South Newport. This guard can easily be surprised. The main force is at South Newport River, numbering 250. Two men by the names of Hopkins and Braidsfoot were in charge of them up to the last that he had heard.

The schooner we watched for, sunk near Darien, since has been raised and her cargo of cotton taken out and is now on the wharf at Darien; the schooner is also near there. There were five in the boat that attempted to escape out of the Altamaha, but three were drowned before they reached this side. I think this information is correct and can be relied upon.

Very respectfully, your obedient servant,

EWD. MOSES.

Commander WM. LE ROY,
Commanding U. S. S. Keystone State.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Stevens, U. S. Navy, commanding the U. S. S. Huron.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 2, 1863.

SIR: You will please proceed with the *Huron* under your command off Charleston and report for blockading duty to Commodore T. Turner, senior officer present.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant-Commander G. A. STEVENS,
U. S. S. Huron, Port Royal.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commodore Turner, U. S. Navy, commanding the U. S. S. New Ironsides, regarding pilots for Bull's Bay, South Carolina.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 2, 1863.

SIR: In answer to Commander Almy's request for a pilot for Bull's Bay, enclosed in your letter of the 21st ultimo, I desire to refer you to my communication to you of February 9, in which I mentioned that "two contrabands, Nelson Anderson and Thomas Mendigo, on board the *Lodona*, are pilots for Bull's Bay. When the *Lodona* leaves that station you will please have them transferred, with their accounts, to the blockading ship which takes her place."

These contrabands, if not on the *Lodona*, are on board some vessel off Charleston. When found, please have them transferred to the blockading vessel off Bull's Bay.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commodore T. TURNER,
U. S. S. New Ironsides, off Charleston.

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

No. 274.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 2, 1863.

SIR: I have the honor to report to the Department the arrival here on the 30th ultimo of the U. S. S. *Chippewa*, Commander Andrew Bryson, and on the 1st instant of the U. S. S. *Wissahickon*, Lieutenant-Commander J. L. Davis.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Order of Commander Balch, U. S. Navy, to Acting Master's Mate Gunn, U. S. Navy.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, June 2, 1863.

SIR: You will proceed in the schooner *Francois L. Steele* to Port Royal, S. C., and report to Rear-Admiral S. F. Du Pont, commanding South Atlantic Blockading Squadron.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Acting Master's Mate JOHN GUNN,
U. S. Schooner *C. P. Williams*.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting list of vessels, etc., available for use for purposes set forth in the treaty of April 7, 1863, between Great Britain and the United States, for the suppression of the African slave trade.

No. 276.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 2, 1863.

SIR: I have the honor to acknowledge the Department's dispatch of May 4 transmitting thirty copies of the special warrant of the Department, issued in pursuance of the treaty between Great Britain and the United States, of April 7, 1863, for the suppression of the African slave trade.

After a careful examination of the vessels now attached to this squadron, and numbering fifty-five, I can only select twenty-four which in all possibility can ever be used for the purposes set forth in the treaty and which are commanded by regular officers in the Navy. In this selection I have not included the *New Ironsides* nor the monitors.

I forward herewith, in accordance with the orders of the Department, a list showing the names of the vessels, their present armament, and the names of the commanding officers to whom I have addressed warrants.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

[Enclosure.]

Vessel.	Commander.	Armament.
Screw frigate Wabash	Comdr. Thos. G. Corbin	42 IX-inch, 1 XI-inch, 1 8-inch rifle Parrott, 1 30-pdr. rifle.
Side-wheel steamer Powhatan.	Capt. C. Steedman	15 IX-inch, 1 XI-inch, 2 100-pdr. rifles.
Screw sloop Canandaigua	Capt. J. F. Green	2 XI-inch, 1 150-pdr. rifle, 3 20-pdr. rifles.
Screw sloop Housatonic	Capt. W. R. Taylor	1 XI-inch, 4 32-pdrs., 1 100-pdr. rifle, 3 30-pdr. rifles.
Screw sloop Pawnee	Comdr. G. B. Balch	8 IX-inch, 1 100-pdr. rifle, 1 50-pdr. Dahlgren.
Screw steamer Sebago	Comdr. J. M. Duncan	5 IX-inch, 2 24-pdr. howitzers, 1 100-pdr. rifle.

Vessel.	Commander.	Armament.
Side-wheel steamer Paul Jones.	Comdr. A. C. Rhind	1 XI-inch, 2 IX-inch, 1 100-pdr. rifle, 2 50-pdr. Dahlgrens, 2 24-pdr. howitzers.
Side-wheel steamer Conemaugh.	Comdr. R. W. Shufeldt	1 XI-inch, 4 IX-inch, 1 100-pdr. rifle, 2 24-pdr. howitzers.
Screw sloop Marblehead	Lieut. Comdr. R. W. Scott	1 XI-inch, 4 24-pdr. howitzers, 1 20-pdr. rifle.
Screw sloop Unadilla	Lieut. Comdr. S. P. Quackenbush.	1 XI-inch, 4 24-pdr. howitzers, 1 20-pdr. rifle.
Screw sloop Ottawa	Lieut. Comdr. W. D. Whiting.	1 150-pdr. rifle, 1 30-pdr. rifle, 2 24-pdr. howitzers.
Screw sloop Huron	Lieut. Comdr. G. A. Stevens.	1 IX-inch, 1 20-pdr. rifle, 2 24-pdr. howitzers.
Screw sloop Chippewa	Comdr. Andrew Bryson	1 IX-inch, 1 20-pdr. Parrott rifle, 2 30-pdr. rifles.
Screw sloop Wissahickon	Lieut. Comdr. J. L. Davis	1 150-pdr. Parrott rifle, 1 20-pdr. rifle, 2 24-pdr. howitzers.
Side-wheel steamer Key-stone State.	Comdr. W. E. Le Roy	6 VIII-inch, 2 32s of 57 cwt., 2 30-pdr. rifles, 1 150-pdr. Dahlgren.
Side-wheel steamer Augusta.	Comdr. E. G. Parrott	1 100-pdr. Parrott, 2 30-pdr. Parrott, 6 VIII-inch, 2 12-pdr. howitzers.
Side-wheel steamer James Adger.	Comdr. T. H. Patterson	1 IX-inch, 6 32s, 1 20-pdr. Parrott.
Screw steamer Flag	Comdr. J. H. Strong	4 VIII-inch, 2 30-pdr. rifles, 1 X-inch, 2 30-pdr. rifles, 1 20-pdr. rifle, 2 24-pdr. howitzers.
Screw steamer Flambeau	Comdr. J. H. Upshur	4 32s, 1 30-pdr.
Screw steamer Mohawk	Comdr. A. K. Hughes	4 VIII-inch, 2 32-pdrs., 1 30-pdr. rifle, 1 24-pdr. howitzer.
Screw steamer South Carolina.	Comdr. J. J. Almy	3 IX-inch, 1 100-pdr. rifle, 4 24-pdr. howitzers.
Side-wheel steamer Cimaroon.	Comdr. A. J. Drake	1 100-pdr. rifle, 1 IX-inch, 2 50-pdr. Dahlgren, 2 24-pdr. howitzers.
Side-wheel steamer Commodore McDonough.	Lieut. Comdr. Geo. Bacon	1 100-pdr., 1 30-pdr., 1 IX-inch, 2 24-pdr. howitzers.
Screw steamer Lodona	Comdr. E. R. Colhoun	1 100-pdr., 1 30-pdr., 1 IX-inch, 2 24-pdr. howitzers.

Order of the Secretary of the Navy, to Rear-Admiral Du Pont, U. S. Navy, relieving him of the command of the South Atlantic Blockading Squadron.

NAVY DEPARTMENT, June 3, 1863.

SIR: Your dispatch No. 267,* under date of May 27, is received. I do not find in this nor in any communication received from you since the 7th of April any proposition for a renewed attack upon Charleston, or suggestions even for active operations against that place. No acknowledgment of the dispatch which the President made jointly to yourself and General Hunter has been received at this Department.

The Government is unwilling to relinquish all further efforts upon a place that has been so conspicuous in this rebellion, and which continues to stimulate treason and resistance to the Union and the Government, and whose reduction is so essential. I regret that you do not concur in these views, for your long experience upon the coast, the prestige of your name, with your intelligence, or professed skill, and your past success, has induced me to hope that you would lead in this great measure, and that it might be the crowning achievement of a successful career.

From the tone of your letters it appears that your judgment is in opposition to a renewed attack on Charleston, and in view of this fact, with your prolonged continuance on the blockade, the Department has concluded to relieve you of the command of the South Atlantic Squadron, and to order Rear-Admiral Foote in your place.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral S. F. DU PONT,
Port Royal, S. C.

* See p. 65.

Report of Rear-Admiral Du Pont, U. S. Navy, that the U. S. S. Keystone State has been ordered to proceed to Philadelphia for repairs.

No. 284.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 3, 1863.

SIR: The *Keystone State*, since the attack on the 31st of January by the Charleston ironclads, has been unfit for outside blockading duty.

She has been for four months stationed at St. Simon's, but as she needs extensive repairs in her hull I have ordered her to Philadelphia.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the structural defects in vessels under his command.

No. 283.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 3, 1863.

SIR: I had the honor in a previous dispatch (No. 255, 1863) to report to the Department the necessity of increasing the vessels in this squadron, in order to make the blockade more effective, particularly off Charleston.

I desire now to call the attention of the Department to another important point in connection with the blockade of this coast. It has hitherto been maintained by wooden vessels, many of which are of the most vulnerable character, but the time is approaching when they will be liable at any moment to be driven off by ironclads of the rebels from the harbors of Charleston and Savannah and, if reports speak true, by ironclads from abroad.

To meet this serious difficulty I have only one vessel which can do outside blockading duty, and her commander expresses doubts of her ability to remain off Charleston in the hurricane season. The other ironclads, the monitors, and particularly in the coming hot season, are totally unfit for this duty. They are not seagoing nor sea-keeping vessels. In even a slight sea the hatches must be battened down, and the effect upon the crew, if continued for a brief period in hot weather, would be most deleterious; indeed, in such weather they are not habitable; but in addition to this very serious objection, the speed of these vessels, owing to the foulness of their bottoms, is so low that they are not only unfit to chase, but in a gale of wind could not keep themselves from going ashore. Even in a strong tideway, owing to the deficiency or weakness of their ground tackling, they frequently get adrift.

These vessels can maintain a blockade in inland waters, but the nearest point to Charleston where they can be placed is North Edisto.

I have, on different occasions, referred to the qualities of these ironclads for keeping the sea, but I deem it my duty to call the attention of the Department to them in an especial dispatch.

In this connection I forward a copy of a letter from the commanding officers of the ironclads, addressed to me when they understood it

might be deemed necessary to order them on blockading duty off Charleston.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

NORTH EDISTO, S. C., *May 25, 1863.*

SIR: Having understood that when it shall be necessary to withdraw the *New Ironsides* from the blockade of Charleston for purposes of repairs or refreshment, that vessels of this class may be regarded as necessary and fit to take her place, we beg leave to express our opinion on that point.

The hatches would have to be battened down during the whole time and the vessels could not fail to be disabled from loss of health to the crew.

The loss of speed from foulness of bottom, now amounting to one-half of what they had when put in commission, would put it out of their power to chase effectively or to get offshore in a gale of wind, even with the assistance of an ordinary steamer.

The extreme sluggishness of the compass would make it impossible to make any given course of a cloudy night. If clear, setting the course by a star and giving time for the compass to traverse would make its use possible.

The ground tackle in a heavy seaway would, in our opinion, be quite inadequate to hold her.

In short, we think these vessels are entirely inadequate to maintain a blockade at sea.

Very respectfully, your obedient servants,

JOHN RODGERS,
Captain.

DANL. AMMEN,
Commander.

GEO. W. RODGERS,
Commander.

D. M. FAIRFAX,
Commander.

JOHN DOWNES,
Commander.

Rear-Admiral S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Le Roy, U. S. Navy, commanding the U. S. S. Keystone State, to proceed to Philadelphia.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., June 3, 1863.

SIR: You will proceed with the *Keystone State* under your command to Philadelphia and report your arrival to Commodore Stribling, the

commandant of the yard, and through him to the Navy Department by letter.

On your way north you will stop off Charleston and communicate with Commodore Turner, of the *New Ironsides*, the senior officer present.

As you may be detached from the *Keystone State*, and may not return to this station, I take this occasion to express my warm commendation of your services in this squadron during the past eighteen months. Your cheerful and prompt manner in always executing my orders, the good order and discipline of your ship, of which I have had ample opportunity of judging, and your gallant conduct when attacked by the rebel ironclads off Charleston have all been highly appreciated by me.

Your service in this war, following immediately upon a full cruise on the coast of Africa, entitles you to some relaxation from duty, but I hope when you do return to active service again you will be ordered to my command.

I will thank you to say to your officers and men that the *Keystone State* has always done her duty to my satisfaction, and that I part with her with regret.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander W. E. LE ROY,
U. S. S. Keystone State, Port Royal.

Letter from the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, forwarding information regarding purchases by Confederate agents of fast steamers in Great Britain for blockade running and for armament.

NAVY DEPARTMENT, June 3, 1863.

SIR: Several of our consuls have written to the Government expressing their apprehensions of a combined movement of a somewhat extended character to break the blockade at some point on the coast. Although aware of your vigilance, I deem it proper to advise you of these apprehensions, and I desire to state in addition that we have information from various and reliable sources that extensive purchases have been made abroad, and particularly in Great Britain, by the agents of the rebel Government, of a class of fast steamers, most of them, it is believed, for the purpose of running the blockade, but some, it is apprehended, for armament.

I herewith enclose copy of a dispatch (No. 60) from the U. S. consul at London, addressed to the Secretary of State, and extracts from other consular dispatches concerning the matters above mentioned.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral SAML. F. DU PONT,
Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

[Enclosures.]

No. 60.]

U. S. CONSULATE, *London, May 15, 1863.*

SIR: The rumor of an impending attack by a Confederate force on one or more of our blockading squadrons has again reached me through different channels. As I have before warned you that the insurgents meditated such an attack when no attack followed, I receive all these rumors not based on sufficient facts with more or less distrust. The danger of a sea attack must be judged by the necessities of the rebels and their power to make such an attack. I may be permitted to say that in my judgment the wisely directed energy and promptness of the Navy Department in placing a sufficient protective and blockading force at each of our leading harbors, and an active force under the control of Admiral Wilkes, has thus far prevented such an attack. But now the necessitous circumstances of the Confederates may drive them to hazard the attempt to break the blockade at some leading port, say Charleston, Wilmington, or some port on the Georgia or Florida coast, or possibly Mobile. If they make the attempt, the main object will be to run in a large fleet of blockade runners with provisions and army supplies. If they once fairly break and raise the blockade at any one point, they expect to keep it open for sixty days at least. You are aware that they have added largely to their steam fleet recently. How many of these will be converted into fighting ships in Bermuda, Nassau, and the West India waters, to be added to the *Alabama*, *Florida*, and *Virginia*, to be aided by the rams, gunboats, and other craft in the harbors they purpose to attack, it is impossible to say. If they should not succeed in opening the ports they attack, they would expect to run in a large number of blockade runners during the fight. In fact, they may not expect to do much more than get in large supplies at present. Their necessities may compel them to make the attempt before they get their ironclads ready. I may also mention, as a suspicious circumstance in connection with their extraordinary exertions to get together a large fleet of steamers on the Atlantic coast, the fact that they appear to be making equally great exertions to get over all the best quality of guns of large size they can, and with as much expedition as possible. Immense steel guns are brought from the famous works of Krupp, in Prussia, and they have Fawcett & Preston's and other establishments in this country hard at work for them. Unquestionably a great many are going out to take their chance of getting through that we never hear of, and it is reasonable to suppose that most of the blockade runners carry in more or less.

I remain, sir, your obedient servant,

F. H. MORSE,
*Consul.*Hon. WM. H. SEWARD,
Secretary of State.

Consul at Glasgow, May 13, 1863: Within the last three weeks, it is my painful duty to inform you, not less than thirteen of the fastest and best light-draft steamers of the Clyde have been purchased by various parties to run into the blockaded ports on our coast. Some of the purchases have been made, I have reason to believe, by agents of the Confederate Government and for it. Most of them, however, have

been made as bold and gambling adventures by private parties allured by the enormous but in most cases, no doubt, falsely reputed profits of the enterprise. One successful adventure fires the mind and excites the competition of hundreds, especially when capital is so abundant and unproductive, whilst innumerable failures conceal themselves in the silence which follows defeat. * * * The present names of these steamers are *Juno*, *Jupiter*, *Spunkie*, *Roe*, *Lord George*, *Lord Clyde*, *Mail*, *Victory*, *Vanguard*, *Lord Raglan*, *Tuscar*, and *Eagle*; the others with no names. These names will probably be changed immediately after leaving port. The captain of the *Juno*, now on the point of leaving, is Degord, the same who went out with the *Giraffe*. These steamers are 200 to 400 tons burden, all paddle wheeled and iron framed, light draft, fast, and strong. It is supposed the best of them may easily be made to carry two guns. They all go from here with coals and the patent fuel I have heretofore described. * * *

Consul at Liverpool, May 13: The steamer *Duntroon Castle* cleared on the 9th instant for Nassau and sailed on Sunday. This vessel will change her appearance and quite likely her name again after she gets outside. You will recollect she was called the *Sea King*. I enclose affidavits showing she sails for the purpose of running the blockade. * * *

On the 11th instant the brig *Honesta* cleared from here for Nassau. This vessel is bound for Charleston or Wilmington. Ship *Montgomery*, which has been loading for some weeks, cleared from here on the 9th instant for Nassau. This vessel no doubt belongs to Fraser, Trenholm & Co. and is held by Klingender for them. On the 9th instant two brigs—one called the *Gezina*, of 111 tons; the other the *Admiral Graf Von Heyden*, 168 tons—were entered to load for Nassau by Armstrong & Henderson at Liverpool. These two vessels have been chartered to run the blockade.

A large steamer called the *Sir Robert Peel* came from London a few days ago and entered yesterday to load for Matamoras. She is 1,044 tons burden, commanded by J. Thorburn; A. Duranty & Co., consignees. There is no doubt but what the cargo of this vessel is intended for the rebels, but it is possible that she may go to Matamoras. I regard her as a suspicious vessel. A vessel called the *Raccoon*, a steamer, sailed from Hamburg on the 24th of April last. She is a blockade runner. I have the evidence to establish this and will send it in my next dispatch. She should be seized wherever found.

London, May 15: Double-screw steamer *Hebe* left on Wednesday last for Nassau. Left Gravesend 14th instant, loaded with beef, pork, flour, and cases and bales of clothing, boots, shoes, etc. These last are marked ^{C. O. O.} D. B. & Co. About 400 cases Enfield rifles; 8,000 have this week been sent down to the shed where the *Sea Queen* and *Peterhoff* loaded. They will be going into some rebel craft very soon, and shall receive all necessary attention.

I learn that two more steamers called the *Hanse* and *Victoria* have recently been purchased for the rebel service. The latter was on the line from Folkestone to Boulogne; is a paddle-wheel steamer, and fast.

It is positively reported to me that the *Sir Robert Peel*, now loading at Liverpool for Matamoras, has a quantity of arms on board. I hope to learn more of this by next week.

I have this moment had a report from the docks, and there are now down in the storehouse on the wharf, ready for loading, over 12,000

rifles; many of the cases are marked Enfield rifles, and they are going on board the *Harriet Pinkney*; also a quantity of artillery carbines. With such a cargo why can not this ship be taken anywhere?

St. John, New Brunswick, May 27: Steamer *Nannan*, William Lynch, master, has cleared from St. John for the port of Havana, Cuba, having for her ultimate destination some one of the blockaded ports. Left St. John without cargo; will probably proceed direct to Havana, there to be employed as a dispatch boat to run between Havana and Charleston or Nassau and Charleston. This is the steamer *Flushing*, formerly written about and described.

Glasgow, May 18: I have just received reliable information that the brig *Lee Bonny*, 250 tons burden, Captain Young, left Greenock, 20 miles below this, with a full cargo of contraband and other commodities for the Confederate States. Cleared for Haiti; will proceed directly to Nassau or Charleston. Said to have shoes, blankets, clothing, medicines, and arms on board, the latter concealed under coal. Sailed about 10th instant.

Liverpool, May 18: Encloses additional affidavit against the *Dunt-roon Castle*, which left the Mersey May 17; also in reference to the *Raccoon*. From what I can learn of this steamer, the *Raccoon*, I am inclined to think she will arm after she reaches a Southern port, if she should succeed in reaching one, and then turn privateer. I have frequently referred to the steamer *Milly*, at this port. I have information from a source that I consider reliable that this vessel is bound South, and will arm after she leaves this port, and fight her way in if necessary. I have no evidence of this, and do not suppose any can be obtained, but I believe it is true. She is a small vessel and is not capable of making much resistance. Indeed, she can not carry over two or three guns. The secessionists have another new steamer at Glasgow called the *Mary Ann*.

London, May 16: The quantity of small arms, cannon, and munitions of war of all kinds loading here now is very large. You will see by the enclosed report of this day's doings that the trade to Matamoros in guns, etc., by sailing vessels, is very brisk, and that the *Harriet Pinkney* will have a very valuable cargo, besides a large quantity of rifles, and I think we will show that cannon also are going by her. This steamer will leave before the next mail. Why can not she be taken wherever found on the open sea? She certainly has large quantities of contraband. Please bear in mind that the invoices and bills of lading of the ships do not show what they have on board. Vessels mentioned in enclosure referred to are *Harriet Pinkney*, schooners *Caroline Goodyear* and *Johanna*.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Bacon, U. S. Navy, commanding the U. S. S. Commodore McDonough, to cooperate with the army forces.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 3, 1863.

SIR: Major-General Hunter having requested me to furnish a gunboat to cover the movements of a portion of his land forces, you will

report to him that I have assigned you to that duty. You will then proceed with the *Commodore McDonough*, under your command, to Fort Pulaski, and will communicate with the commanding officer of the army there, informing him that you have been ordered to command the naval portion of the expedition, and will cooperate with him in carrying out the wishes of General Hunter.

After this duty shall have been performed you will return to Port Royal.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant-Commander GEO. BACON,
U. S. S. Commodore McDonough.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting report of Lieutenant-Commander Bacon, U. S. Navy, commanding U. S. S. Commodore McDonough, of cooperation with the army in attack upon Bluffton, S. C., June 4, 1863.*

No. 286.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 6, 1863.

SIR: About ten days ago Major-General Hunter applied to me for a gunboat to assist a land force in an expedition against Bluffton, which lies on May River, a stream emptying into Calibogue Sound.

This town has been the headquarters for the rebels for a long time in this vicinity, from which pickets were distributed at various points.

At the time Major-General Hunter wrote this request I had no gunboat in port, but on the 3d instant I ordered Lieutenant-Commander Bacon to proceed with the *Commodore McDonough* on this expedition.

The army forces, numbering, I believe, about 1,000 men, were on board the army gunboat *Mayflower* and an army transport and under the command of Colonel Barton.

On arriving near Bluffton the troops were landed under the protection of the *Commodore McDonough* and took possession of the town, the rebels having retreated. By the orders of Colonel Barton the town was destroyed by fire, the church only being spared, and though the troops made several charges they were driven back by the troops and the shells and shrapnel of the *Commodore McDonough*.

Bluffton being destroyed, the soldiers reembarked without casualties and returned to Hilton Head.

Enclosed (marked No. 1) is the interesting report of Lieutenant-Commander Bacon, who speaks in high terms of Colonel Barton, the commanding officer of the land forces.

Lieutenant-Commander Bacon, whose vessel is well fitted for these inland waters, has in this case, as in all others, exhibited his characteristic energy and intelligence.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

* For army reports see Official Records of the Union and Confederate Armies in the War of the Rebellion, Series I, Volume XIV, p. 309.

[Enclosure.]

U. S. S. COMMODORE McDONOUGH,
Port Royal, S. C., June 4, 1863.

SIR: I have the honor to report that in obedience to your order I proceeded to Fort Pulaski and reported to Colonel Barton, the commander of the fort, as officer in command of naval forces for the attack on Bluffton. He immediately gave orders that the army gunboat *Mayflower* should be placed under my command. After arranging the plan of attack, I left Fort Pulaski in time to cross Calibogue Sound at high water, and came to anchor off the south end of Hilton Head Island and awaited the arrival of the army gunboat and transports, which were of lighter draft, and were to join me at 11.30 p. m. Unfortunately the *Mayflower* grounded on the flats, and as it was found impossible to get her off before daylight, I informed Colonel Barton that I could furnish him with all the necessary protection, and that we had better proceed with the expedition. I also ordered the captain of the *Mayflower*, as soon as his vessel floated, to join me at Bluffton. The steamer *Island City* and transport *Cossack*, having on board about 1,000 volunteers (this ship leading them), got underway for the point of attack. On account of being detained by the *Mayflower* it was long after daylight before we reached the point where the troops were to disembark, which was about 3 miles this side of Bluffton. Meeting with no opposition at that point the troops were landed in safety, and both them and ourselves advanced to the attack.

The *Mayflower* having joined us in the meantime, I anchored from half to three-quarters of a mile from the town, bringing our batteries to bear upon it. The land forces having without opposition occupied the town, I moved up with this vessel and the transports for the purpose of being better able to cover their movements, as well as to be ready to reembark the troops in case of necessity, as the enemy had mustered quite a large force in the rear of the town of infantry and cavalry. Soon after we had anchored abreast of the town, and but a few yards from it, sharp firing was heard in the rear between the rebels and our forces. The commanding officer of the land forces made signal that he wished us to shell the woods in their rear, as the rebels were mustering in quite a strong force; immediately opened with my guns, firing both shell and shrapnel, with five-second fuze, which compelled the enemy to fall back. In the meantime the town was fired in several places by order of the commander of the land forces, the church being the only building spared. The enemy, under cover of the fire and smoke of the burning town, which was so dense and hot as to cause us to move our position a little and almost obscure immediate objects, attempted another attack upon our forces; they were met by steady volleys from our troops and the enfilading fire of our heavy guns, and were again obliged to retire in disorder. As we had succeeded in carrying out the object of our expedition by destroying the town and breaking up this nest of marauders, the troops were ordered to reembark, I having previously ordered the *Mayflower* and *Island City* to run alongside a wharf which made out near where the fighting was going on, as by that means the troops could be embarked very quickly. The enemy, seeing that all the troops were leaving, collected all their troops for the third and last charge upon the rear guard, who were left on shore to cover the reembarkation of their comrades. The enemy advanced down the street

leading to the wharf through the town, expecting no doubt to sweep off in the general rush the few who were covering the reembarkation, as they were in considerable force by that time. They charged with cheers to within a short distance of the steamers, when, from their repeated volleys, we got their position (as at that time we were unable to distinguish any object, not even the steamers or our own troops, owing to the dense volumes of smoke which were settling over the river), when we opened with shrapnel and shell in the direction of the enemy, and the effect was instantaneous, as I have since been assured by the commander of the land forces that our shrapnel and shell passed directly over the heads of our men, exploding in front of the ranks of the enemy, causing them to break and retreat in disorder. The guns of the *Mayflower*, which was at that time lying at the wharf and commanding the street, were served with great effect. It affords me the greatest pleasure to state that the rapidity and precision of our fire was commended in the highest terms by the commander and other officers of the land forces, who, witnessing the effect of our fire, were of course the best judges of it. In conclusion, I beg leave to state that the expedition was a complete success, which I consider owing to the hearty cooperation of both branches of the service. The land forces were ably commanded by Colonel Barton, of the New York volunteers, who evinced marked ability in maneuvering his men. I can not speak in too high terms of the conduct of the officers and crew of this ship; the rapidity with which the guns were worked, as well as the good judgment displayed in aiming them, reflects great credit upon the officers and men of the different divisions. Expended during the action, 143 rounds, as follows, viz: 100-pounder Parrott, 18 long shell; IX-inch Dahlgren shell gun, 16 10-second, 10 15-second, 1 20-second fuze shell; from both howitzers, 19 shell, 68 shrapnel, 10 canisters; from 50-pounder Dahlgren rifle, 1 shell. The shell and shrapnel, without an exception, exploded at the proper time.

Very respectfully, your obedient servant,

GEORGE BACON,

Lieutenant-Commander, U. S. Navy.

Rear-Admiral S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, U. S. Navy.

Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Master Gillespie, U. S. Navy, commanding the U. S. bark Braziliera, to proceed to St. Andrew's Sound, Georgia.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., June 4, 1863.

SIR: You will proceed with the *Braziliera* under your command to St. Andrew's Sound, Georgia, and relieve the bark *Midnight*, Acting Master Kirby, in the blockade of that sound.

You will consider yourself under the immediate orders of Commander Rhind, senior officer at St. Simon's.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Acting Master W. T. GILLESPIE,
U. S. Bark Braziliera.

Order of the Secretary of the Navy to Rear-Admiral Foote, U. S. Navy, to assume command of the the South Atlantic Blockading Squadron.

NAVY DEPARTMENT, June 4, 1863.

SIR: You are heroby detached from duty as Chief of the Bureau of Equipment and Recruiting and will proceed to Port Royal, S. C., and relieve Rear-Admiral Du Pont of the command of the South Atlantic Blockading Squadron. The U. S. sloop *Ticonderoga* has been ordered from Philadelphia to New York, and will convey you to your destination.

Very respectfully,

GIDEON WELLES.

Rear-Admiral A. H. FOOTE, U. S. Navy,
Washington, D. C.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Bacon, U. S. Navy, commanding the U. S. S. Commodore McDonough.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 5, 1863.

SIR: You will proceed with the *Commodore McDonough* under your command to Stono and report for blockading duty to Commodore Balch, senior officer present.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant-Commander GEO. BACON,
U. S. S. *Commodore McDonough*.

Report of Commander Woodhull, U. S. Navy, commanding the U. S. S. Cimarron, of arrival of that vessel at Philadelphia navy yard.

U. S. S. CIMARRON,
Navy Yard, Philadelphia, June 5, 1863.

SIR: Under orders from Rear-Admiral Du Pont, I left Port Royal, [S. C.], on the 1st instant, and have now the honor to inform you of the arrival of my command at this port.

This ship is in a very dilapidated condition. We broke down four times en route, but were enabled to effect repairs sufficient to meet the present demands.

I am happy to report the health of the officers and crew most excellent. I have the honor, etc.,

M. WOODHULL,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary Navy, etc.

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

June 5, 1863.—At 9:20 p. m. saw a steamer coming out of Charleston, three-fourths of a mile distant, bearing W. by N.; called all hands

to quarters; fired several shots at her from 24-pounder boat howitzer; immediately slipped our cable and fired at her from the 200-pounder Parrott and the 20-pounder Parrott, which changed her course for Charleston. Finding we could not overtake her, we turned to our anchorage with the impression that she had been badly damaged by our shells.

[Telegram.]

NAVY DEPARTMENT, *June 6, 1863.*

The *Tuscarora* leaves Philadelphia this evening for New York, and will be at your disposal. The Department is anxious that you should repair to Port Royal as early as practicable. You can leave on the 15th instant.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral A. H. FOOTE, U. S. Navy,
New Haven, Conn.

Order of the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, to turn over to his successor instructions from the Department and other matter appertaining to the duties of the squadron.

NAVY DEPARTMENT, *June 6, 1863.*

SIR: On being relieved by Rear-Admiral Foote, you will please turn over to him such instructions, or furnish him with copies of them, as you have received from time to time respecting intercourse with the blockaded ports, appointment of officers, pilots, etc.; disposition and treatment of prize crews, prisoners, and disposition of prizes; rules to be observed by vessels approaching the blockaded coast and warning to be given them, and any other matters which you think may be of importance to him in deciding questions which may be likely to arise. By doing so you will relieve the Department of repetition of instructions, and your successor of the necessity of applying for them in many matters appertaining to the duties of the blockading squadrons.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

Order of the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, directing that aid and assistance be afforded General Gillmore, U. S. Army, commanding the Department of the South.

NAVY DEPARTMENT, *June 6, 1863.*

SIR: General Gillmore has been ordered to take charge of the Department of the South, and you will please afford him all the aid and assistance in your power in conducting his operations.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral SAML. F. DU PONT,
Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

Letter from the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, enquiring as to the disposition of the order of the Department dated June 6, 1863.

NAVY DEPARTMENT,
Washington, April 8, 1864.

SIR: Please inform the Department whether, on being relieved by Rear-Admiral Dahlgren of the command of the South Atlantic Blockading Squadron, you turned over to him the order* addressed to you by the Department on the 6th of June, 1863, directing you to afford all the assistance in your power to General Gillmore in conducting his operations, or give him a copy of it.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral SAML. F. DU PONT, U. S. Navy,
Wilmington, Del.

Report of Rear-Admiral Du Pont, U. S. Navy, to the Secretary of the Navy, replying to enquiry concerning order dated June 6, 1863.

NEAR WILMINGTON, DEL., April 11, 1864.

SIR: In reply to the enquiry of the Department whether, on being relieved by Rear-Admiral Dahlgren of the command of the South Atlantic Blockading Squadron, I turned over to him the order addressed to me by the Department on the 6th June, 1863, directing me to afford all the assistance in my power to General Gillmore in conducting his operations, or give him a copy of it, I have the honor to state that I do not recollect having given to Admiral Dahlgren a copy of the order in question. I showed him the order, together with a letter from Brigadier-General Gillmore to me, giving in some detail his plan of operations.

Having no special instructions myself beyond the order referred to, and deeming it probable Admiral Dahlgren would have such, I abstained, as I stated to him, from committing him to any particular plan of operations, while everything had been thoroughly prepared for the expedition and the vessels were in readiness to move, if desired, on the earliest day named by General Gillmore. Our conversation was full and unreserved, and I gave Admiral Dahlgren all the information I possessed that could be of service to him.

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

S. F. DU PONT,
Rear-Admiral.

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

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the removal of guns from the U. S. S. Keokuk.

No. 287.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 6, 1863.

SIR: I have the honor to acknowledge the Department's dispatch of May 22, 1863, enclosing an article from the Charleston Mercury, in

*See preceding.

which it is stated that the guns of the *Keokuk* have been removed from the wreck and taken to Charleston.

I have no information on the subject other than is given in the enclosed slip,* and which I have seen before. I have very little doubt of its truth. The work, however, must have been done at night.

The Department has already been informed in my dispatch No. 203 that I offered every facility to Chief Engineer Robie to blow up the *Keokuk* with Mr. Ericsson's raft, but that officer found it too dangerous to use.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Ammen, U. S. Navy, commanding the U. S. S. Patapsco, regarding ammunition schooner, No. 1.

IRONCLAD PATAPSCO,

North Edisto, S. C., June 6, 1863.

SIR: The instructions received yesterday by the *Oleander* in relation to the ammunition schooner *No. 1* have been carried out. She will be towed over the bar by the *Prometheus* at high water to-day.

The coal schooner *M. A. Schindler* was discharged yesterday and is being ballasted. Her bill of lading is herewith forwarded.

I have been informed by Surgeon Eversfield, the senior officer of the medical survey held on me, that it was thought advisable that I should go north and that I might make the necessary dispositions. I will do so without delay, but will not be able to complete them before the 8th.

The frequent transits of army steamers will make any special means unnecessary to convey me to Port Royal.

I have the honor, etc,

DANIEL AMMEN.

Rear-Admiral S. F. DU PONT.

Order of Commander Balch, U. S. Navy, to Acting Lieutenant Brodhead, U. S. Navy, commanding the U. S. S. E. B. Hale.

U. S. STEAM SLOOP PAWNEE,

Stono Inlet, South Carolina, June 6, 1863.

SIR: You will proceed in the U. S. S. *E. B. Hale*, under your command, to Port Royal, S. C., and report to Rear-Admiral S. F. Du Pont.

Very respectfully, your obedient servant,

GEO. B. BALCH,

Commander and Senior Officer Present.

Acting Lieutenant Commanding E. BRODHEAD,

Commanding U. S. S. Hale, Stono Inlet, South Carolina.

Report of Commander Baloh, U. S. Navy, commanding U. S. S. Pawnee, acknowledging receipt of orders.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, June 7, 1863.

SIR: I have the honor to acknowledge the receipt, by the hand of Commander Corbin, of your order of May 30, in relation to Assistant Surgeon A. B. Judson, and respectfully report that he had already been ordered to report to you at Port Royal; was on his way there on board the schooner *Francis L. Steele*.

In obedience to your order of June 5, instant, received by the *Commodore McDonough*, I have sent the *E. B. Hale* to Port Royal.

I have the honor to report all quiet in these waters and vicinity.

Very respectfully, your obedient servant,

GEO. B. BALOH,
Commander and Senior Officer Present.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Commander Le Roy, U. S. Navy, commanding the U. S. S. Keystone State, of arrival of that vessel at Philadelphia navy yard.

U. S. S. KEYSTONE STATE,
Navy Yard, Philadelphia, June 7, 1863.

SIR: I have the honor to report the arrival of the *Keystone State*, under my command, this day, at this station, from Port Royal, S. C.

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

WM. E. LE ROY,
Commander.

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

Letter from Rear-Admiral Du Pont, U. S. Navy, to Commander Shufeldt, U. S. Navy, commanding U. S. S. Conemaugh, approving results of reconnoissances in Winyah Bay, South Carolina, June 8, 1863.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 12, 1863.

SIR: I am in receipt of your communication* of the 8th instant giving the information of the destruction of the bridge connecting South Island with the mainland, and of the reconnoissance on North Island.

The results are very satisfactory and I am pleased with the spirit and alacrity exhibited by the officers and men as mentioned in your letter.

These reconnoissances are useful and important, but I would recommend caution and that they be always undertaken with a strong force, as the rebels are on their own ground and from the familiarity with the localities might entrap a small party.

I send a coal schooner to supply you, and a few letters that are here.

Regretting that our official intercourse will so soon terminate,

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander R. W. SHUFELDT,
U. S. S. Conemaugh, Georgetown.

* Not found.

Abstract log of the U. S. S. Conemaugh, Commander Shufeldt, U. S. Navy, commanding.

June 8, 1863.—At 9:30 a. m. Acting Ensign G. F. Morse went to South Island reconnoitering. On his return he reported seeing rebels at work building a bridge about 1½ miles off. At 1 p. m. manned and armed the first cutter, with the howitzer in her, and sent her in charge of Acting Master J. W. Stapleford, accompanied by Acting Ensign S. F. Morse, and sent them to destroy a bridge across a creek on South Island. At 1:20 got underway and anchored farther up the river, to cover the landing party, and fired 5 XI-inch shell and 2 IX-inch shell toward the retreating rebels, and 2 100-pounder rifle shell at Cat Island battery. At 3 sent the first cutter, manned by the third cutter's [crew], in charge of Acting Ensign W. F. Redding, up the canal near Cat Island battery. At 4 the first cutter returned and reported no bridge across the canal for a mile and a half from the entrance.

The expedition returned [from South Island], having driven back the rebels and burned the bridge without any loss.

Letter from the Secretary of War to the Secretary of the Navy, transmitting copies of dispatches received by the War Department from Major-General Gillmore, U. S. Army, June 8 to July 6, 1863.

WAR DEPARTMENT,
Washington City, April 5, 1864.

SIR: In compliance with the request made in your letter of the 2d instant, the Secretary of War instructs me to transmit to you the accompanying copies of the official dispatches received from Major-General Gillmore at this Department from June 8, 1863, to July 6, 1863.

I have the honor to be, your obedient servant,

E. R. S. CANBY,
Brigadier-General, Assistant Adjutant-General.

The SECRETARY OF THE NAVY,
Washington, D. C.

[Enclosure.]

NEW YORK, June 8, 1863—6 p. m.
(Received 6:23 p. m.)

I sail to-day, leaving General Seymour here, to come in next steamer. Please give him authority to purchase two scows and order the purchase of the rifles mentioned in my letter of the 5th.

Q. A. GILLMORE,
Brigadier-General, Astor House.

Major-General HALLECK.

[Enclosure.]

NEW YORK, June 8, 1863.
(Received 6:43 p. m.)

I should like to have Captain W. L. M. Burger, my assistant adjutant-general, go with me. I understand there is an assistant adjutant-general with my division, now in Kentucky.

Captain Burger's address is 196 Broadway, New York. He will await your reply.

Q. A. GILLMORE,
Brigadier-General.

Major-General HALLECK.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, S. C., June 12, 1863.

SIR: I have the honor to report my arrival here yesterday.

Major-General Hunter relinquished and I assumed command yesterday.

I have conversed freely with Major Duane and with several navy officers in reference to the recent attack on the fort in Charleston Harbor and the present condition of affairs in that direction.

The concurrent testimony is that the defenses on Morris Island have undergone a material change within the last three weeks, much to the advantage of the enemy.

I shall visit that vicinity to-morrow and make a full report by next steamer.

Very respectfully, your obedient servant,

Q. A. GILLMORE,
Brigadier-General, Commanding.

Major-General H. W. HALLECK,
General in Chief, U. S. Army, Washington, D. C.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, S. C., June 26, 1863.

SIR: The condition of affairs on James and Morris islands has not materially changed since my last report.

Four deserters from Morris and eight from James Island put me in possession of important information. I see nothing in their report to produce discouragement. Admiral Du Pont will cordially cooperate with me, and in less than one week I hope to be in possession of part or the whole of Morris Island. My batteries on Folly Island should be completed in three or four days.

General Seymour, whom I left in New York to complete the shipment of certain stores, has not arrived yet, for some reason to me unknown.

Very respectfully, your obedient servant,

Q. A. GILLMORE,
Brigadier-General, Commanding.

Major-General H. W. HALLECK,
General in Chief, U. S. Army, Washington, D. C.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Port Royal, S. C., June 30, 1863.

SIR: I have to report no important changes in the condition of things at Folly Island. My preparations are nearly completed, but I can do

nothing until Admiral Du Pont's successor arrives and gets ready to work.

The admiral has no instructions and does not feel at liberty to put his vessels into action on the eve of relinquishing his command. I believe we could get Morris Island without the assistance of the Navy, but so long as they lie outside the bar the enemy's ironclads and other gunboats could annoy us so much that we could accomplish very little toward the erection of batteries.

Very respectfully, your obedient servant,

Q. A. GILMORE,
Brigadier-General, Commanding.

Major-General H. W. HALLECK,
General in Chief, U. S. Army, Washington, D. C.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, Port Royal, S. C., July 4, 1863.

SIR: I have the honor to report that Admiral Du Pont will at once enter into my project for getting possession of Morris Island, and render all the assistance in his power. He sent me a message to that effect last evening.

General Seymour returned from Folly Island yesterday and reports that the enemy is materially strengthening his defenses there.

Very respectfully, your obedient servant,

Q. A. GILMORE,
Brigadier-General, Commanding.

Major-General H. W. HALLECK,
General in Chief, U. S. Army, Washington, D. C.

P. S.—Admiral Dahlgren is reported off the harbor communicating.

Q. A. GILMORE.

Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Master Curtis, U. S. Navy, commanding the U. S. S. Memphis.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 9, 1863.

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

Some officers will report to you for passage to join their vessels off Charleston. You will also take with you a number of men to be distributed among the ships there; a list will be furnished you.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Acting Master C. A. CURTIS,
U. S. S. Memphis.

*Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Bryson,
U. S. Navy, commanding the U. S. S. Chippewa.*

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 9, 1863.

SIR: You will proceed with the *Chippewa* under your command off Charleston and report for blockading duty to the senior officer present.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander A. BRYSON,
U. S. S. Chippewa, Port Royal.

*Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Colhoun,
U. S. Navy, commanding the U. S. S. Lodona.*

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 9, 1863.

SIR: You will proceed with the *Lodona* under your command off Charleston and report for blockading duty to the senior officer present. Some officers will report to you for passage to join the vessels off Charleston.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander E. R. COLHOUN,
U. S. S. Lodona.

*Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Ensign
Reed, U. S. Navy, commanding the U. S. schooner G. W. Blunt.*

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 9, 1863.

SIR: You will proceed with the *Blunt* under your command off Charleston and report for blockading duty to the senior officer present.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Acting Ensign B. D. REED,
U. S. Schooner Blunt.

*Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Lieutenant
Brodhead, U. S. Navy, commanding the U. S. S. E. B. Hale, to
assume command at St. John's River, Florida.*

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 10, 1863.

SIR: You will please proceed with the *E. B. Hale* to the St. John's River, Florida, and assume charge of those waters as senior officer present.

On your way down you will stop with the mails, etc., at Wassaw, Ossabaw, St. Catherine's, Sapelo, Doboy, St. Simon's, and Fernandina.

On your arrival at the St. John's you will dispatch the *Norwich* to Fernandina for coal if there is a supply there, and after the return of the *Norwich* you will send the *Uncas* to Port Royal, preparatory to her going north. You had better fill up with coal at Fernandina as you go down.

Let me know the name of the pilot engaged in the St. John's.

Respectfully, etc.

S. F. DU PONT,
Rear-Admiral.

Acting Lieutenant E. BRODHEAD,
U. S. S. E. B. Hale, Port Royal.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Drake, U. S. Navy, commanding U. S. S. Cimarron, to avoid engagement with Confederate ironclad Atlanta.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 10, 1863.

SIR: Information has just been received from five deserters, who arrived this morning at Fort Pulaski from Savannah, that the rebel ironclad *Atlanta* is now lying at Thunderbolt battery, and will probably to-night attack the *Cimarron*.

You will therefore, on the receipt of this communication, withdraw the *Cimarron*, and lie outside the bar and maintain an outside blockade. As your vessel could not for a moment contend against an ironclad, you will, if attacked, avoid an engagement and give early information of events to the *Dawn* off Ossabaw.

On the arrival of Captain John Rodgers you will be guided by his directions.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander A. J. DRAKE,
U. S. S. Cimarron.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Newman, U. S. Navy, commanding U. S. S. Dawn, to maintain outside blockade, and avoid engagement with Confederate ironclad Atlanta.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 10, 1863.

SIR: Information has just been received from five deserters, who arrived this morning at Fort Pulaski from Savannah, that the rebel ironclad *Atlanta* is now lying at Thunderbolt battery, and will probably to-night attack the *Cimarron*; after which, it is said, she will proceed to Ossabaw.

You will therefore, on receipt of this communication, withdraw the *Dawn*, and lie outside the bar and maintain an outside blockade. As

your vessel could not for a moment contend with an ironclad, you will, if attacked, avoid an engagement.

Respectfully, etc.,

S. F. Du PONT,
Rear-Admiral.

Lieutenant-Commander L. H. NEWMAN,
U. S. S. Dawn, Ossabaw.

Order of Rear-Admiral Du Pont, U. S. Navy, to Captain Rodgers, U. S. Navy, commanding U. S. S. Weehawken, to assume charge at Wassaw Sound, Georgia.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 10, 1863.

SIR: A report has reached me through deserters that the ironclad *Atlanta* will probably attempt to-night to attack the *Cimarron*.

You will therefore proceed at once with the *Weehawken* to Wassaw and take charge of those waters.

Another ironclad will be sent as soon as possible.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain J. RODGERS,
U. S. S. Weehawken.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Downes, U. S. Navy, commanding the U. S. S. Nahant, to proceed to Wassaw Sound, Georgia.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 10, 1863.

SIR: You will, on the receipt of this order, proceed at once with the *Nahant*, in tow of the *Prometheus*, to Wassaw, reporting on your arrival to Captain John Rodgers, senior officer present.

Information has been received that the rebel ironclad *Atlanta* is about to attack our vessels there.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander J. DOWNES,
U. S. S. Nahant, North Edisto.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Rodgers, U. S. Navy, senior officer, to dispatch U. S. S. Nahant with all haste to Wassaw Sound, in view of proposed attack by ironclad Atlanta.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 10, 1863.

SIR: Enclosed are orders to Commander Downes. Please dispatch the *Nahant* with all haste. Information was received to-day from

deserters from Savannah that the ironclad *Atlanta* will probably attack to-night the *Cimarron* at Wassaw, and subsequently the army forces at Ossabaw. Captain John Rodgers leaves here this afternoon if possible.

The *Prometheus* will tow the *Nahant* directly to Wassaw. If the *Prometheus* is not able to tow the *Nahant*, you will order the *Dandelion* to tow her.

If it should so happen that the *Nahant* is not ready, you will please dispatch the first one that is ready for immediate service.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander G. W. RODGERS,
U. S. S. Catskill, Senior Officer off North Edisto.

P. S.—You will send Pilot Cooke to Wassaw on the *Nahant*.

S. F. D. P.,
Rear-Admiral.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding pilots in the squadron.

No. 290.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 10, 1863.

SIR: I have the honor to report to the Department that, in accordance with its orders given in its dispatch of April 18, I have made the following division of the pilots in the squadron: R. B. K. Murphy, first-class pilot; Charles Cooke, first-class pilot; I. Mullens, third-class pilot.

There are several acting masters in the squadron who are used chiefly as pilots, but as they are also acting masters I have not mentioned them.

I desire to add that I have also made use of the services of certain contraband pilots, and have authorized the payment to them sometimes of \$30 and sometimes of \$40 per month.

May I hope that this course meets with the approval of the Department? They are skillful and competent.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Letter of Brigadier-General Benham, U. S. Army, to Captain Drayton, U. S. Navy, regarding disposition of naval vessels.

HDQRS. NORTHERN DISTRICT, DEPT. OF THE SOUTH,
Stono River, S. C., June 10, 1863.

CAPTAIN: I have the pleasure of forwarding to you a copy of the orders I have issued for the operations of our troops to-morrow morning, intended to break up the batteries that have been shelling your boats and General Wright's camp to-day.

I would respectfully suggest, for the aid you so kindly offered from your gunboats, that, say, two should aid General Stevens on our right and be in communication with him and that two others should be, say, where the *Huron* was to-day, just above his camp, to cross fire in his front and to shell the woods beyond, where they feel assured that they know where our forces are. Another boat could be well occupied in commanding the road just this side of Newton's [Newtown] Cut, to prevent or annoy reinforcements of the enemy.

This road I learn can be covered in part from your gunboats.

Very respectfully, your obedient servant,

H. W. BENHAM,

Brigadier-General, Commanding.

Captain PERCIVAL DRAYTON,

U. S. Navy, Senior Naval Officer.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting reports of Commodore Turner, U. S. Navy, regarding the destruction of the blockade runner Havelock.

No. 312]

FLAGSHIP WABASH,

Port Royal Harbor, June 15, 1863.

SIR: I have the honor to report to the Department that on the night of the 5th instant a steamer attempted to run out of Charleston. She was turned back by the *Wissahickon*, which vessel pursued her over the bar, firing at her repeatedly. The steamer was sunk.*

From subsequent information from two deserters from Charleston, whom I send north by the *Massachusetts*, there is reason to believe this steamer was the *Isaac Smith*.

I have further to report that on the night of the 10th instant another steamer attempted to run the blockade into Charleston by the Lawford Channel. She was fired at by several of the vessels, but in the darkness eluded them. On the next morning at daylight she was discovered on shore at the north end of Folly Island on fire, which, however, did not destroy the vessel.

She was a large side-wheel steamer, and is supposed by Commodore Turner to be the *Havelock*, but this is not yet certainly ascertained.

I forward herewith (marked No. 1 and No. 2) the reports of Commodore Turner.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosure No. 1.]

U. S. S. NEW IRONSIDES,

Off Charleston, S. C., June 11, 1863.

ADMIRAL: I have the honor to report, shortly after my arrival last night from Port Royal, just about sunset, black smoke was discovered to the southward and eastward, very far off. Thinking it might be a

*See abstract log of the U. S. S. *Wissahickon*, June 5.

blockade runner, I dispatched the *Powhatan* in pursuit of her. She was in search of her all night, but without success.

At about half an hour after midnight a steamer, which I supposed to be the same one, endeavored to pass into Lawford Channel through the lower lines. She was immediately and sharply fired upon by the *Memphis*, *Stettin*, and *Ottawa*, but succeeded in getting in and passing them.

This morning at daylight she was discovered on shore on the northern part of Folly Island on fire fore and aft.

She is a very large steamer with side wheels, and is evidently a vessel of the first class. I am in hopes it is the *Havelock*.

I sent in about sunrise this morning detachments from the *Powhatan* and *Sebago* for the purpose of extinguishing the fire if possible, and to see what prospect there was for wrecking her or getting her off, but as the boats approached her the batteries on the lower end of Morris Island opened upon them, throwing their shell, which exploded entirely over her. I was therefore obliged to recall them, which I anticipated I should have to do.

About 8 o'clock this morning an explosion took place on board of her, when her mainmast went by the board, so I imagine that nothing could have been done with her if I had not been molested.

She lies abreast of our upper encampment, and doubtless was run ashore in a sinking condition to save her from sinking in the channel.

I hope to be able to hear something definite about her (her name, etc.) from the general commanding on shore in a few days, when I will write to you.

During my absence at Port Royal there was no attempt made to run in or out by anybody.

Very respectfully, your obedient servant,

T. TURNER,
Commodore.

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

[Enclosure No. 2.]

U. S. S. NEW IRONSIDES,
Off' Charleston, S. C., June 13, 1863.

ADMIRAL: I have the honor to inform you that I went into Stono yesterday for the purpose of reconnoitering the steamer that was driven on shore night before last. Accompanied by General Vogdes, I went up to the northern end of Folly Island and got within a couple of hundred yards of the steamer, where I had an opportunity of seeing her most closely.

She is, as I have described her in a previous letter, a very large steamer, and doubtless the *Havelock*, now called the *Beauregard* or the *Britannia*, one of the three, including the *Georgiana*, that were talked of so much in England at the time they were fitted out.

She lies a total wreck within about 800 yards of the lowest rebel battery on Morris Island, and is directly in front of a section of artillery belonging to ourselves much nearer than the rebel battery.

General Vogdes succeeded in getting a couple of men on board of her in the dark night before last, who were secreted there all day yesterday, and I think were discovered by the rebels before sunset to be there; for about 6 o'clock in the afternoon they opened a sharp fire

upon the wreck, which brought about rapid cross firing between our batteries and the rebels.

General Vogdes, assisted by Captain Balch, may be able to obtain some imperishable articles from her by working at night.

It is impossible for me to do anything on this side to aid them. The breakers on the sea side make a clean breach over her.

She is nearly high and dry at low water. I may be able to discover her name in a day or two.

Very respectfully, your obedient servant,

T. TURNER,
Commodore.

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

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

No. 291.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 11, 1863.

SIR: I have the honor to report to the Department the arrival of the U. S. S. *Memphis*, on the 8th instant, and of the U. S. schooner *G. W. Blunt*, on the 9th instant.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Report of Commander Drake, U. S. Navy, commanding the U. S. S. Cimarron, of the grounding of that vessel.

U. S. S. CIMARRON,
Wassaw Sound, Georgia, June 12, 1863.

SIR: I have the honor to inform the Department that yesterday morning at about 9 a. m., while running in from the outer buoy to my usual anchorage, this vessel got ashore on the edge of the northern shoal in consequence of the strong ebb tide and the engines catching on the center; she lay easily, and at 11 a. m. the tide served and she was towed off by the steamer *Delaware*. Up to the present time she has shown no evidence of damage, not leaking more than usual, and I think she has sustained no injury. The anchor was let go at the report of 2 fathoms from the chains, but she swung aground, leaving 2 fathoms on port side, and taking ground just abaft starboard wheelhouse.

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

A. J. DRAKE,
Commander, U. S. Navy.

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

Letter from Rear-Admiral Du Pont, U. S. Navy, to Assistant Bouteille, U. S. Coast Survey, expressing appreciation for important services rendered.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 12, 1863.

SIR: I take pleasure in acknowledging your two communications of the 10th instant, one detailing the services of the U. S. Coast Survey steamer *Bibb* in this squadron, and the other referring particularly to the lighting of the Southeast Channel into Port Royal Harbor.

Your services have not only been of great value in the surveying of the different sounds on this coast, but you have at all times exhibited promptitude and earnestness in carrying out the instructions of the Superintendent of the Coast Survey in aiding in every possible way my operations.

You have, since the *Bibb* rejoined this squadron on the 27th November last, surveyed the entrance to Georgetown Harbor, were surveying, connected with the coal depot and wharf to be constructed at Bay Point, arranged the beacons and for the lighting of the Southeast Channel of this port, visited with Mr. A. Goodwin, light-house engineer, every harbor between St. Helena and St. Augustine, and aided and assisted him in carrying out his orders.

You also made important surveys on Charleston Bar in January last, and previous to the attack on the forts in April, in which attack your executive officer, Mr. Platt, acted as pilot to the *Weehawken*.

Since that time you have been engaged in buoying Ossabaw Bar and in making a complete resurvey of the bar of Port Royal and the channels entering it, marking by buoys the middle ground of the harbor and other dangerous spots.

In a previous letter I have expressed my commendation of your conduct in seeking after and towing the army transport steamer *Pilot Boy* to this port, and I am pleased to hear that General Foster has in a written communication expressed his acknowledgment of your services in that case.

But apart and aside from the duties alluded to above, the *Bibb* has been employed constantly as a dispatch vessel in conveying important orders connected with the naval operations in this squadron, where she has been of essential use, particularly since the withdrawal of the *Water Witch*.

In closing our official intercourse I deem it an act of simple duty to express to you my appreciation and thanks for the important services you have rendered your country and the aid you have been to me as commander in chief of this squadron while carrying out the duties of your own particular department.

I have ever found you prompt, zealous, intelligent, and obliging, and I shall always esteem it a privilege to bear testimony to the same.

I am, etc., respectfully,

S. F. DU PONT,
Rear-Admiral.

Captain C. O. BOUTELLE,
Assistant, Coast Survey, U. S. S. Bibb.

Report of Rear-Admiral Du Pont, U. S. Navy, acknowledging receipt of order relieving him of the command of the South Atlantic Blockading Squadron.

No. 303.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 13, 1863.

SIR: I have the honor to acknowledge the receipt of the Department's dispatch dated June 3, 1863, informing me that the Department had concluded to relieve me of the command of the South Atlantic Blockading Squadron and to order Rear-Admiral Foote as my successor.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Report of Rear-Admiral Du Pont, U. S. Navy, regarding U. S. Coast-Survey steamer Bibb.

No. 304.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 13, 1863.

SIR: Enclosed is a survey * held on the U. S. surveying steamer *Bibb*, in consequence of which she has been ordered to New York for repairs.

I deem it proper to report to the Department that the *Bibb*, since she rejoined this squadron in November last, has been engaged mostly in the performance of duties connected with the Navy, in which Mr. Boutelle, who has command of the *Bibb*, has shown great promptitude and earnestness, and on all occasions has been of very essential service. I should frequently have been much embarrassed in communicating with the different stations of the squadron after the breaking down of the *Water Witch* had it not been for the *Bibb*.

As she proceeds north, broken down in the service of the Navy, I would respectfully suggest that she be repaired at a navy yard by the Government.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

[Endorsement.]

Instructions have been given to repair this vessel at the cost of the Navy Department. The commandant of the New York yard has been informed that new boilers are making for her in the Washington yard, and in the meantime she must run with those she has in.

J. L. [ENTHALL].

* Not necessary to publish.

Order of the Secretary of the Navy to Rear-Admiral Foote, U. S. Navy, placing at his disposal four merchant steamers.

NAVY DEPARTMENT, *June 13, 1863.*

SIR: The steamers *Haze, Thorn, Prometheus, and Fair Haven*, merchant steamers, are lying at Port Royal with certain extra decks for placing on the monitors to guard against vertical fire.

It is believed that such precautions were not considered desirable by the officers, therefore you can land the decks and make such use of these four steamers as you see fit. The charter of each has been continued until August 1, when, if no longer required, you will discharge them. If any of the monitors are not required in the present operations, they might be sent north for the purpose of protecting the propellers. All other alterations can be made south.

With regard to fouling the bottoms of these iron vessels, you are informed that several iron steamers which occasionally run the blockade from Bermuda and Nassau clean their bottoms by mechanical means at the latter ports, where there is no docking. The Department is informed that they are kept perfectly clean by this scrubbing, though they have been nearly a year in salt water.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral A. H. FOOTE, U. S. Navy,
New York.

Letter from the Secretary of the Navy to Rear-Admiral Foote, U. S. Navy, transmitting copy of letter regarding Confederate forces at Charleston, S. C.

NAVY DEPARTMENT, *June 13, 1863.*

SIR: I transmit herewith for your information a copy of a letter received by the War Department in reference to the rebel force now in the city of Charleston.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral A. H. FOOTE, U. S. Navy,
New York.

[Enclosure.]

Confidential.]

NEW YORK, *June 11, 1863.*

SIR: I have the honor respectfully to report that a German woman, whose character is well vouched for, arrived in this city from Charleston, by way of Richmond, through the usual channel. She reports to a friend of hers, who is also attached to this office, that three weeks ago Beauregard started for the West from Charleston, with almost all his available fighting force. It is supposed that his destination is Vicksburg. This woman says there were not more than 2,000 or 3,000 troops remaining at that time at Charleston, and that these are all employed in manning the batteries and forming strong picket lines on the rebel outposts. The Union residents of the city say that

if our forces should attack at this time they would not experience serious difficulty in capturing the place.

I give these reports for what they are worth, at the same time stating that from the character of the informant they are worthy of some consideration.

Very respectfully,

H. S. OLCOTT,
Special Commissioner of War Department.

*Report of Rear-Admiral Du Pont, U. S. Navy, of the arrival of
U. S. S. Water Witch at Port Royal, S. C.*

No. 307.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 14, 1863.

SIR: I have the honor to report to the Department the arrival here this afternoon of the U. S. S. *Water Witch*, Lieutenant-Commander A. Pendergrast.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

*Report of Rear-Admiral Du Pont, U. S. Navy, giving the stations of
vessels of South Atlantic Blockading Squadron.*

No. 309.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 15, 1863.

SIR: I have the honor to report to the Department the following positions on blockade of the vessels of this squadron:

Off Murrell's Inlet, U. S. S. *Pambeau*.

At Georgetown, U. S. S. *Conemaugh*.

Off Bull's Bay, U. S. S. *South Carolina*.

Off Charleston, U. S. steamers *New Ironsides*, *Housatonic*, *Powhatan*, *Flag*, *James Adger*, *Sebago*, *Chippewa*, *Lodona*, *Marblehead*, *Unadilla*, *Ottawa*, *Huron*, *Wissahickon*, *Stettin*, *Memphis*, *Dandelion*, and schooners *Norfolk Packet* and *G. W. Blunt*.

In Stono, U. S. steamers *Pawnee*, *Commodore McDonough*, and schooner *C. P. Williams*.

In St. Helena, U. S. bark *Kingfisher*.

In North Edisto, U. S. ironclads *Catskill*, *Montauk*, *Nantucket*, and *Patapsco*.

In Wassaw, U. S. ironclads *Weehawken* and *Nahant*, and U. S. S. *Cimarron*.

In Ossabaw, U. S. S. *Dawn*.

Guarding St. Catherine's, Sapelo, Doboy, and St. Simon's, U. S. steamers *Paul Jones*, *Wamsutta*, *Mudgie*, and bark *Fernandina*.

In St. Andrew's, U. S. bark *Braziliera*.

At Fernandina, U. S. S. *Potomska*.

In St. John's, U. S. steamers *E. B. Hale*, *Norwich*, and *Uncas*.

Off Mosquito Inlet, U. S. schooner *Para*.

In Port Royal, flagship *Wabash*; storeships *Vermont* and *Valparaiso*. Undergoing repairs and taking in stores, U. S. steamers *Canandaigua*, *Augusta*, *Water Witch*, and bark *Midnight*; tugs *Oleander*, *Daffodil*, *O. M. Pettit*, *Columbine*, *Rescue*, and dispatch schooner *Hope*.

As guard ship, Port Royal, U. S. S. *Mohawk*.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

General order of Rear-Admiral Du Pont, U. S. Navy, regarding warnings to be given to suspected vessels.

GENERAL ORDER, }
No. 32. }

FLAGSHIP WABASH,

Port Royal Harbor, S. C., June 15, 1863.

SIR: In order to avoid difficulties, the commanding officers of the vessels of the South Atlantic Blockading Squadron are directed to have one small gun loaded with blank cartridges to be used by day as a preparatory warning to vessels suspected of an attempt to run the blockade.

Vice-Admiral Milne has issued a circular directing that "Her Majesty's ships when approaching blockading squadrons, are to take every care in steaming, regulating their speed, etc., so as to give no ground for the Federal cruisers to suspect that a deception is being practiced on them."

S. F. DU PONT,

Rear-Admiral.

Order of Rear-Admiral Du Pont, U. S. Navy, to Captain Green, U. S. Navy, commanding the U. S. S. Canandaigua.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., June 15, 1863.

SIR: You will proceed with the *Canandaigua* under your command off Charleston and report for blockading duty to Commodore Turner, the senior officer present.

Respectfully, etc.,

S. F. DU PONT,

Rear-Admiral.

Captain J. F. GREEN,

U. S. S. Canandaigua.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commodore Turner, U. S. Navy, to dispatch the U. S. S. Sebago to Port Royal.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., June 15, 1863.

SIR: You will please dispatch the *Sebago* to Port Royal on Wednesday morning next, the 17th instant.

Respectfully, etc.,

S. F. DU PONT,

Rear-Admiral.

Commodore T. TURNER,

U. S. S. New Ironsides, off Charleston.

Letter from Rear-Admiral Du Pont, U. S. Navy, to the Secretary of the Navy, regarding contrabands whose terms of enlistment have expired.

No. 311.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 15, 1863.

SIR: I desire to call the attention of the Department to the contrabands on the vessels of this squadron. These persons are very useful, particularly as there is difficulty in obtaining men in the Northern ports. Many of them have been enlisted for a year, and as their times have expired, request their discharge, and to be sent on shore at Port Royal.

Though enlisted down here, I do not feel authorized to discharge them without referring the matter to the Department, and I would therefore request instructions as to their disposition.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

[Endorsement.]

They are entitled to their discharge on the expiration of their terms.

[WELLES.]

Report of Rear-Admiral Du Pont, U. S. Navy, of the sending to Philadelphia of the U. S. schooner Hope, for repairs.

No. 310.]

FLAGSHIP WABASH,
Port Royal, S. C., June 15, 1863.

SIR: I am obliged to send the U. S. schooner *Hope*, Acting Master J. E. Rockwell, commanding, to Philadelphia for essential repairs. Her main sternpost and the rudderpost are badly worm-eaten, not being protected by copper, and as the summer advances it would be dangerous to keep her here longer, as the repairs can not be made here.

She also requires new sails. The *Hope* has been of great service in this squadron under her present commanding officer, and I would respectfully suggest that she be repaired as soon as possible and sent back to this squadron.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Letter from Brigadier-General Gillmore, U. S. Army, to Rear-Admiral Du Pont, U. S. Navy, requesting that a naval officer be detailed to command the army transport Mayflower.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, Port Royal, S. C., June 15, 1863.

ADMIRAL: The exigencies of the service have rendered it necessary to convert one of our steam transports, the *Mayflower*, into a gunboat,

and I am now embarrassed by the want of a commander possessing the professional knowledge requisite to render the vessel available for the purposes she was intended to subserve. Will it be possible for you to detail an officer from the Navy to act as commander of this vessel?

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

Q. A. GILMORE,
Brigadier-General, Commanding.

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

Report of Commander Balch, U. S. Navy, regarding assistance rendered the army by the U. S. S. Commodore McDonough.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, June 15, 1863.

SIR: I have the honor herewith to enclose a report* from Lieutenant-Commander George Bacon, of the *Commodore McDonough*, in relation to the shelling of the enemy on the south end of Morris Island.

On the 12th instant the enemy opened fire upon our troops on Folly Island, and the request being made by General Vogdes, I directed Lieutenant-Commander Bacon to proceed up Folly River, which he did, and I rejoice to report with good results, his firing being most accurate.

Sharp firing was heard last night at the head of Folly Island, and I have no doubt the enemy opened with the hope of killing some of our men who have been passing out to the wrecked steamer, lately on shore at the head of Folly Island. In all other directions all is quiet in this vicinity.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting information received from a prisoner by Commander Drake, U. S. Navy, regarding Confederate ironclads at Savannah, Ga.

No. 313.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 16, 1863.

SIR: I have the honor to forward to the Department a copy of a communication addressed to me from Commander Drake, of the *Cimarron*, containing information derived from a Mr. Rose, taken on the captured sloop *Evening Star*, at Wassaw, which I shall turn over to my successor.

It refers to ironclads of the enemy at Savannah. I have now the *Weehawken* and *Nahant* at Wassaw.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

[Enclosure.]

U. S. S. CIMARRON,
Wassaw Sound, Georgia, June 2, 1863.

SIR: I obtained the following information from F. T. Rose, master of the sloop *Evening Star*, viz: That the ironclad steamer *Georgia* is lying fast in the marsh in Savannah River, opposite Fort Jackson, on port side. She has not power enough to stem the tide. She has on board a battery consisting of six 32-pounder guns, two or three of which are rifled. The ironclad steamer *Fingal* lies between the obstructions in the river and Elba Island. Her battery consists of two 7 $\frac{1}{2}$ -inch and two IX-inch guns, and has about eighty of a crew. She is considered the best steamer in the fleet. There is also another ironclad steamer (name unknown) lying at Villing's [Willink's] shipyard. Her machinery is all built with the exception of smokestack. Her battery, which is on board, consists of four 9-inch rifled guns. She is expected to be ready in about two weeks. There is also a small tow-boat, carrying a 32-pounder pivot gun, lying between Fort Jackson and the ram *Fingal*, and also a steamer, which is a tender to the ram *Fingal*, carrying one 7-inch gun forward and one 7-inch gun aft; considered very slow.

There are also two or three small steamers without guns used as transports for troops. There are also two ironclad rams underway on the stocks at Cransen's and Hoek's [Krenson and Hawkes'] shipyard. They are not expected to be ready before eight or nine months. The rumor in Savannah is that as soon as the new steamer is ready, which will be about the 15th of June, they intend making an attack on Fort Pulaski. The obstructions in Savannah River are, one opposite Villing's [Willink's] shipyard, another below Fort Jackson, and another 3 miles below Thunderbolt, consisting of large oak trees. The channel is clear for a ship drawing from 14 to 16 feet of water on the right-hand bank of the river. The water in the channel on the left hand is between 16 and 17 feet.

Very respectfully, your obedient servant,

A. J. DRAKE,
Commander, Commanding U. S. S. Cimarron.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Parrott, U. S. Navy, commanding the U. S. S. *Augusta*, to proceed off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, June 16, 1863.

SIR: You will please proceed with the *Augusta* under your command off Charleston and report for blockading duty to Commodore Turner, senior officer present.

You will take up with you four calkers, with their tools and materials to be put on board the *Lodona*.

Respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander E. G. PARROTT,
U. S. S. *Augusta*, Port Royal.

Order of Commander Balch, U. S. Navy, to Captain Rice, U. S. Army, to report to the commanding officer of his regiment.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, June 16, 1863.

CAPTAIN: You will report with your command to the commanding officer of your regiment as soon as practicable.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Captain HENRY RICE,
Comdg. Detachment 76th Pa. Vols., Stono Inlet.

Order of Commodore Turner, U. S. Navy, to Commander Patterson, U. S. Navy, commanding U. S. S. James Adger.

U. S. S. NEW IRONSIDES,
Off Charleston, S. C., June 17, 1863.

SIR: You will proceed at once with the *James Adger* under your command to Port Royal and report yourself to Admiral Du Pont.

Very respectfully, your obedient servant,

T. TURNER,
Commodore.

Commander THOMAS [H.] PATTERSON,
Commanding U. S. S. James Adger.

Capture of the U. S. S. Atlanta, June 17, 1863.

Report of Rear-Admiral Du Pont, U. S. Navy.

No. 316.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 17, 1863.

SIR: Having reason to believe that the *Atlanta* and other rebel iron-clads at Savannah were about attempting to enter Wassaw Sound by Wilmington River for the purpose of attacking the blockading vessels there and in the sounds farther south, I dispatched some days ago the *Weehawken*, Captain John Rodgers, from this port, and the *Nahant*, Commander J. Downes, from North Edisto, to Wassaw, where the *Cimarron*, Commander Drake, was maintaining the inside blockade.

I have the satisfaction to report to the Department that this morning the *Atlanta* came down by Wilmington River into Wassaw Sound and was captured. This information has just been received in a telegram from Fort Pulaski, sent by Captain John Rodgers.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Additional report of Rear-Admiral Du Pont, U. S. Navy.

No. 317.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 17, 1863.

SIR: I have the honor to inform the Department that since mailing my dispatch No. 316 I have received further details of the capture of the *Atlanta*, sent through the kindness of Colonel Barton by telegraph from Fort Pulaski.

The *Atlanta*, Captain William Webb, came down this morning via Wilmington River to attack our vessels in Wassaw, accompanied by two wooden steamers, filled, it is said, with persons as spectators. The *Weehawken*, Captain John Rodgers, at once engaged her, firing in all five shots, three of which took effect, penetrating her armor and killing or wounding the crews of two guns. Two or three of the pilots were also badly wounded and the pilot house broken up, whereupon the vessel grounded and immediately after surrendered. The *Weehawken* was not hit. The armament of the *Atlanta* was two 7-inch and two 6-inch Brooke guns. She is but slightly injured.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

P. S.—The officers and crew of the *Atlanta* numbered 165 persons.
S. F. D. P.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting reports.

No. 320.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 19, 1863.

SIR: I have the honor to forward herewith (marked No. 1) the interesting report of Captain John Rodgers, of the *Weehawken*, of the capture on the 17th instant of the Confederate ironclad steamer *Atlanta*, better known as the *Pingal*; as well as the report to Captain Rodgers of Commander Downes, of the *Nahant*, who participated in the capture (marked No. 2).

The *Pingal*, in a dense fog, ran the blockade of Savannah a few days after the Port Royal forts were taken, in November, 1861.

She has been closely watched ever since, and, as in the case of the *Nashville*, the long and ceaseless vigilance of my officers has been rewarded. The *Atlanta* is now in Port Royal under the American flag, having, unaided, steamed into this harbor from Wassaw.

The Department will notice in this event how well Captain Rodgers has sustained his distinguished reputation and added to the list of the brilliant services which he has rendered to his country during this rebellion. It will be my duty to recapitulate these services which have taken place during his connection with my command in another communication.

Commander Downes, with his usual gallantry, moved as rapidly as possible toward the enemy, reserving his fire until he could get into close action, but lost the opportunity, from the brief nature of the engagement, of using his battery.

I have been told that the Confederate Government considered the *Atlanta* as the most efficient of their ironclads.

The officers and crew of the *Atlanta*, with the exception of the wounded and one of the surgeons, have been transferred to the U. S. S. *James Adger*, to be conveyed to Fortress Monroe. A list is herewith enclosed (marked No. 3).

I can not close this dispatch without calling the attention of the Department to the coolness and gallantry of Acting Master Benjamin W. Loring, especially recommended by Captain Rodgers. I trust that the Department will consider his services as worthy of consideration.

I forward herewith (marked Nos. 4, 5, and 6) the lists of the officers and crews of the *Weehawken* and *Nahant* and *Cimarron*.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Captain Rodgers, U. S. Navy, commanding U. S. S. *Weehawken*.

U. S. S. WEEHAWKEN,

Wassaw Sound, Georgia, June 17, 1863.

SIR: I have the honor to report that this morning at 4:10 an ironclad vessel was discovered coming down, at the mouth of Wilmington River; also two other steamers, one a side-wheel and the other a propeller.

Beat to quarters and commenced clearing the ship for action. At 4:20 slipped the cable and steamed slowly down toward the northeast end of Wassaw Island. At 4:30 turned and stood up the sound, heading for the ironclad, which at this time was discovered to have the rebel flag flying.

The *Nahant*, having no pilot, followed in our wake.

At 4:55 the enemy, being about 1½ miles distant, fired a rifle shot, which passed across our stern and struck near the *Nahant*.

At this time the enemy was lying across the channel waiting our attack. At 5:15, being distant from him about 300 yards, we commenced firing. At 5:30 the enemy hauled down his colors and hoisted the white flag, we having fired five shots; steamed near the ironclad and ordered a boat to be sent alongside. At 5:45 Lieutenant Alexander came on board to surrender the Confederate ironclad *Atlanta*. He reported the vessel aground on the sand spit that makes to the southeast from Cabbage Island.

Shortly afterwards Captain W. A. Webb came on board and delivered up his sword.

Sent a prize crew to take charge of the vessel under the command of Lieutenant-Commander D. B. Harmony, of the *Nahant*. Sent also Lieutenant-Commander J. J. Cornwell, of this vessel, and Acting First Assistant Engineer J. G. Young to take charge of the engine.

About this time the *Nahant* came in collision with this vessel, striking her 18 inches from the end of forward overhang, starting a part of the armor at the stern 2 inches on the top, tapering to three-fourths inch at water line, extending down as far as can be seen, and detaching the armor from the sides three-fourths inch a distance of 6 feet, tapering to nothing at 7 feet from the stern. The deck plating on the forward end of overhang is curved up 22 inches in length, the wood beneath being somewhat crushed.

On examination it was found that the enemy had been struck four times, first on the inclined side by a XV-inch cored shot, which, although fired at an angle of 50 degrees with her keel, broke in the armor and wood backing, strewing the deck with splinters, prostrating about 40 men by the concussion and wounding several by broken pieces of armor and splinters. One man has since died.

The second shot, XI-inch solid, struck the edge of overhang (knuckle), doing no damage except breaking a plate or two. The third shot, XV-inch cored, struck the top of the pilot house, knocking it off, wounding two pilots, and stunning the men at the wheel. The fourth shot, supposed to be the XI-inch, struck a port stopper in the center, breaking it in two and shattering it very much, driving many fragments in through the port. At 8:30 the engine of the *Atlanta* was reversed by Engineer J. G. Young, and the vessel backed off into deep water where she was brought to an anchor.

The wounded, 16 in number, were removed to the steamer *Island City*, which had been kindly brought over from Fort Pulaski by Colonel Barton, U. S. Army.

The officers of the vessel were sent to the tug *Oleander*, and a portion of the crew to the U. S. S. *Cimarron* for transportation to Port Royal.

The *Atlanta* was found to have mounted two 6-inch and two 7-inch rifles, the 6-inch in broadside, the 7-inch working on a pivot either as broadside or bow and stern guns. There is a large supply of ammunition for these guns and other stores, said to be of great value by some of the officers of the vessel.

There were on board at the time of capture, as per muster roll, 21 officers and 124 men, including 28 marines.

The captured Confederate officers told me that they thought we should find the speed of the *Atlanta* reach 10 knots. They believe her the strongest ironclad in the Confederacy and confidently anticipated taking both the *Nahant* and the *Weehawken*.

The behavior of the officers and crew was admirable.

Lieutenant-Commander J. J. Cornwell did his duty zealously and efficiently. Acting Master Benj. W. Loring, whom I recommended for promotion for gallant behavior under the fire of Fort Darling, served the guns admirably, as the result shows. His energy and coolness were everything which could be wished. Executive Officer Lieutenant-Commander J. J. Cornwell informs me that on the berth deck the powder and shell divisions, under Acting Master C. C. Kingsbury, wore the aspect of exercise so completely that no one would have thought the vessel was in action.

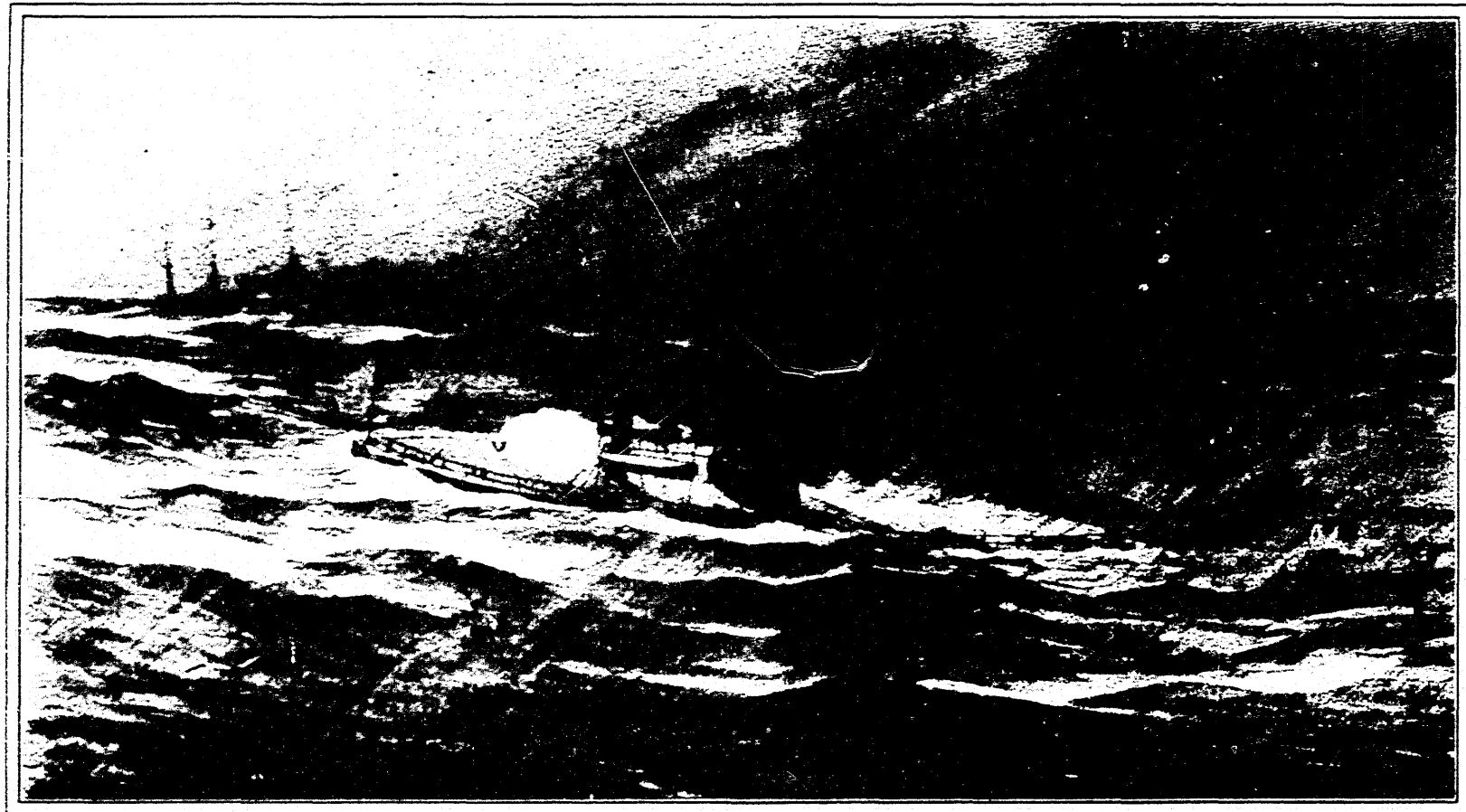
The engine, under the direction of Acting First Assistant Engineer James G. Young, always in beautiful order, was well worked. Mr. Young has, I hope, by his participation in this action, won the promotion for which, on account of his skill and valuable services, I have already recommended him.

In a word, every man in the vessel did his duty.

I have the honor to be, your obedient servant,

JOHN RODGERS,
Captain.

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



UNITED STATES STEAMER WEEHAWKEN.

Report of Commander Downes, U. S. Navy, commanding U. S. S. Nahant.

U. S. IRONCLAD STEAMER NAHANT,
Wassaw Sound, June 18, 1863.

SIR: I have the honor to submit the following statement of the participation of this vessel in the capture of the rebel ironclad steamer *Atlanta*, captured by the *Weehawken* and *Nahant* yesterday a. m. in these waters.

The *Atlanta* was first discovered at early dawn, about 3 miles distant, standing toward us, coming out from the Wilmington River, and rapidly approaching. At first she was mistaken for our usual visitor, a steamer that had reconnoitered us daily at about this hour; but a few moments sufficed to show us the true character of the vessel, and we instantly commenced weighing anchor and clearing ship for action. The *Weehawken*, slipping her cable, passed us, standing out seaward, at about 4:45 a. m., clearing ship for action, and in a few moments, our anchor being weighed, we followed in her wake. At this time the *Atlanta* fired the first shot, which passed close to our pilot house. The *Weehawken*, having at that time turned, was approaching the enemy, who continued, however, to direct his fire upon us, though without effect. At 5 a. m. the *Weehawken* closed with the enemy and opened fire on him with accuracy, this vessel approaching at the time with the intention of running him aboard before delivering fire, but at the fourth fire of the *Weehawken* the enemy struck and hoisted the white flag; the firing ceasing after one more shot from the *Weehawken*, this vessel not having had the satisfaction of expending one shot in reply to the enemy's fire, which had been directed exclusively at her.

Lieutenant-Commander Harmony proceeded on board the prize at 5:30, taking possession and hoisting the American ensign.

During the action two of the enemy's armed steamers were in sight up the river, crowded with people, apparently observing the progress of events, who steamed off up the river when the result was attained.

The behavior of officers and men was, as usual, everything that could be desired. Acting Ensign Clark, though quite sick and under the doctor's charge, proceeded to his station at the first call and remained there until the affair was decided.

I am, respectfully, your obedient servant,

JOHN DOWNES,
Commander.

Captain JOHN RODGERS,
Senior Officer Present, U. S. S. Weehawken.

Report of the master at arms of the U. S. ship Vermont, of prisoners received on board.

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., June 19, 1863.

List of the officers and crew of the late Confederate ironclad steamer *Atlanta*, who were received on board this ship from the *Island City*, *Cimarron*, and *Oleander*:

Officers.—William A. Webb, commander; J. W. Alexander, first lieutenant; Alphonse Barbot, second lieutenant; G. H. Arledge, third lieutenant; T. L. Wragg, master; R. J. Freeman, surgeon; R. R. Gibbes, assistant surgeon (to remain); J. Micou, paymaster; G. H.

Johnson, first assistant engineer; William T. Merrill, L. G. King, J. S. West, second assistant engineers; J. A. G. Williamson, J. A. Peters, midshipmen; William McBlair, master's mate; T. B. Travers, gunner; J. Thurston, first lieutenant marines; G. W. Carey, paymaster's clerk; John Turner, surgeon's steward (to remain to attend wounded); James M. Fleetwood, W. W. Austin, Thomas Hernandez, pilots (wounded, to remain).

Crew.—Moses Holmes, captain's steward; Thomas Broisin, coxswain; Patrick Judge, ship's steward; G. W. Hardcastle, carpenter's mate; Patrick Callahan, quarter gunner; W. I. Kelley, ship's corporal; Thomas Holmes, quartermaster; John Kavenagh, gunner; C. H. Cappell, master; John Carrigan, quartermaster; George Grant, engineer's yeoman; John E. Pettijohn, boatswain's mate; John Connelly, John Clancey, gunner's mates; Michael McEntee, quarter gunner; Edward Thompson, boatswain's mate; Alexander Grogan, master at arms; Thomas McGuire, ship's yeoman; John Chatterson, captain of hold; William Norber, quarter gunner; L. Fullman, ship's cook; Michael Gearon, wardroom steward; John Malloy, wardroom cook; James Crawford, coxswain; Martin Fanning, captain of after guard; John Sheehan, J. W. Johnson, E. E. Bradshaw, Frank Tarbox, Thomas Bates, H. W. Hughes, M. L. Jones, M. Mallony, W. B. Moore, seamen; John Minnex, Job Smith, A. G. Gibson, H. S. Parker, T. F. Eagan, Patrick Eagan, M. Hennessy, T. M. Young, James Bagnell, G. W. English, Henry Nichols, George W. Quarles (wounded, to remain), B. C. Skelton (wounded, to remain), Thomas Cannahan, R. G. Davis, Felix Ludlow, Miles Cullen, Daniel Conroy, John Reed, N. Williams, W. B. Parker, G. F. Moore, I. W. Loard, Solomon Keller, J. M. Ryals, L. Mathews, Philip Wimburn, John C. Taylor, David Ray, Charles Perry, ordinary seamen; Wesley Gaines, W. J. Huddleston, William Ryan, William A. Lamb, John F. Fowler, Jacob Quint, John Kavanagh, boys; David Williams, ordinary sergeant, marines; Edward Brennan, William Dunlop (wounded, to remain), Morris Welch, corporals, marines; Patrick McCabe, John Dung, T. S. Thrallkald, R. Eidson, John Yarborough, Patrick Jones, Daniel Riordan, Thomas Monagan (wounded, to remain), N. N. Poster, Thomas Davenney, Thomas Donnigan, Thomas Voitch, G. W. Andrews, Duke Malig, Francis Conway, Thomas Winn, Daniel Sheldon, Joseph Cosmano, Anthon Goreia, John Rourke, Michael Nagle, John Carr, John Brodrick (fifer), privates, marines; John Falkner, Thomas Kelley, John Dunn, Thomas Nolan, Michael Kane, first-class firemen; James Butler, Andrew Hart, Patrick Sullivan, Dennis McMeurtagh, second-class firemen; Patrick Curran, Patrick Conner, Daniel Lane, J. P. Lockhardt, John Crowley, Edward McGee, J. W. Mulkey, coal heavers:

JAMES TOWNSEND,
Master at Arms.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Reynolds, U. S. Navy, to retain Assistant Surgeon Gibbes, U. S. Navy, to care for wounded.

FLAGSHIP WABASH,
Port Royal Harbor, July 5, 1863.

SIR: So soon as the wounded men of the captured ironclad steamer *Atlanta* can dispense with the services of Assistant Surgeon Robert

R. Gibbes, formerly of that steamer, he is to be sent by flag of truce either to Charleston or Savannah.

Respectfully, etc.,

S. F. DU PONT.

Commander W. REYNOLDS,
Vermont, Port Royal Harbor.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the services of Assistant Surgeon Gibbes, C. S. Navy.

No. 67.]

FLAG STEAMER DINSMORE,
Off Morris Island, August 7, 1863.

SIR: I have to inform the Department that I have ordered Surgeon R. R. Gibbes, of the Confederate steamer *Atlanta*, and his steward, who have been retained on board the U. S. ship *Vermont*, to take charge of the sick and wounded of the *Atlanta*, to be sent north by the first public conveyance, to await the action of the Department.

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

J. A. DAHLGREN,
Rear-Admiral, Comdy. South Atlantic Blockading Squadron.

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

[Telegram.]

FORT PULASKI, *June 17, 1863.*

Atlanta came down this morning and was captured by the *Weehawken*. Will report soon.

Captain RODGERS.

Admiral DU PONT.

[Telegram.]

FORT PULASKI, GA., *June 17, 1863.*

I have just returned from Wassaw Sound. Captain Rodgers desired me to report that the rebel ironclad *Atlanta*, Captain William [A.] Webb, came down this morning, *via* Wilmington River, to attack our fleet in Wassaw. She was accompanied by two wooden steamers filled, I am told, with ladies as spectators. The *Weehawken* at once engaged her, firing in all five shots, three of which took effect, penetrating the armor and killing or wounding the crews of the two guns. Two out of three pilots were also badly wounded and the pilot house broken up, whereupon the vessel grounded and immediately thereafter surrendered. The *Weehawken* was not hit. The *Atlanta* carried 165 officers and crew, and was armed with two 7-inch and two 6-inch Brooke guns. She was full of ammunition. Several statements are made as to her destination, but I think it is generally believed that she was bound for Port Royal. She is very little injured. Has splendid engine, etc., and is considered quite fast. Captain Rodgers desires a suitable steamer sent at once to take the prisoners to Hilton Head. I have the wounded now on board the *Island City*; she will leave for Hilton Head in a few moments. Captain Rodgers will send the *Atlanta* up on the next tide if the weather is perfectly suitable.

Colonel BARTON.

Admiral DU PONT and General GILLMORE.

[Telegram.]

NAVY DEPARTMENT, *June 20, 1863.*

The ironclad rebel steamer *Fingal*, the best one they have, attempted to get to sea from Savannah on the 18th instant and was attacked and captured by the *Weehawken* and *Nahant*, after an action of thirty minutes.

G. V. FOX.

Captain ERICSSON,
Franklin Street, New York.

[Telegram.]

NEWPORT NEWS, *June 22, 1863—9:30 p. m.*

(Received 11:50 p. m.)

Your telegram just received. Admiral Du Pont sent *Weehawken*, John Rodgers, *Nahant*, Downes, to Wassaw Sound to look out for the *Atlanta*. June 17, at 6 a. m., *Atlanta* came down, accompanied by two gunboats. The engagement was exclusively between the *Weehawken* and *Atlanta*. The latter mounted four of the Brooke rifles, two of 7-inch, on bow and stern pivots, and two of 6-inch, one on each side. She could fight two of the former and one of the latter on a side. Rodgers engaged at close quarters. The first XV-inch shot fired by himself took off the top of *Atlanta's* pilot house and wounded two of her three pilots. Another XV-inch shot struck halfway up her roof, iron plated, 4 inches thick, killing 1 and wounding 17 men. Eleven shots were fired in all, five by *Weehawken*, six by *Atlanta*. The latter aground, surrendered. The fight was short, the victory signal. *Weehawken* sustained no injury of any sort. *Atlanta* steers well and made 6 knots against a head sea going to Port Royal. She was completely provided with instruments and stores for a regular cruise. She had a ram, a saw, and a torpedo on her bow. Ex-Lieutenant W. A. Webb commanded her. Her complement was 165 souls. Her wounded were left at Port Royal. The *Atlanta* is said to have come down confident of capturing the monitors easily, and her consorts, filled with spectators, were prepared to tow them to Savannah. She will soon be ready for service under the flag of the Union.

S. P. LEE,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commodore Turner, U. S. Navy, to dispatch to Port Royal the U. S. S. *James Adger* to take north the officers and crew of the prize *Atlanta*.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 17, 1863.

SIR: You will please dispatch without delay the *James Adger* to Port Royal, or if she is not in fit condition to go north, the *Augusta*. I have the satisfaction to inform you that the rebel ironclad *Atlanta*, formerly the *Fingal*, was captured this morning at Wassaw by the

Weehawken, and her officers and crew, 165 in number, taken prisoners. I wish to send them north by one or other of the vessels above named.
Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commodore T. TURNER,
U. S. S. New Ironsides, off Charleston.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Patterson, U. S. Navy, commanding U. S. S. *James Adger*, to proceed to Fortress Monroe with prisoners.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 19, 1863.

SIR: You will proceed with the *James Adger* under your command to Fortress Monroe and deliver to the proper authorities there the officers and crew of the Confederate ironclad *Atlanta*, captured on the 17th instant in Wassaw by the ironclad *Weehawken*, a list of whom is herewith enclosed.

You will also receive and transport to the same point 9 prisoners captured at North Edisto by Acting Master Dutch, of the *Kingfisher*, and 2 others brought into our lines from Savannah by a deserter from the Confederates. Enclosed is a list of these prisoners.

After delivering the above-named prisoners to the proper authorities, you will proceed at once to Philadelphia to receive the boilers for the *James Adger*, which, as I am informed, will be ready by the 4th of July, unless otherwise ordered by the Navy Department.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander T. H. PATTERSON,
U. S. S. James Adger, Port Royal.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Captain Rodgers, U. S. Navy, commanding U. S. S. *Weehawken*, commending his officers and crew.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 21, 1863.

SIR: I take great pleasure in acknowledging your official report of the capture of the rebel ironclad steamer *Atlanta*, and congratulate you at having deprived the enemy of their most powerful vessel of war.

You will please express to your officers and men, if you have not already done so, my commendation of their gallant services in this as on all other occasions.

I have specially called the attention of the Department to Acting Master Loring, and it is my purpose, before leaving, to write to the Secretary of the Navy my high appreciation of your valuable and gallant services since you have been under my command in this squadron.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain JOHN RODGERS,
U. S. S. Weehawken.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Commander Downes, U. S. Navy, commanding U. S. S. *Nahant*, commending his officers and crew.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 21, 1863.

SIR: I had the pleasure of receiving the official reports of Captain John Rodgers and yourself on the 19th instant detailing the circumstances of the capture of the rebel ironclad steamer *Atlanta*, which reports were at once forwarded to the Department with my dispatch by the *James Adger*.

Previous to receiving these communications I had no information other than that which was derived from short telegrams sent from Fort Pulaski. Your report enlightened me as to the position of the *Nahant* in the action, and, as might be anticipated from your well-known gallantry, your vessel was fast approaching the enemy to engage her at close quarters when she suddenly surrendered.

Your determination to reserve your fire was, I think, a wise one, and I do not see that there is any cause of regret for having done so, as you were pursuing your foe, not awaiting her approach.

The capture of the *Atlanta* is a matter of great congratulation, and you will please express to your officers and crew my appreciation of their gallant services in this as on all other occasions since the *Nahant* has been in my squadron.

In my dispatch to the Department in referring to the *Nahant* I have thus expressed myself:

Commander Downes, with his usual gallantry, moved as rapidly as possible toward the enemy, reserving his fire until he could get into close action, but lost the opportunity, from the brief nature of the engagement, of using his battery.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander JOHN DOWNES,
U. S. S. Nahant.

[Telegram.]

FLAGSHIP MINNESOTA, *June 22, 1863.*
(Received 6:45 p. m.)

Admiral Du Pont's dispatches by the *James Adger* were mailed this afternoon.

S. P. LEE,
Acting Rear-Admiral.

HON. GIDEON WELLES.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting reports of survey of the prize *Atlanta*.

No. 329.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 25, 1863.

SIR: The Department has been informed in previous dispatches of the capture of the Confederate ironclad steamer *Atlanta*.

On the 20th instant I ordered a strict and careful survey to be made of her hull, armor, machinery, armament, etc. (enclosed, marked No.

1), and I herewith submit the report made in pursuance thereof (marked No. 2), as well as a drawing made of the vessel by Second Assistant Engineer P. R. Voorhes, of this ship, and a pencil sketch by Mr. Xanthus Smith, Commander Corbin's clerk.

I also forward herewith a survey upon the paymaster's stores of the prize (marked No. 3), part of which, as the Department will perceive, are reported as of good quality and fit for use in the storekeeper's department of the squadron. The rest of the stores are not considered suitable for that purpose, and it is recommended that they be sold. May I ask the Department to give special directions whether they may be disposed of here if practicable or whether they should be sent north?

I will forward by the next mail the report showing in detail the quantity and character of the ammunition found on board.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure No. 1.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., June 20, 1863.

GENTLEMEN: You will please make a strict and careful survey on the late Confederate ironclad steamer *Atlanta*, describing her hull, armor, machinery, armament, ammunition, the injuries to the vessel by the shot from the *Weehawken*, the repairs necessary to be made, and the general internal arrangement of the vessel for light and ventilation.

You will report in duplicate.

Respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain WM. R. TAYLOR.

Commander C. R. P. RODGERS.

Chief Engineer ROBERT DANBY.

Lieutenant A. S. MACKENZIE.

[Enclosure No. 2.]

U. S. S. WABASH,

Port Royal Harbor, June 22, 1863.

SIR: In obedience to your order, dated 20th instant, we have held a strict and careful survey on the late Confederate ironclad steamer *Atlanta*, and have the honor to submit the following report:

1st. We find that this vessel was originally an iron merchant steamer called the *Fingal*. She has been cut down so as to leave the deck about 2 feet above the water with her present draft. A casemate rises from this deck sufficiently large to accommodate four guns, the sides and ends of which are inclined at an angle of about 29 degrees with the horizon. The top is flat, and the roof of the pilot house extends above it pyramiddally to a height of about 3 feet. The deck overlaps the original iron hull 6 feet on each side, tapering toward the ends of the vessel and projecting beyond them. The sides are protected by timber running from a point several feet below the water line to the edge of the deck, forming a heavy, solid overhang of wood and armor.

The armor, 4 inches in thickness, is composed of two layers of 2-inch roller-iron plates 7 inches wide, the inner of which runs horizontally and the outer vertically. They are secured to a backing of oak 3 inches thick and of pine 15 inches thick, by bolts $1\frac{1}{4}$ inches in diameter, countersunk on the outside of the armor and drawn up on the inside of the vessel by nuts and washers. Wherever the bolts pass through a space is left between the horizontal plates, which is fitted in with oak plank to avoid the expense and trouble of drilling through more than one layer, as we suppose.

The bow terminates in an iron beak or ram, which forms a part of the stem. A wooden pole connected with an iron lever, capable of being lowered below the water and raised again at pleasure, projects beyond the ram and carries at its end a percussion torpedo.

There are three portholes on each side and one at each end. The bow and stern guns are pivoted so as to work at the end or at either of the nearest broadside portholes. The broadside guns are not opposite to each other. Each porthole is defended by an iron shutter, made in the same manner as the armor of the vessel, except that the two layers of plates are strongly riveted together. The shutters are hung upon a pivot in one of the upper corners, and may be raised by a chain from one of the lower corners, passing through the side and attached to a tackle on the inside of the vessel. When the tackle is let go the shutter will fall into its place by its own weight and close the porthole.

The dimensions are as follows: Extreme length, 204 feet; extreme breadth, 41 feet; draft of water, 15 feet 9 inches.

The battery deck is of great strength. It appears to be of solid timber 17 inches thick, resting on beams 10 inches thick.

2d. The machinery consists of two cylinders 39 inches in diameter and 30 inches stroke. The engines are vertical and direct acting, with a surface condenser. There is one flue-tubular boiler, having four furnaces, two at each end of the boiler. There are also one auxiliary boiler, three steam pumps, a blowing engine and pans. The engines were built by James and George Thomas, of Glasgow, in 1861.

3d. The armament is composed of two 7-inch and two 6.4-inch rifled guns of the Brooke pattern, and they all bear the marks of the Tredegar foundry.

The rifling consists of seven grooves, each of which is formed by a curved cut starting from the bore, running below it to a depth of about 0.10 inch and then returning to the bore upon an increased curve. The next groove commences where the last terminates.

The following are some of the principal dimensions:

	7-inch.	6.4-inch.
Extreme length.....inches..	147.00	142.00
Length from base ring to muzzle.....do....	124.25	121.00
Length from base ring to end of cascabel.....do....	22.75	21.00
Diameter of cylinder.....do....	31.30	24.65
Diameter at rim bases.....do....	31.40	24.75
Diameter at muzzle.....do....	14.15	10.79
Thickness of wrought-iron sleeve.....do....	2.00	2.00
Length of wrought-iron sleeve.....do....	30.25	80.00
Weight of wrought-iron sleeve.....pounds..	15,300	9,200

The chambers of the guns are conical. The guns are not turned. Their exteriors are in the condition in which they left the mold. There

is no chipping about the rim bases, but the metal runs from their faces in a curve to the proper diameter on the vertical plane between them.

The elevating screws are similar to those in use on board our own ships.

The breech sights are described on the ordnance invoice as of the Brooke pattern. The bar slides through the box with an angle in front. The graduation is in yards on one side and in degrees on the other.

The locks correspond nearly with those in use on the modern navy guns.

The 7-inch guns are mounted on pivot carriages, resembling our own very nearly. They traverse on iron circles.

The 6.4-inch guns are mounted on Marsilly carriages, differing in some trifling particulars from our own standard.

The portholes are so small as to admit of very slight lateral training, and of an elevation not to exceed from 5 degrees to 7 degrees.

4th. Owing to the extreme heat and foul air prevailing in the ship, but a slight examination could be made of the ammunition. It will be necessary to remove it before it can be safely overhauled. It is estimated, however, that the quantity will not vary far from 125 to 150 rounds. The powder is stowed in wooden tanks and consists of 8, 10, 12, 14, and 16 pound charges. There are two magazines, one forward and the other abaft.

We find on board various classes of projectiles for the guns—solid shot, shells with percussion and time fuzes, shells marked "Robbins' fluid shells" for 7-inch rifles, and a quantity of grape and canister for the 6.4-inch rifles. The following are the weights and lengths of the shot and shell:

Kind of projectile.	7-inch.		6.4-inch.	
	Length.	Weight.	Length.	Weight.
Shell.....	<i>Inches.</i> 16	<i>Pounds.</i> 100	<i>Inches.</i> 13½	<i>Pounds.</i> 68
Wrought-iron shot:				
Long.....	15½	133	12	94
Short.....	12	114	.....	.....
Case shot.....	14	123	10½	76

The shot, shells, and small-arms ammunition are so scattered about the vessel, and some of those articles are in such insecure places that no exact report or even satisfactory examination of them can be made until they are collected and classified.

The same remark applies equally to small arms, locks, sights, gun implements, etc., which are scattered promiscuously about the vessel.

5th. For the reasons assigned in the preceding section of this report we would respectfully recommend that the ship be thoroughly broken out, and all stores in every department be collected where they can be examined and an accurate account be taken of them. At present any report upon them must necessarily be very imperfect and unsatisfactory.

6th. The ship requires thorough cleaning. At present she is in great disorder. It is impossible that anyone could remain below the battery deck for any length of time without serious inconvenience, if not danger, on account of the foul air prevailing there. The officers' apartments, as well as the berth deck, are very imperfectly ventilated, rendering them almost uninhabitable in hot weather; the heat upon the

latter is almost insupportable, owing to the galley being placed there. Before employing this vessel in our own service we would strongly recommend that measures be taken to provide light and air below.

7th. The machinery generally is in good condition and requires but slight repairs to fit it for service. There are marks of four shot upon the hull. One XV-inch struck the side of the casemate on a line with the portholes; it broke the armor completely through, although its course was somewhat oblique; the wooden backing was much splintered and several bolts were drawn from their places. It has left a large hole entirely through the armor and backing, though the shot itself did not pass through.

Another shot struck the midship port shutter on the starboard side, breaking both layers of plates and indenting the armor beneath. The course of this shot was more oblique than that of the former.

A third shot struck the top of the pilot house, broke the heavy iron casting that framed it, and displaced several plates below it, breaking and indenting them.

A fourth shot struck the edge of the overhang about amidships on the starboard side; it broke and displaced several plates, but did not penetrate them. The direction of this shot was very oblique.

The smokestack has a hole through it, caused by a splinter from the port shutter.

All necessary repairs to the hull can be made in a few days, with but trifling expense.

8th. One feature in this vessel is particularly noticeable, and that is the roughness of all the work about her. No expense has been incurred for finish or ornament. The comfort of the crew and its sanitary condition appear to have been totally disregarded. Efficiency in battle seems to have been the sole point aimed at.

9th. The armor appears to have been made of English railroad iron, rolled into its present shape. In some of the fractures it has broken off almost as short as if it had been cast iron. The pine backing, it is probable, does not possess the best qualities for resistance, being very brittle, and in consequence dangerous to those inside of the casemate.

10th. As chronometers and other nautical instruments were found on board, there is reason to suppose that this vessel was intended for sea purposes.

11th. Drawings accompany this report, which will show the general appearance of the ship and some of her arrangements.

We are, sir, very respectfully, your obedient servants,

WM. RODGERS TAYLOR,
Captain, U. S. Navy.

C. R. P. RODGERS,
Commander.

ROBERT DANBY,
Fleet Engineer, U. S. Navy.

A. S. MACKENZIE,
Lieutenant, U. S. Navy.

Rear-Admiral S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

NOTE.—The backing of the armor is composed of three layers of wood. The outer one, of oak, runs vertically; the next, of pine, runs horizontally, and the third, also of pine, runs vertically.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting reports of survey of the prize *Atlanta*.

No. 349.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., July 2, 1863.

SIR: I forward herewith (marked No. 1) the report of a board of survey appointed to appraise the value of the hull, machinery, ordnance, ordnance stores, provisions, and small stores and equipment of the prize ironclad steamer *Atlanta*. The whole valuation amounts to \$350,829.26.

I also forward herewith an inventory of the ordnance and ordnance stores (marked No. 2), the survey on the provisions and small stores (marked No. 3), and the survey on equipment and stores in the master's, boatswain's, sailmaker's, and carpenter's departments (marked No. 4).

I have also forwarded by this mail to the Department the flags of the *Atlanta*, the muster rolls of that vessel and the *Georgia*, and the log books of the *Atlanta*.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

[Enclosure No. 1.]

U. S. S. HOUSATONIC,
Port Royal Harbor, July 1, 1863.

SIR: In obedience to your order of the 29th ultimo, we have made "a careful and accurate appraisement of the value of the captured Confederate ironclad steamer *Atlanta*, including therein her hull, machinery, ordnance, ordnance stores, provisions, and small stores and equipments," all of which we present below, under those heads, respectively :

Hull	\$250,000.00
Machinery.....	80,000.00
Ordnance, ordnance stores, etc	14,022.91
Medical stores	20.00
Provisions, clothing, and small stores.....	1,012.85
Equipments and stores in the master's, boatswain's, sailmaker's, and carpenter's departments	5,773.50
Total valuation	350,829.26

We are, sir, very respectfully, your obedient servants,

WM. RODGERS TAYLOR,
Captain.

ROBERT DANBY,
Fleet Engineer.

A. S. MACKENZIE,
Lieutenant and Ordnance Officer.

CHARLES BOARDMAN,
Carpenter, U. S. Navy.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure No. 2.]

U. S. S. HOUSATONIC,
 Port Royal Harbor, June 30, 1863.

SIR: In obedience to your order of the 29th instant, we have made a careful and accurate inventory of the ordnance and ordnance stores on board the captured Confederate ironclad steamer *Atlanta*, and have the honor to submit the following report:

Two 7-inch pivot guns, weighing 15,305 and 15,162 pounds; 2 6.4-inch broadside guns, weighing 9,110 pounds each; the above are rifled guns of the Brooke's pattern. Two pivot carriages and slides for 7-inch guns, complete, including 10 slide and carriage levers; 4 pivot bolts; 2 elevating screws; 4 compressors; 2 Marsilly carriages for broadside guns, complete, including 2 elevating screws; 69 7-inch rifle shot, cast, Tennessee sabot; 64 7-inch rifle shot, wrought, hollow bottom; 53 6.4-inch rifle shot, cast, Tennessee sabot; 25 6.4-inch rifle shot, wrought, hollow bottom; 90 7-inch percussion shell, loaded and fuzed, Tennessee sabot; 17 7-inch percussion shell, loaded, not fuzed, Tennessee sabot; 17 7-inch Robbins fluid shell, percussion, Tennessee sabot; 9 6.4-inch Robbins fluid shell, 5-second time fuze, Tennessee sabot; 10 6.4-inch Robbins fluid shell, 10-second time fuze, Tennessee sabot; 3 6.4-inch Robbins fluid shell, 15-second time fuze, Tennessee sabot; 55 6.4-inch percussion shell, loaded and fuzed, Tennessee sabot; 18 6.4-inch shell, loaded, 5-second time fuze, lead sabot; 18 6.4-inch shell, loaded, 10-second time fuze, lead sabot; 1 7-inch Robbins fluid shell, 10-second time fuze, Tennessee sabot; 3 7-inch shell, empty, Tennessee sabot; the greater part of the above shells are in boxes; 17 6.4-inch grape-shot; 17 6.4-inch canister shot; 112 charges for 7-inch guns, 12 pounds each, 1,344 pounds; 77 charges for 7-inch guns, 14 pounds each, 1,078 pounds; 54 charges for 7-inch guns, 16 pounds each, 864 pounds; 87 charges for 6.4-inch guns, 8 pounds each, 696 pounds; 46 charges for 6.4-inch guns, 10 pounds each, 460 pounds; 116 charges for 6.4-inch guns, 12 pounds each, 1,392 pounds; loose cannon powder, 150 pounds; powder in good condition, 5,984 pounds; 10 charges for 7-inch guns, 12 pounds each, damaged, 120 pounds; 112 cartridge bags for 7-inch charges, 12 pounds; 77 cartridge bags for 7-inch charges, 14 pounds; 65 cartridge bags for 7-inch charges, 16 pounds; 87 cartridge bags for 6.4-inch charges, 8 pounds; 46 cartridge bags for 6.4-inch charges, 10 pounds; 126 cartridge bags for 6.4-inch charges, 12 pounds; 42 wooden powder tanks (200 pounds); 2 boring bits; 6 priming wires; 5 fuze wrenches; 3 vent punches; 1 vent drill; 20 gun tackles, not serviceable; 2 7-inch breechings; 3 6.4-inch breechings; 6 breeching pins; 9 passing boxes, only one serviceable; 1 7-inch ladle; 1 6.4-inch ladle; 2 7-inch gun scrapers; 2 6.4-inch gun scrapers; 1 7-inch worm, with guide rings; 1 6.4-inch worm, with guide rings; 3 7-inch rammers; 3 6.4-inch rammers; 3 7-inch woolen sponges, with Robinson worm; 3 6.4-inch woolen sponges, with Robinson worm; 3 roller handspikes; 9 ordinary handspikes; 20 boarding pikes; 2 sponge caps, 23 Enfield rifles, caliber .58 inch (3 broken); 11 United States muskets, caliber .60 inch; 30 Maynard rifles, breech loading; 11 saber bayonets, Enfield; 21 saber bayonets, Sharps pattern; 28 saber-bayonet scabbards; 36 cap pouches; 49 cartridge boxes; 29 waist belts; 2 arms chests; 2 cutlasses, old pattern; 1 cutlass, new pattern; 9 cartridge formers; 26 wipers for Maynard rifles; 29 bullet molds for revolvers; 3 bullet molds for muskets; 25 screw-drivers; 19 screw-drivers and

cone keys; 500 revolver cartridges, packages broken; 1 bag bullets; 1 box bullets for Maynard rifles, 200; 5 padlocks; 2 fuze wrenches; 135 friction tubes; 1,300 cannon primers; 15 metal-stock fuzes; 7 cannon locks; 4 cannon locks, strings, and toggles; 4 breech sights and screws, metal; 5 wooden breech sights; 4 reinforce sights and screws, metal; 7 vent punches; 5 worms for sponges; 255 musket cartridges; 5 torpedoes; 6 torpedo fuzes; 4 boxes rifle cartridges (500 good); 21 cartridge pouches; 1 pistol holder; 1 primer box; 23 rockets (damaged); 1 box blue lights (damaged).

Except such articles as are specially noted in the foregoing inventory these equipments and stores are in good condition, requiring but slight overhauling and repairs to fit them for immediate service.

We are, sir, very respectfully, your obedient servants,

WM. RODGERS TAYLOR,
Captain.

WM. REYNOLDS,
Commander.

A. S. MACKENZIE,
Lieutenant and Ordnance Officer.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure No. 3.]

U. S. SHIP VERMONT,
Port Royal, S. C., June 23, 1863.

SIR: In obedience to your order of the 19th instant, hereunto appended, we have held a strict and careful survey upon the paymaster's stores of the prize rebel ironclad steamer *Atlanta*, and beg leave to make the following report:

Provisions.

20 barrels bread, 2,217 pounds, @ 4.68 cents	\$103.76
1 barrel flour, 196 pounds.....	8.70
3 barrels rice, 586 pounds, @ 8.56 cents	50.16
1 keg dried apples, 104 pounds, @ 8 cents.....	8.32
Part keg dried apples, 10 pounds, @ 8 cents.....	.80
Part chest tea, 25 pounds, @ 77 cents.....	19.25
2 barrels vinegar, about 50 gallons, @ 12.19 cents.....	6.09
Part barrel vinegar, about 10 gallons, @ 12.19 cents.....	1.22

Which we find to be of good quality, and recommend to be turned into the storekeeper's department of this squadron for issue. Also—

12 barrels pork, @ \$15.....	\$180.00
14 barrels beef, @ \$14	198.00
1 barrel hams, 218, @ 10 cents	21.80
3 barrels bacon, 515, @ 7 cents.....	36.05
2 barrels flour, @ \$5.....	10.00
6 barrels pease, 147 gallons, @ 12½ cents	18.37

Which are of medium quality and are recommended to be sold for the benefit of the captors of the *Atlanta*.

Clothing.

28 blue-cloth round jackets, @ \$3.....	\$84.00
3 white duck overshirts, @ 90 cents.....	2.70
154 cotton undershirts, @ 50 cents.....	77.00
147 pair drawers, @ 50 cents	73.50
28 pair mixed trousers, @ 50 cents.....	14.00
10 white blankets, @ \$1.75.....	17.50
15 seamless caps, @ 90 cents	13.50

Small stores.

7 jackknives, @ 10 cents	\$0. 70
25 tin pots, @ 3 cents .....	. 75
17 tin pans, @ 4 cents 68

Contingent.

8 boxes candles, 400 pounds, @ 16 cents	\$64. 00
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All of which are recommended to be sold for the benefit of the captors, the articles not being of the kind or quality to issue in the Navy.

Very respectfully, your obedient servants,

FRANK C. COSBY,
Paymaster.

R. J. RICHARDSON,
Paymaster.

JNO. S. ISAACS,
Acting Assistant Paymaster.

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

[Subenclosure.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 19, 1863.

GENTLEMEN: You will be pleased to hold a strict and careful survey on the provisions, clothing, and small stores on board the prize rebel ironclad *Atlanta*; ascertain their quantity, appraise their value, and report the proper disposition to be made of them; reporting in triplicate.

Respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Paymaster FRANK C. COSBY,
U. S. Ship Vermont

Paymaster R. J. RICHARDSON,
U. S. S. Wabash.

Acting Assistant Paymaster J. S. ISAACS,
U. S. Ship Vermont.

[Enclosure No. 4.]

U. S. SHIP VALPARAISO,
Port Royal Harbor, S. C., June 23, 1863.

SIR: In obedience to your order of the 20th June, hereunto annexed, we have made a careful inventory of the stores in the carpenter's, sailmaker's, boatswain's, and master's departments of the prize ironclad steamer *Atlanta*, and respectfully report as follows:

Sailmaker's department.

80 new hammocks	\$100. 00
400 yards old canvas	10. 00
2 old boat sails	3. 00

113. 00

Boatswain's department.

50 pounds spun yarn.....	\$5.00
40 oars	15.00
7 boathooks.....	3.00
75 fathoms 1-inch manila	5.00
50 palmetto brooms.....	10.00
	<hr/>
	38.00
	<hr/> <hr/>

Carpenter's department.

1 tool chest with tools	\$10.00
	<hr/> <hr/>

Master's department.

3 gallons spirits turpentine.....	\$5.00
1 binnacle and compass	5.00
1 broken barometer	2.50
	<hr/>
	12.50
	<hr/> <hr/>

Total appraisal..... 173.50

Also a quantity of old blocks, tackle, and rigging and old iron, worthless.

Very respectfully, your obedient servants,

A. S. GARDNER,
Acting Master.
JOHN BLITZ,
Acting Ensign.
JOHN JOINES,
Sailmaker.

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

Letter from Major Halpine, U. S. Army, to the Secretary of the Navy, requesting correction of official records.

HEADQUARTERS DEPARTMENT OF THE EAST,
New York City, January 14, 1864.

SIR: I have the honor of transmitting herewith certified copy of a letter received a few days since from Rear-Admiral S. F. Du Pont, relative to certain information furnished by me while assistant adjutant-general and chief of staff, Tenth Army Corps and Department of the South, to Commander C. R. P. Rodgers, fleet captain South Atlantic Blockading Squadron, which led to and resulted in the capture of the rebel ironclad *Atlanta* in Wassaw Sound.

As the facts set forth in the letter of Admiral Du Pont form part of my military record, I have most respectfully to request, if consistent with the rules of your Department, that you will cause the records of the Department to be amended by the insertion of this letter in its proper place.

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

CHAS. G. HALPINE,
Major and Assistant Adjutant-General.

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

[Enclosure.]

NEAR WILMINGTON, DEL., *January 8, 1864.*

COLONEL: A friend has called my attention to an omission in my official report of June 17 to the Navy Department, to be found in public documents recently published.

I omitted in that letter to state the source of the information which had led me to believe that the rebel ironclad *Atlanta* was preparing for a raid, and about moving. This most important fact was sent off by you to the fleet captain, Commander C. R. P. Rodgers, after you had closely interrogated certain deserters just in from Savannah. I acted instantly on your letter, relieving Captain John Rodgers from a court-martial, of which he was a member, and ordering him to proceed with the monitor *Weehawken* in all haste to Wassaw Sound. I sent a similar order to Commander Downes, of the *Nahant*, then lying in North Edisto, who proceeded also to Wassaw with the utmost dispatch.

So important did I consider the information transmitted by you that I not only acted on it instantly, as above stated, but, if I remember rightly, I wrote a note to thank you for your prompt action in the matter, but for which very different results might have occurred. How I committed the oversight not to mention officially this opportune public service so valuable to me as the commanding naval officer on the coast, I can only account for by great pressure of business and great haste, in order to avail myself of a departing mail.

I seize this opportunity, not only to rectify this omission, but to state also how often I had occasion to recognize your intelligent and efficient zeal in conducting the duties and business of your important position in the Department of the South whenever the military and naval services were blended or had official relations and intercourse. Taking the greatest pleasure in making these statements,

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

S. F. DU PONT,

Rear-Admiral, U. S. Navy.

Colonel CHAS. G. HALPINE, etc.,

Headquarters Department of the East, New York.

Letter of commendation from the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy.

NAVY DEPARTMENT, *June 26, 1863.*

SIR: The Department has received your several dispatches announcing the capture of the rebel ironclad steamer *Fingal*, alias *Atlanta*, and enclosing the detailed reports of Captain John Rodgers and Commander John Downes, of the affair.

I take occasion to express the Department's appreciation of your prompt measures to prepare for the expected appearance of the rebel ironclads by sending off Savannah two of our own, ably commanded; and congratulate you on the acquisition of so powerful a vessel, which promises to be of important service on the station.

To your ceaseless vigilance and that of the officers under your command were we indebted, some months since, for the destruction of the notorious steamer *Nashville*, which the enemy had armed and fruitlessly endeavored to send out to destroy our commerce, and now to your timely measures and the efficient means provided, do we owe the capture of one of the most powerful ironclads afloat, a vessel pre-

pared after months of toil and great expenditure of money, and sent forth with confidence to disperse our blockading fleet and overcome our monitors.

You may well regard this, and we may with pleasure look upon it as a brilliant termination of a command gallantly commenced and conducted for nearly two years with industry, energy, and ability.

The Department desires you to recommend to it an officer of the South Atlantic Blockading Squadron to command the *Atlanta*.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal.

Letter of commendation from the Secretary of the Navy to Captain Rodgers, U. S. Navy, commanding U. S. S. Weehawken.

NAVY DEPARTMENT, *June 25, 1863.*

SIR: Your dispatch of the 17th instant, announcing the capture of the rebel ironclad steamer *Fingal*, alias *Atlanta*, has been received. Although gallantly sustained by Commander John Downes of the *Nahant*, the victory, owing to the brevity of the contest, was yours, and it gives me unaffected pleasure to congratulate you upon the result. Every contest in which the ironclads have been engaged against ironclads has been instructive, and affords food for reflection. The lessons to be drawn are momentous.

On the 8th of March, 1862, there were lying at anchor in Hampton Roads the first-class steam frigates *Roanoke* and *Minnesota*, the sailing frigates *Congress* and *St. Lawrence*, the razer *Cumberland*, and several gunboats. In the presence of this formidable force, representing the highest offensive power of the wooden navy, boldly appeared the rebel ironclad steamer *Merrimack*, and notwithstanding the broadsides poured into her by and the heroic defense of the *Congress* and the *Cumberland*, these two wooden vessels were easily destroyed, and the fate of the others was only reserved for the morrow. During the night, however, the monitor, the first vessel of her class, arrived, and on the 9th of March, when the morning mists lifted, and showed the *Merrimack* and her wooden consorts approaching to complete the work of destruction, our defense consisted not in the great ships that were still afloat and their numerous heavy guns, but in a single small ironclad vessel armed with two guns. History has recorded the courage and skill of Commander John L. Worden, who, disappearing in the smoke of the advancing fleet, dispersed and put to flight their wooden steamers, turned to bay the *Merrimack*, grappled with that formidable monster and drove her back into Norfolk and kept her there until the evacuation of that place led the rebels to destroy their famous ironclad rather than evacuate and risk her capture by her puny antagonist. The lessons of that contest taught us the inadequacy of wooden vessels and our existing ordnance to meet armored ships. For inland operations the monitor turret was immediately adopted, and the XV-inch gun of Rodman being the only gun of greater weight than the XI-inch yet tested, was ordered to be placed in the turrets of the vessels that were constructing. The result of this policy is developed in the action through which you have just passed. In fifteen minutes and with four shots you overpowered and captured a formidable steamer,

but slightly inferior to the *Merrimack*, a vessel that the preceding year had battled, with not very serious injury to herself, against four frigates, a razeed, and for a time with one monitor armed with XI-inch guns, thus demonstrating the offensive power of the new and improved monitors armed with guns of XV-inch caliber.

Your early connection with the Mississippi Flotilla and your participation in the projection and construction of the first ironclads on the Western waters, your heroic conduct in the attack on Drewry's Bluff, the high moral courage that led you to put to sea in the *Weehawken* upon the approach of a violent storm in order to test the seagoing qualities of these new craft at the time when a safe anchorage was close under your lee, the brave and daring manner in which you, with your associates, pressed the ironclads under the concentrated fire of the batteries in Charleston Harbor and there tested and proved the endurance and resisting power of these vessels, and your crowning successful achievement in the capture of the *Fingal*, alias *Atlanta*, are all proofs of a skill and courage, and devotion to the country and the cause of the Union, regardless of self, that can not be permitted to pass unrewarded. To your heroic daring and persistent moral courage, beyond that of any other individual, is the country indebted for the development, under trying and varied circumstances, on the ocean, under enormous batteries on land, and in successful rencounter with a formidable floating antagonist, of the capabilities and qualities of attack and resistance of the monitor class of vessels and their heavy armament. For these heroic and serviceable acts I have presented your name to the President, requesting him to recommend that Congress give you a vote of thanks in order that you may be advanced to the grade of commodore in the American Navy.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Captain JOHN RODGERS, U. S. Navy,
Comdg. U. S. S. Weehawken, South Atlantic Squadron.

Message of the President to Congress, recommending that a vote of thanks be tendered
Captain Rodgers, U. S. Navy.

WASHINGTON, D. C., *December 8, 1863.*

In conformity to the law of 16th July, 1862, I most cordially recommend that Captain John Rodgers, U. S. Navy, receive a vote of thanks from Congress for the eminent skill and gallantry exhibited by him in the engagement with the rebel armed ironclad steamer *Fingal*, alias *Atlanta*, whilst in command of the U. S. ironclad steamer *Weehawken*, which led to her capture on the 17th June, 1863, and also for the zeal, bravery, and general good conduct shown by this officer on many occasions.

This recommendation is specially made in order to comply with the requirements of the 9th section of the aforesaid act, which is in the following words, viz:

That any line officer of the Navy or Marine Corps may be advanced one grade if, upon recommendation of the President by name, he receives the thanks of Congress for highly distinguished conduct in conflict with the enemy, or for extraordinary heroism in the line of his profession.

ABRAHAM LINCOLN.

To the SENATE AND HOUSE OF REPRESENTATIVES.

Joint Resolution tendering the thanks of Congress to Captain Rodgers, of the United States Navy, for eminent skill and zeal in the discharge of his duties.

*Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That, in pursuance of the recommendation of the President of the United States, and to enable him to advance Captain Rodgers one grade, in pursuance of the ninth section of the act of Congress of sixteenth July, eighteen hundred and sixty-two, the thanks of Congress be, and they are hereby, tendered to Captain John Rodgers, "for the eminent skill and gallantry exhibited by him in the engagement with the rebel armed ironclad steamer *Fingal*, alias *Atlanta*; whilst in command of the United States ironclad steamer *Weehawken*, which led to her capture on June seventeenth, eighteen hundred and sixty-three; and also for the zeal, bravery, and general good conduct shown by this officer on many occasions."*

Approved, December 23, 1863.

Letter of protest from Commander Downes, U. S. Navy, commanding U. S. S. *Nahant*, to the Secretary of the Navy.

U. S. IRONCLAD STEAMER NAHANT,
Port Royal Harbor, July 8, 1863.

SIR: For myself, officers, and crew I most respectfully but earnestly protest against the decision just made public in your letter of commendation to Captain John Rodgers, commanding the *Weehawken*, by which you assign to that officer and those under his command the entire credit for the victory gained over the rebel ironclad steamer *Atlanta* in the late action in Wassaw Sound, and I do assure you, sir, that great injustice is done to us of the *Nahant* by that statement; that we participated fully in the action, shared equally in its dangers, and were at least as close to the enemy when the result was attained, at which time, as my official report will show, we were still moving onward toward him with the avowed intention of laying him alongside before firing a shot. Can it be doubted, sir, that the presence of this vessel, and her silent, steady approach, ominous of our actual intentions, had its effect in hastening the surrender of the *Atlanta*, whose people having already experienced the terrible force of the XV-inch gun at from 300 to 400 yards distance, must have had anticipations of what would follow a much closer delivery of its fire? If so, I beg leave to assure you that her commander declared to Lieutenant-Commander Harmony that these considerations did influence and induce him to surrender when he did.

Your letter, which declares the victory to belong solely to the *Weehawken* in this action, has become now a matter of history, and places me in the unenviable position of having been present but avoiding the action in which my consort was engaged. For what other possible interpretation can be given to the statement that I was present but did not share the victory? If I shared in the dangers and chances of the battle and did not seek to avoid the encounter or supinely endure the attack, but on the contrary was hurrying forward, and while enduring the enemy's fire withholding my own only that I might deliver it at the most effective distance; if, at the moment of her surrender I was as near the enemy as my consort but seeking still closer action,

surely I shared the latter and the victory equally with Captain Rodgers, as much so as I should have shared his defeat and disgrace had we been defeated. Captain John Rodgers's record in this war has been a brilliant one, and I am much rejoiced at the gratifying recognition his services have already received and the reward that your letter promises him in the future. I would not deprive him of one particle of the creditable reputation he has fairly earned, but I can not afford to add to it at my own expense. To him it would be small gain; to me, a great loss. I am not a seeker of meretricious fame, but I am ambitious, while serving my country to the best of my ability, of having my services recognized by my countrymen.

Confident, sir, that a proper understanding only is wanting of the claims of myself and those serving with me on board the *Nahant*, to have the sentence I have referred to above corrected, to ensure our receiving this justice,

I have the honor to be, very respectfully, your obedient servant,
 JOHN DOWNES,
Commander.

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

Letter from the Secretary of the Navy to Commander Downes, U. S. Navy, commanding U. S. S. *Nahant*, regarding the participation of that vessel in the capture.

NAVY DEPARTMENT, *July 24, 1863.*

SIR: In my letter to Captain John Rodgers thanking him for important services rendered on repeated occasions, culminating in the capture of the *Atlanta*, it was not my intention to permit any reflection upon those who were present and formed part of his force. If that letter can be so construed it will be a source of profound regret to myself, for I can assure you of my high appreciation of your character as a gentleman and as an officer and of the fidelity, zeal, and gallantry with which you have discharged all your duties. I am also aware that you reserved your fire that you might, by closing with the *Atlanta*, render her destruction more certain. The brevity of the contest and the tremendous effect of the XV-inch shot deprived you of an active participation in a contest which you were pressing forward to share and in which I know you would have acquitted yourself with characteristic bravery.

As senior officer in the brief engagement with the *Atlanta* it was due to Captain Rodgers that I should make acknowledgments to him for that achievement, and the occasion was also opportune to present a brief enumeration of his services in connection with the ironclads. If you had disabled the *Atlanta* with three shots in fifteen minutes without any other vessel present having fired a gun I should have attributed the capture to yourself, and have felt, in making my acknowledgments for the achievement, that no reflection was cast upon others present, and especially not if you were the senior officer.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Commander JOHN DOWNES,
Comdg, U. S. Ironclad Steamer Nahant, off Charleston, S. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the disposition of the flags and other trophies of the prize *Atlanta*.

[No. 40.]

FLAGSHIP DINSMORE,
Off Morris Island, July 27, 1863.

SIR: In reply to the Department's communication of the 9th instant, relative to the flags, officers' swords, and other trophies from the Confederate prize *Atlanta*, I have to state that, as far as I have been able to learn, all the flags and other trophies found on board the *Atlanta* were forwarded to the Department by Rear-Admiral Du Pont. I also learn, unofficially, that the officers of the *Atlanta* were permitted by Captain John Rodgers to retain their swords. This officer being at the North, I am unable to ascertain positively in regard to that.

I have the honor to be, very respectfully, your obedient servant,
J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Report of Commander Webb, U. S. Navy, commanding U. S. S. *Atlanta*, proposing to attack the Federal ironclads in Wassaw Sound.

U. S. S. ATLANTA,
Wassaw River, [Ga.,] June 15, 1863.

SIR: I learned yesterday that two ironclads are inside of Wassaw Sound and are still there. I will leave to-morrow morning to attack them, but do not intend to take the vessel outside.

After I make this attack I shall return to the obstructions below Thunderbolt and wait for the cooperation of the *Savannah* to carry out my views in accordance with your suggestions, expressed in my letter to you of the 10th instant.

I have the honor to be, very respectfully, your obedient servant,
W. A. WEBB,
Commanding Naval Squadron.

HON. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Extract from report of the Secretary of the Navy of the Confederate States, dated November 30, 1863.

The ironclad steam sloop *Atlanta*, under the command of Commander William A. Webb, in the attempt to get to sea from Savannah, got aground and was thus captured by two of the enemy's monitors on the 17th of June last, in Wassaw Sound, after a short action of thirty-five minutes. Commander Webb and his officers being prisoners of war, no official report of the unfortunate occurrence has been received. I submit, however, copy of a report of the circumstances of the capture, as observed by him, from Lieutenant J. [S.] Kennard, U. S. Navy, who witnessed the action, which is hereto annexed (marked B). One man was killed during the action and 16 wounded slightly.

Report of Lieutenant Kennard, U. S. Navy.

SAVANNAH, GA., June 17, 1863.

SIR: I have the honor to inform you that at the break of day this morning the *Atlanta*, being at the time at anchor a few miles below Thunderbolt, got underway and proceeded to Wassaw Sound for the purpose of attacking two of the enemy's ironclads (monitors) lying at that place.

The *Isondiga*, under my command, followed her. The idea of my little vessel following the *Atlanta* was to engage any wooden vessels that might be met with.

The intention of Commander Webb in this truly daring and gallant venture was first to strike one of the monitors with the torpedo projecting from his bows, and thus blowing her up, to turn his attention to the other. Unfortunately, as far as I could observe, the *Atlanta*, before reaching the vessel she had selected to test her torpedo upon, grounded, when she immediately opened fire, being then within a few hundred yards of her. This occurred at five minutes to 5 o'clock a. m. The fire was immediately returned. In the meantime the second monitor, anchored perhaps a mile from the other, got underway and came down to the assistance of her companion.

The *Atlanta* by this time was afloat, and started apparently for the second vessel. In a short time she grounded again, when the monitor passed her close to, rounded to under her stern, and fired a raking shot, shortly after which the *Atlanta* was seen to hoist a white flag, when boats from the enemy proceeded to her, and soon afterwards the Confederate flag, which for some unaccountable reason had been again hoisted, was hauled down, and that of the United States hoisted in its place. Four shots only were fired by either party.

The cause of Captain Webb's surrender can, of course, only be a matter of conjecture, but it is unreasonable to suppose that one who could conceive and attempt so daring a scheme would have so soon struck his colors without some cause entirely beyond his control; such, for instance, as the entire loss of locomotion, or, which I think more probable, the mutiny of his crew.

The only wooden vessel within view was a steamer on blockade duty, anchored far outside and beyond the monitors, where she remained until the contest was over, when she came in and went alongside of the *Atlanta*, for the purpose, I presume, of taking on board the prisoners.

The time elapsed between the firing of the first and last gun was thirty-five minutes.

For further and more minute particulars I refer you to the enclosed notes, etc., of Mr. C. Lucian Jones, Captain Webb's secretary, who was also an eyewitness from the steamer *Resolute*.

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

J. S. KENNARD,

Commanding Naval Squadron (*pro tem.*).

Hon. S. R. MALLORY,

Secretary of the Navy, Richmond, Va.

Report of Secretary Jones.

SAVANNAH, GA., *June 17, 1863.*

SIR: The following report is made from the notes taken by me (on board the *Resolute*) of the action between the steamer *Atlanta* and two ironclad monitors which occurred in Wassaw Sound this morning.

The C. S. S. *Atlanta*, commanded by Commander W. A. Webb, left her moorings in Wilmington River this morning a little before daylight and proceeded into Wassaw Sound, where she attacked two ironclad monitors lying close in on the Wassaw Island shore. The first shot fired was at ten minutes to 5 a. m. The *Atlanta* fired the next shot at five minutes after 5. The position of the attack at this time was thus: The *Atlanta* to the northward; monitor No. 1 about one-third of a mile, and monitor No. 2 about three-fourths of a mile to the southward of the *Atlanta*.

The *Atlanta* attacked monitor No. 1 at once, when she retreated toward monitor No. 2, the *Atlanta* following her for half a mile (more or less), when the *Atlanta* seemed to get aground. Both monitors fired at the *Atlanta* in this position. The *Atlanta* returned their fire once or twice.

At this time monitor No. 1 steamed past the *Atlanta* between the *Atlanta* and the shore, neither vessel firing, but as soon as monitor No. 1 had passed to stern of the *Atlanta* she fired once. After a little delay monitor No. 2 followed in the path of monitor No. 1 and took position also to stern of the *Atlanta*. The *Atlanta* did not fire either time when the monitors passed, although I think they went very near her.

After four shots from the *Atlanta* and five from the monitors, and at about fifteen minutes of 6, I noticed small boats passing from both ironclads to the *Atlanta*. I could not distinguish any signs of surrender on part of the *Atlanta*, but at 6 o'clock a. m. I noticed steam coming from the *Atlanta*, which I think came from her steam pump.

At fifteen minutes after 6 the positions of the vessels had changed so as to bring the *Atlanta* to the southward and both monitors north of her.

At twenty minutes past 6 a wooden gunboat came alongside the *Atlanta*, and then the United States flag was noticed flying on the *Atlanta*.

At 6:30 we got underway to return to the city, the *Atlanta* at the time appearing to have a list offshore.

I noticed only one shot from the enemy which did not ricochet. All others, both from the *Atlanta* and the enemy, seemed to ricochet.

The *Atlanta* did not appear to move after she first grounded. It seemed as if the *Atlanta* was captured in the very place she grounded.

Very respectfully, your obedient servant,

C. LUCIAN JONES,

Secretary to Commander Webb, Commanding Afloat.

Lieutenant Commanding J. S. KENNARD,

Commanding Naval Station (pro tem.), Savannah, Ga.

Report of Brigadier-General Mercer, U. S. Army.

HEADQUARTERS MILITARY DISTRICT OF GEORGIA,
Savannah, June 17, 1863.

GENERAL: I have the honor to report to the commanding general that the C. S. S. *Atlanta* (*Fingal*) surrendered to the abolitionists at 7 a. m. this day. The *Atlanta* proceeded to Wassaw Sound to attack two monitors which arrived there several days since. Captain [J. S.] Kennard, U. S. Navy, who witnessed the meeting at a distance of 2½ miles, reports that the *Atlanta* fired only four shots. She appeared to be aground at the time and the enemy at once took possession. It is surmised that the crew mutinied and overpowered the officers.

Colonel [D. L.] Clinch, commanding Fourth Georgia Cavalry, reports that the abolitionists are landing a large force on St. Simon's Island. He thinks that cavalry or artillery constitute a part of the force, and that a very serious incursion is intended.

I shall use every effort to repel the invaders, but, as the general is aware, my force is much reduced and my means small.

Very respectfully, your obedient servant,

H. W. MERCER,
Brigadier-General, Commanding.

Brigadier-General THOMAS JORDAN,
Chief of Staff.

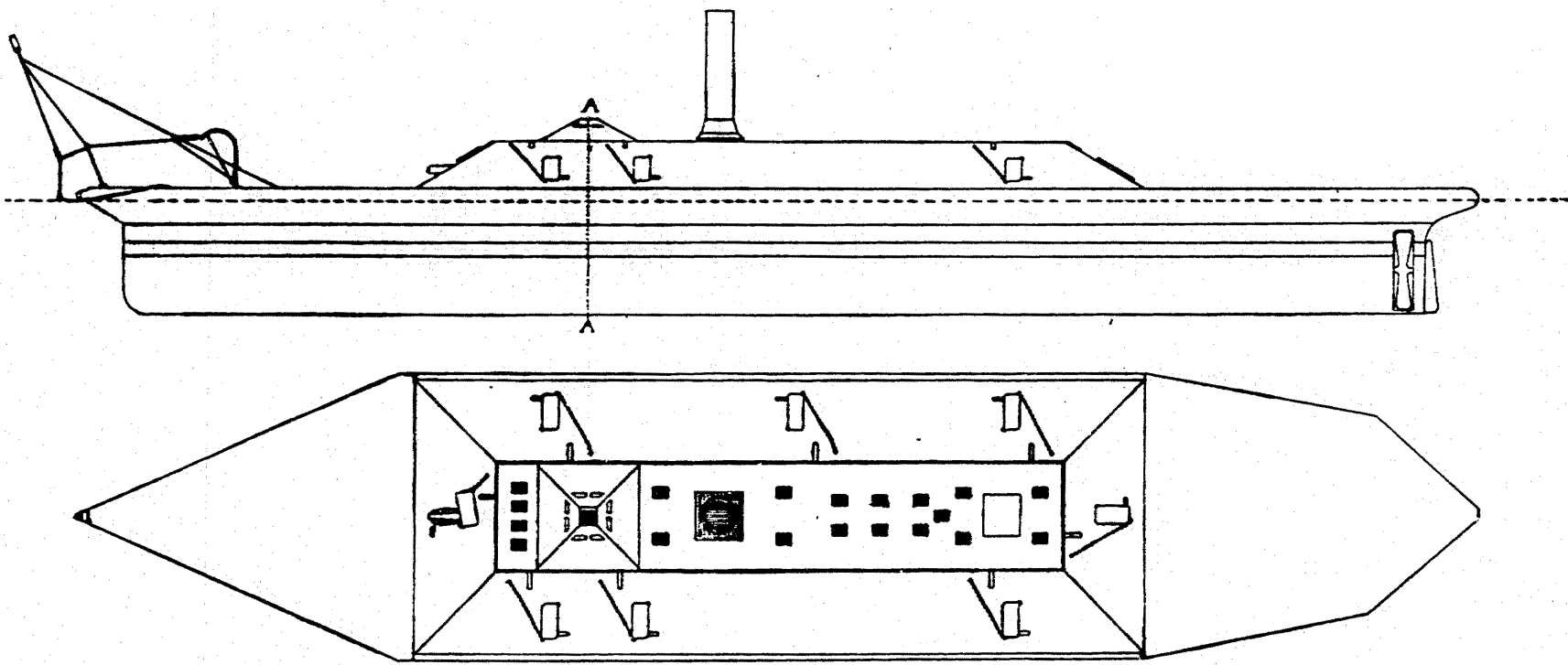
Report of Commander Webb, U. S. Navy, commanding U. S. S. *Atlanta*.

RICHMOND, VA., October 19, 1864.

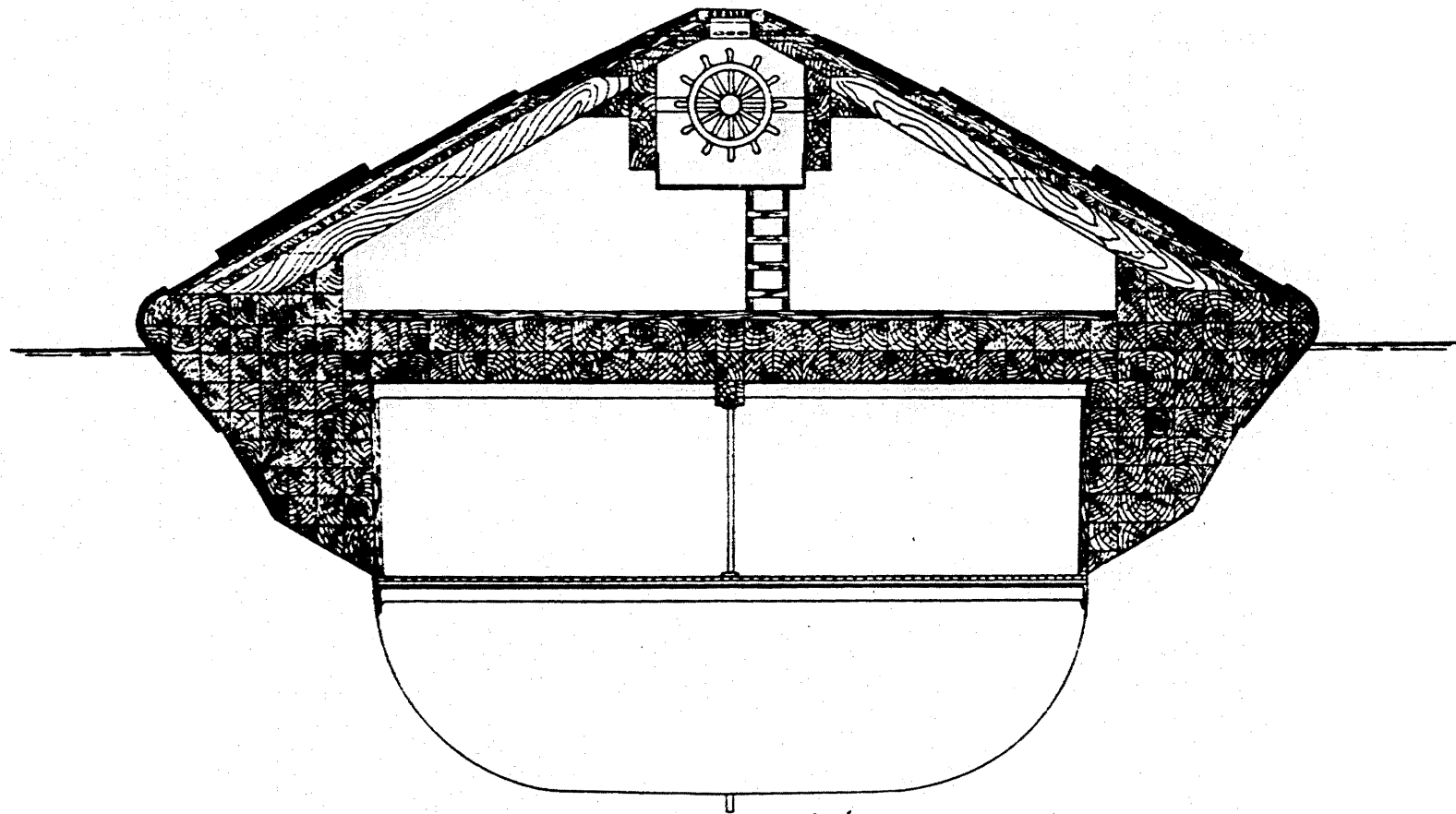
SIR: I most respectfully submit the following report of the C. S. S. *Atlanta's* movements and subsequent capture:

On the evening of June 15, 1863, at 6 p. m., I got underway and left Thunderbolt, Wassaw [Wilmington] River, to save the tide which enabled the ship to go over the lower obstructions. At 8 p. m. I came to anchor and was occupied the entire night coaling. On the evening of the 16th, about dark, I proceeded down the river to a point of land which would place me [with]in 5 or 6 miles of the monitors, at the same time concealing the ship from their view, ready to move on them at early dawn the next morning.

At 3:30 a. m. on the 17th, the tide then being a quarter flood, and everything favorable, I got underway with the hope of surprising the enemy. They made no move indicating a knowledge of my approach until I was within a mile or a mile and a half, steering for them under full steam. When we reached within three-fourths of a mile of them the *Atlanta* touched the bottom. I immediately informed the pilots of the fact, and ordered the engines to be backed, but it was fully fifteen minutes before she was in motion, though the tide was rising fast. As soon as the ship was well afloat, I ordered the engines to go ahead, with the hope of turning her more into the channel, but she could not obey her helm, from the fact of the flood tide being on her starboard bow, and her bottom so near the ground. She was consequently forced upon the bank again. During this time the U. S. monitor *Weehawken*, being in motion and making for us, I ordered



CONFEDERATE STATES RAM ATLANTA. OUTLINE DRAWING AND DECK PLAN.



Section on A.A.

CONFEDERATE STATES RAM ATLANTA. TRANSVERSE SECTION.

Lieutenant Barbot to open fire on her, thinking this would arrest her course and cause her to engage at the distance then between us; but on she came, unheeding my fire. In the meantime the *Atlanta* floated again, still, however, refusing to mind her helm from the same cause as before stated, and was thus forced again on the bank.

Whilst afloat, I was confident of success, as I felt confidence in my torpedo, which I knew would do its work to my entire satisfaction, should I but be able to touch the *Weehawken*, she then being but 200 yards off, steering for me.

Captain John Rodgers evidently knew the *Atlanta* was aground, as she had not approached him since he discovered her, and he held his fire up to this close range, I firing when I could obtain sight on him. At this juncture the *Weehawken* fired simultaneously her XV and XI inch guns, the shot from the latter passing over me, but the shot from the XV-inch gun striking our shield on a line above the port shutter, nearly abreast the pilot house, driving the armor through, tearing away the woodwork inside 3 feet wide by the entire length of the shield, causing the solid shot in the racks and everything movable in the vicinity to be hurled across the deck with such force as to knock down, wound, and disable the entire gun's crew of the port broadside gun in charge of Lieutenant Thurston (Marine Corps) and also half of the crew at Lieutenant Barbot's bow gun, some thirty men being injured more or less.

The next shot was from her XI-inch gun which struck her knuckles, not however breaking the iron, which is there but 2 inches, and doing no damage except starting the waterways.

The next and third shot striking us was from her XV-inch gun and struck the starboard side port shutter of Master Wragg's gun at a considerable angle (the *Weehawken* then being nearly on our quarter), breaking the shutter in half, ripping up the armor and throwing the fragments inside, and wounding and disabling for a time, half of the gun's crew.

The last shot fired was also a XV-inch, which struck the port corner of the pilot house, cutting the top off and starting the entire frame to its foundation, at the same time wounding two of the pilots very severely.

All this time we were hard and fast aground. The tide did not rise high enough for an hour and a half to float the ship, and seeing the effects of the *Weehawken's* shot, and the position she and the monitor *Nahant* had assumed on each quarter of the *Atlanta*, where my guns could not be brought to bear on them, to save life I was induced to surrender.

The action lasted from five minutes of 5 to half past 7 a. m. I could only fire seven shots, and my aim was necessarily very imperfect, owing to the want of lateral motion to my guns. The *Weehawken* fired six times.

I can not speak too highly of the officers and crew under my command. They all displayed those qualities which are inherent in brave men, combining coolness with perfect obedience, though the majority of the crew were from the mountains of Georgia and had but a limited idea of a ship of war.

Accompanying this report I transmit the surgeon's report* of casualties.

* Not found.

Hoping you will grant me a court of enquiry, to enquire into the circumstances attending the loss of the C. S. S. *Atlanta* at an early day, I have the honor to be, yours, with great respect,

W. A. WEBB,
Commander, C. S. Navy.

Hon. S. R. MALLORY,
Secretary Navy, Confederate States of America.

Report of Captain Steedman, U. S. Navy, commanding U. S. S. Powhatan, regarding chase of schooner William Spriggs.

U. S. S. POWHATAN,
Off Charleston, S. C., June 18, 1863.

COMMODORE: Last evening at half past 9 o'clock a sail was discovered off the port beam of this vessel standing in for the land and to cross our bows; a shot was fired from one of the howitzers to bring her to, upon which she immediately tacked and stood off, showing no light and taking no notice of the shot.

This suspicious movement caused me to slip and go in chase. From the time I slipped to the time of overtaking and bringing her to I fired no less than six times at her and was over an hour in pursuit; not a sign of a light was shown, nor any notice taken by the master of the schooner of his being chased until we were within point-blank range, when he hove to and showed a light.

The vessel proved to be the schooner *William Spriggs*, of Philadelphia, bound to Port Royal with coal. Upon her master being brought on board, the only excuse he could give was that he was below and did not know until the last two shots fired at him that I was in chase. I beg that you will bring to the notice of the admiral the conduct of this man, who, from either pure impudence, obstinacy, or imprudence, caused this vessel to be drawn from her station, and the Government put to expense in the consumption of fuel and waste of expensive ammunition, to make him comply with the common rules which govern all vessels on the high seas, and the law which directs that vessels should carry a light forward at all times.

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

CHARLES STEEDMAN,
Captain.

Commodore THOMAS TURNER,
Senior Officer Present.

Letter from Brigadier-General Gillmore, U. S. Army, to Rear-Admiral Du Pont, U. S. Navy, requesting that certain refugees be sent to him for verbal examination.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, Port Royal, S. C., June 18, 1863.

ADMIRAL: I am informed by General Vogdes that certain negroes who escaped from the enemy have recently been sent to you from the squadron off Charleston Harbor.

Will you do me the favor to inform me if they bring any information, and if so, to send them on shore so that I may have an opportunity of talking with them?

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

Q. A. GILLMORE,
Brigadier-General, Commanding.

Rear-Admiral S. F. DU PONT,
Commdg. South Atlantic Blockdg. Squadron, Flagship Wabash.

Report of Rear-Admiral Du Pont, U. S. Navy, of the capture of the schooner Emma, June 19, 1863, off Mosquito Inlet.

No. 326.] FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 24, 1863.

SIR: I have the honor to report the capture, on the 19th instant, by the U. S. mortar schooner *Para*, Acting Master E. G. Furber, commanding, of the schooner *Emma*, off Mosquito Inlet, whilst attempting to run the blockade. The crew deserted her.

No public papers were found on board of her.

I have ordered her to Philadelphia under charge of Acting Master's Mate John McDonough, of the *Para*.

I forward herewith (marked No. 1) a list of the officers and crew of the *Para* entitled to prize money.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

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

Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Master Kirby, U. S. Navy, commanding the U. S. bark Midnight.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 19, 1863.

SIR: You will proceed with the *Midnight* under your command to Sapelo Sound and relieve the *Wamsutta* in the blockade of that place.

You will consider yourself under the immediate orders of Commander A. C. Rhind, senior officer present at St. Simon's.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Acting Master N. KIRBY,
U. S. Bark Midnight.

Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Volunteer Lieutenant Kittredge, U. S. Navy, commanding the U. S. S. Wamsutta.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 19, 1863.

SIR: On being relieved by the *Midnight* you will proceed to Doboy and relieve the *Fernandina*, which vessel you will tow to sea.

You will consider yourself under the immediate orders of Commander Rhind, senior officer at St. Simon's.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Acting Volunteer Lieutenant J. W. KITTREDGE,
U. S. S. Wamsutta, Sapelo.

*Letter from Rear-Admiral Du Pont, U. S. Navy, to Commander Rhind,
U. S. Navy, commanding the U. S. S. Paul Jones.*

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 21, 1863.

SIR: Information has just been received from refugees that the rebels are securing railroad iron on a small steam tug at a place called Fort Barrington Bend, on the Altamaha River.

I send this information for what it is worth.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander A. C. RHIND,
U. S. S. Paul Jones, St. Simon's.

*Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Downes,
U. S. Navy, commanding the U. S. S. Nahant.*

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 23, 1863.

SIR: On the receipt of this order you will repair with the *Nahant* to Port Royal.

You will please give full directions to Lieutenant Dexter, of the *Cimarron*, to take every precaution against surprise.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander J. DOWNES,
U. S. S. Nahant, Wassaw.

*Report of Acting Rear-Admiral Lee, U. S. Navy, of arrival of steamer
Relief at Hampton Roads.*

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., June 23, 1863.

SIR: The transport steamer *Relief*, under navy charter, with workmen and materials on board for Port Royal, arrived here on the 19th instant and was supplied with 38 tons of coal belonging to the Navy.

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

S. P. LEE,

Acting Rear-Admiral, Comdg. North Atlantic Blockdg. Squadron.

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

Abstract log of the U. S. S. Flambeau, Lieutenant-Commander Upshur, U. S. Navy.

June 23, 1863.—At anchor off Murrell's Inlet. At 5:10 a. m. spoke the schooner *Bettie Cratzer*, of Barbados, under British colors, ten days from New York for Havana, in ballast. Ordered her to heave to. At 5:15 sent an officer on board to examine her papers. At 5:30 he returned, bringing with him the captain, mate, and papers of the schooner. Her papers were apparently correct, but on enquiry we found that the schooner had been for many hours inside the line of blockade, and had been anchored in 4 fathoms water, near Singleton's Swash. While there her boat was launched, captain and mate went ashore in her and communicated with the inhabitants, remaining over an hour. They carried with them some salt beef, which was given to the persons who met them on the beach. Upon their return to the schooner their boat was taken in and secured; when the anchor was weighed it was not secured for sea, but by the mate's orders kept in readiness for letting go at a moment's notice. Under the circumstances, and from the contradictory statements of the crew and officers, it was deemed advisable to send her to Philadelphia for adjudication. At 10:30 a. m. transferred the officers and crew, with their baggage, to this vessel, with the exception of the captain and cook, who were to proceed north in the schooner.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Quackenbush, U. S. Navy, commanding U. S. S. Unadilla, to proceed to Wassaw Sound, Georgia.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 24, 1863.

SIR: On the receipt of this order you will proceed to Wassaw Sound and take charge as senior officer of those waters, taking every precaution against surprise from Wilmington River.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

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

Order of Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, to assume temporary command of the South Atlantic Blockading Squadron.

NAVY DEPARTMENT, June 24, 1863.

SIR: Having been appointed next in command to Rear-Admiral Foote, and that distinguished officer being unable from sickness to proceed to Port Royal, whither he was ordered, you are hereby detached temporarily from duty as Chief of the Bureau of Ordnance and will repair to New York, and thence to Port Royal, and relieve Rear-Admiral Du Pont of the command of the South Atlantic Blockading Squadron.

Very respectfully,

GIDEON WELLES.

Rear-Admiral JOHN A. DAHLGREN, U. S. Navy,
Washington, D. C.

Order of the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, to turn over all unexecuted orders to Rear-Admiral Dahlgren, U. S. Navy, succeeding to the command of the South Atlantic Blockading Squadron.

NAVY DEPARTMENT, June 24, 1863.

SIR: Rear-Admiral Foote being unable from sickness to proceed to Port Royal, Rear-Admiral Dahlgren, who was appointed next in command, has been ordered to repair thither and relieve you of the command of the South Atlantic Blockading Squadron, and you will turn over to him all unexecuted orders.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral SAML. F. DU PONT,
Comdg. South Atlantic Block. Squadron, Port Royal, S. C.

Order of the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, that a board be appointed to appraise the prize Atlanta, her equipments, etc., and that after repairs she be assigned for service in the South Atlantic Blockading Squadron.

NAVY DEPARTMENT, June 24, 1863.

SIR: Have drawings and descriptions of the *Atlanta* prepared and forwarded to the Department, also an inventory of all articles found on board; and appoint a board of competent officers, having no pecuniary interest in the capture, to appraise the vessel, her equipments, etc., and forward their report to the Department.

Put such repairs on the *Atlanta* as she may require, officer and man her, and assign her service in the South Atlantic Blockading Squadron.

Forward to the Department any trophies of interest belonging to the prize.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral SAML. F. DU PONT,
Comdg. South Atlantic Block. Squadron, Port Royal, S. C.

Letter from the Secretary of the Navy to Brigadier-General Totten, U. S. Army, requesting to be furnished with certain information relative to Fort Sumter.

NAVY DEPARTMENT, June 24, 1863.

SIR: Will you be good enough to furnish this Department with the following information relative to Fort Sumter, viz:

A general plan of the fort, showing relative position to other objects, depth of water near to it, etc.

Sections, vertical and horizontal, showing dimensions, embrasures, material, sites of magazine, etc.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Brigadier-General JOS. G. TOTTEN,
Engineer Corps, U. S. Army, Washington, D. C.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting reports regarding needed repairs to the U. S. S. Patapsco.

No. 330.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 25, 1863.

SIR: I have the honor to forward herewith a copy of a report (marked No. 1) made by Lieutenant-Commander Erben, of the *Patapsco*, stating that a tooth in the main pinion of the turret gearing of that vessel had given way, and, though once repaired, had given way a second time.

Commander George Rodgers, the senior officer in North Edisto, ordered a survey, the report of which is herewith enclosed (marked No. 2).

The board say that though it might be temporarily repaired at Port Royal, yet, for effective service in action, a new pinion should be ordered from the North, where they have the pattern.

I desire, therefore, to call the particular attention of the Department to this report.

Very respectfully, your obedient servant,

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

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

[Enclosure No. 1.]

U. S. IRONCLAD PATAPSCO,
North Edisto, S. C., June 19, 1863.

SIR: I have to report that to-day a tooth of the main pinion of the turret gearing gave way. On the 1st instant the same tooth gave way while turning the turret. The chief engineer repaired it by dovetailing a wrought-iron one in its place. The gearing was reported ready and the turret turned three times.

To-day it gave way a second time, and the chief engineer reports his inability to repair the same here. The turret was used after the breaking of the tooth, but with it gone the whole pinion is liable to be broken.

Very respectfully, your obedient servant,

H. ERBEN, JR.,
Lieutenant-Commander.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Block. Squadron, Port Royal, S. C.

[Enclosure No. 2.]

U. S. IRONCLAD STEAMER PATAPSCO,
North Edisto Inlet, S. C., June 20, 1863.

SIR: We have examined the condition of the main pinion of the turret gearing of this vessel and are of the opinion that it would be impracticable to attempt to repair it here with the facilities at hand. It might be temporarily repaired at Port Royal, but a new pinion for

effective service in action should be ordered from the North, where they have the pattern.

We are, very respectfully, your obedient servants,

B. B. H. WHARTON,
First Assistant Engineer.
GEO. D. EMMONS,
Second Assistant Engineer.
GEO. H. WHITE,
Second Assistant Engineer.

Commander GEO. W. RODGERS, U. S. Navy,
Commanding U. S. Ironclad Catskill.

[Telegram.]

NEW YORK, *June 26, 1863.*

I have not yet heard from Admiral Paulding nor from Mr. Copeland whether the steamer is chartered to take me to Port Royal. Captain Comstock says the *New London* is a good sea boat. A charter for one month will suffice. Admiral Paulding suggests the *Baltic*.

JOHN DAHLGREN.

Hon. G. V. FOX,
Assistant Secretary.

[Telegram.]

ST. JOHN, NEW BRUNSWICK, *June 26, 1863.*

(Received 4:05 p. m.)

British steamer *Ella*, formerly *Republic*, 124 tons, John N. Purdy, master, will attempt to break blockade off South Carolina between 1st and 4th July.

J. Q. HOWARD,
U. S. Consul.

Hon. GIDEON WELLES,
Secretary Navy.

Letter from Brigadier-General Gillmore, U. S. Army, to Rear-Admiral Du Pont, U. S. Navy, regarding proposed joint operations against the defenses of Charleston.

DEPARTMENT OF THE SOUTH,
Hilton Head, Port Royal, S. C., June 26, 1863.

DEAR SIR: I have the honor to lay before you very briefly the prominent features of a project for securing the possession of Morris Island and the reduction of Fort Sumter, which have already formed the subject of our conversations at two informal interviews.

The plan involves naval cooperation, and as you informed me this afternoon that no instructions covering cooperation of this special character had been received by you, I am anxious to know how far existing orders will enable you to render aid, provided the project itself meets with your approbation.

Having entertained a firm belief, as I now do, in your entire willingness as well as desire to cooperate with the land forces in any and all

operations promising success, I regretted to learn that additional instructions were required before you could fully act. There is scarcely time to communicate with Washington before the initiatory steps should be taken. I deem it of the utmost importance that the attack be made within the next week, before the enemy get wind of it and can concentrate troops from other quarters.

The defenses of Morris Island against an attack from Folly Island comprise five guns and three mortars at the south end, two guns near the light-house, and two or three guns in Battery Wagner. I expect to silence the guns on the south end of the island, land a force there in small boats, and get possession as far up as the light-house, carrying the two-gun battery there. All this should be done under cover of a fire from a small fleet in the channel. With this assistance from the Navy, I expect to be able to carry Battery Wagner. Indeed, I think the Navy alone could reduce it.

At the same time, I propose to make a strong demonstration from the Stono against the James Island defenses, with a heavy force landed at and below Grimball's, under cover of a couple of gunboats or more.

A light-draft gunboat like the *McDonough*, for example, might ascend the Little Folly and open vigorously on Secessionville. The enemy's attention would thus be called away from the true point of attack. They have no suspicion as yet that I am erecting batteries on the south end of Folly Island.

The foregoing are the salient features of this project, subject, of course, to alterations and improvement, at your suggestion.

How far, admiral, do you feel disposed and at liberty to aid in its execution?

If you will appoint an hour for me to see you to-day, I will do myself the pleasure to call, when the details can be discussed fully.

With great respect, admiral, I have the honor to remain, your obedient servant,

Q. A. GILMORE.

Rear-Admiral S. F. DU PONT,

Comdy. South Atlantic Blockading Squadron, Port Royal, S. C.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Rodgers, U. S. Navy, to prepare the U. S. S. Nantucket for crossing the Stono Bar.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., June 27, 1863.

SIR: You will please prepare the U. S. ironclad *Nantucket* for crossing the Stono Bar by taking out all her coal except 40 tons and reducing her draft as far as may be consistent with her steerage. The *Nantucket* should be ready to leave North Edisto on the 30th instant.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander G. W. RODGERS,

U. S. S. Catskill, Senior Officer, North Edisto.

Letter from the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, regarding the removal of guns from the wreck of the U. S. S. Keokuk by the Confederates.

NAVY DEPARTMENT, *June 27, 1863.*

SIR: The Department learns with regret by your letter of the 6th instant that the paragraph from the Charleston Mercury, forwarded to you, stating that the guns of the *Keokuk* have been removed from the wreck and taken to Charleston, is probably correct. You remark, however, that the work must have been done in the night, and add that the Department has already been informed in your dispatch, No. 208, that you offered every facility to Chief Engineer Robie to blow up the *Keokuk* with Mr. Ericsson's raft, but that officer found it too dangerous to use.

The duty of destroying the *Keokuk* and preventing her guns from falling into the hands of the rebels devolved upon the commander in chief rather than on Chief Engineer Robie. I do not understand that the operations were necessarily limited to Mr. Ericsson's raft, of which such apprehensions appear to have been entertained. The wreck and its important armament ought not to have been abandoned to the rebels, whose sleepless labors appear to have secured them a valuable prize.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral SAML. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Letter from the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy.

NAVY DEPARTMENT, *June 27, 1863.*

SIR: Enclosed is a letter from General Totten, with sketches * asked for by you, relative to Charleston, S. C.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral J. A. DAHLGREN, U. S. Navy,
New York.

[Telegram.]

NEW YORK, *June 27, 1863.*

I am ready to leave whenever the steamer shall be coaled and manned, which will not be later than Monday evening, so far as I can now learn.

J. A. DAHLGREN.

Hon. G. V. Fox.

* Not found.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the armament of the U. S. S. New Ironsides.

INTERNATIONAL HOTEL,
New York, June 28, 1863.

SIR: With reference to the difficulty experienced on a former occasion with the *Ironsides*, I propose to substitute rifle guns for those now mounted.

A number of rifled cannon have already been ordered to Port Royal by the Bureau for general use, and some of these can supply the *Ironsides*, if the Department approves of the proposed change of battery, which is only to be considered as temporary for a specific purpose. Will the Department please to apprise me of its pleasure through the Bureau of Ordnance?

Very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Balch, U. S. Navy, commanding the U. S. S. Pawnee, to investigate and report whether he can destroy the steamer Ruby, ashore at Folly Island, South Carolina.

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

SIR: Commodore Turner informs me that the rebels are wrecking the steamer *Ruby*, ashore at Folly Island, as well as the soldiers, and that he had advised General Vogdes to destroy her.

It seems to me that this should be done at once, as it will not do to allow the rebels to take any of her supplies.

You will please investigate the matter and report to me whether you can destroy her.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander G. B. BALCH,
U. S. S. Pawnee, Senior Officer, Stono.

Report of Commander Balch, U. S. Navy, commanding the U. S. S. Pawnee, that the steamer Ruby can be destroyed.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, June 29, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of June 28th, instant, and beg leave to report that I received a letter from Commodore Turner on the 27th instant suggesting the propriety of destroying the *Ruby*, and also suggesting the propriety of conferring with General Vogdes in reference to this case. This I readily assented to and called upon General Vogdes, showing him Commodore Turner's letter, and verbally stated to the general the dislike

that was entertained by the blockading force off Charleston at seeing the rebels wrecking the *Ruby*. I beg leave to state that at General Vogdes's suggestion, after putting the case to him as the Navy regarded it, I wrote to Commodore Turner setting forth the views of General Vogdes, which, in brief, were these, that he is hard at work on the batteries at the head of Folly Island, where, I have just been informed by General Vogdes, are to be placed forty-six guns and mortars, and it was considered of vital importance that the troops should not be disturbed in their labors, and the general (Vogdes) was of opinion that it would be better to forego any small advantage that might be gained by offensive operations against the wreck for the infinitely greater advantage to be gained if the enemy were in ignorance of our designs, and thereby enable us to work without annoyance on our batteries. The case seemed well put by General Vogdes, and I deem it but just and proper to state that I regarded it in that light and have so represented it to Commodore Turner. I deem it important to further state that General Vogdes did not object to blowing up the wreck by the vessels of the blockade, but thought it of much greater importance for his forces to carry on their work without either exciting suspicion or drawing the enemy's fire upon the troops at work on the batteries at the head of Folly Island.

In justice to my own sense of my duty, I beg leave to state that soon after the *Ruby* went ashore off the head of Folly Island I advised General Vogdes to blow her up and at the same time offered the powder to do so, and offered to do it. He requested me to send a boat with a howitzer to keep the rebels off, but I did not deem it proper under the circumstances to do so. In answer to the last clause of your communication of June 28, I beg leave to report that I can destroy the wreck of the *Ruby* by blowing her up if you deem it expedient for me to do so. I write in very great haste, so as not to detain the *Daffodil*, and beg leave to report all quiet in this vicinity.

Very respectfully, your obedient servant,

GEO. B. BALCH,

Commander and Senior Officer Present.

Rear-Admiral S. F. DU PONT,

Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

Report of Rear-Admiral Du Pont, U. S. Navy, of the appointment of a board to appraise the prize Atlanta, her equipments, etc.

No. 340.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., June 29, 1863.

SIR: Drawings and descriptions of the *Atlanta* have been prepared and already forwarded to the Department. Inventories of all articles found on board have been made and a board of competent officers, having no pecuniary interest in the capture, has been appointed to appraise the vessel, her equipments, etc., and their report will be forwarded to the Department.

Repairs have already been made in part and are still progressing, and enclosed is a requisition from Chief Engineer Danby for engineers, firemen, and coal heavers for the *Atlanta*. She is at present under the command of Acting Master Benjamin W. Loring, of the *Weehawken*.

Two flags taken on board have been already put up and addressed to the Navy Department, the only trophies I have knowledge of.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding increasing the efficiency of wooden vessels by surrounding the boilers above water line with armor plating.

NEW YORK, June 29, 1863.

SIR: It will add very much to the efficiency of wooden vessels if their boilers are surrounded above water by an armor plating, thus guarding against the greatest danger to which steamers can be exposed, and making it possible for them to endure a fire which otherwise would be almost certainly fatal to them.

A shot in the boiler not only disables the steam power at once, but is more destructive to life than any other agent, and the prospect of such an occurrence may well demoralize the crew.

The additional weight is perhaps the only important objection, but this will be compensated in some measure by the removal of other weights that however important, are less so than that of the object now proposed.

In the operations of the South Atlantic Squadron I foresee many instances when it will be possible with plated boilers, to bring wooden steamers into action that otherwise can not be so exposed, and I should be glad to be furnished with some vessels so fitted.

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

JNO. A. DAHLGREN,

Rear-Admiral.

HON. GIDEON WELLES,

Secretary of the Navy.

Report of Rear-Admiral Du Pont, U. S. Navy, stating reasons for sending north the U. S. S. Sebago.

No. 334.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., June 29, 1863.

SIR: On the 18th instant I sent the U. S. S. *Sebago* to Wassaw Sound to bring to Port Royal the ironclad prize *Atlanta* and the prisoners taken in her. In coming out of Wassaw the *Sebago* ran on the breakers and remained ashore for two tides, thumping heavily.

Her engines were, for the time, wholly disabled, and I sent the *Dawn* to tow her hither. In doing this the *Dawn* lost her propeller and both she and the *Sebago* were subsequently towed to Port Royal. The engines of the *Sebago* have since been put in working order, but as I have had it in view for some time to send her north to make important improvements and to overhaul her thoroughly, after a cruise of fifteen months, I use her now to tow the *Dawn* to New York with an urgent request that she may be sent back as soon as may be practicable.

A board of survey was ordered to examine into the extent of the damage received while on shore at Wassaw, and their report does not indicate that the injury has been of a serious nature. It is, however, important that the copper should be examined, as at this season the worms soon destroy any wood which they can reach. I would respectfully call the attention of the Department to the ventilation of the *Sebago* and to the position of her pivot guns, which might be changed with advantage.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Brigadier-General Gillmore, U. S. Army, respecting delaying operations to assist military forces in proposed movements, in view of his early relief in the command of the squadron.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., June 29, 1863.

GENERAL: I have delayed until the arrival of the *Arago* to reply to your communication of the 26th instant in reference to naval assistance and cooperation in proposed movements on your part.

As I expected, the *Arago* brings the information that I may look this week for my relief, Admiral Dahlgren, who will doubtless bring instructions from the Government in reference to the subject-matter of your letter, while I am in entire ignorance of the same, having received neither orders nor intimations as to what was pending or intended, except that a large party of workmen, with their superintendents, have been sent with orders to strengthen the monitors in a most material manner, work which will take twelve weeks by their estimates.

I have the pleasure to inform you that I have every expectation of getting an ironclad, the *Nantucket*, across the Stono Bar at the coming spring tides, in accordance with your request, and shall direct the senior officer of the four vessels in Stono to give all support and cooperation possible to the army there.

In reference to operations off Charleston, you will at once perceive that such operations once commenced could not be discontinued, and I can not, in justice to my successor and in the absence of instructions, engage therein.

General, I trust I need not add how agreeable it would be to me to be associated with you again in operations on this coast, impressed as I was by your efficiency and success while attached to the expeditionary corps, impressions which have been much strengthened by your present energy and zeal.

Respectfully, etc.,

S. F. DU PONT,

Rear-Admiral.

Brigadier-General Q. A. GILMORE,

Commanding Department of the South.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Duncan, U. S. Navy, commanding U. S. S. Sebago, to proceed to New York for repairs.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 29, 1863.

SIR: You will proceed with the *Sebago* under your command to New York, towing the U. S. S. *Dawn*, and on your arrival report to the commandant of the yard, and through him to the Secretary of the Navy by letter.

I have informed the Department of the reasons for sending the *Sebago* north.

Respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.
Commander J. M. DUNCAN,
U. S. S. *Sebago*, Port Royal, S. C.

Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Master Moses, U. S. Navy, commanding the U. S. bark Fernandina, to proceed to Portsmouth, N. H., for repairs.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 29, 1863.

SIR: You will proceed with the *Fernandina* under your command to Portsmouth, N. H., and on your arrival report to the commandant of the yard in person, and through him to the Navy Department by letter.

Your vessel has been in commission since September, 1861, without any opportunity for repairs, and as your ship has been on shore twice there is reason to believe that her copper has been much injured, and in this climate the worms would soon destroy her.

On your way north you will keep a sharp lookout for privateers.

Respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.
Acting Master E. MOSES,
U. S. Bark *Fernandina*, Port Royal, S. C.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the stations of the vessels of his command.

No. 347.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., July 1, 1863.

SIR: I have the honor to report the following positions on blockade of the vessels of this squadron:

Off Murrell's Inlet, U. S. S. *Flambeau*.

Off Georgetown, U. S. S. *Conemaugh*.

Off Bull's Bay, U. S. S. *South Carolina*.

Off Charleston, U. S. steamers *New Ironsides*, *Canandaigua*, *Powhatan*, *Flag*, *Augusta*, *Chippewa*, *Lodona*, *Marblehead*, *Ottawa*, *Huron*,

Wissahickon, Memphis, Dandelion; schooners *Norfolk Packet* and *G. W. Blunt*.

In Stono, U. S. steamers *Pawnee, Nantucket, Commodore McDonough*, and schooner *C. P. Williams*.

In North Edisto, U. S. ironclads *Catskill* and *Patapsco*.

In St. Helena, U. S. bark *Kingfisher*.

In Wassaw, U. S. steamers *Unadilla* and *Cimarron*.

In Ossabaw, U. S. S. *Water Witch*.

Guarding St. Catherine's, Sapelo, Doboy, and St. Simon's, U. S. steamers *Paul Jones, Wamsutta, Madgie*, and bark *Midnight*.

In St. Andrew's, U. S. bark *Braziliera*.

At Fernandina, U. S. S. *Potomska*.

In St. John's, U. S. steamers *E. B. Hale* and *Norwich*.

Off Mosquito, U. S. schooner *Pura*.

In Port Royal, flagship *Wabash*, storeships *Vermont* and *Valparaiso*; repairing and taking in stores, U. S. steamers *Housatonic, Weekawken, Montauk, Nahant, Stettin, Oleander*; tugs *Daffodil, O. M. Pettit, Rescue*, and *Columbine*.

As guard ship, Port Royal Harbor, S. C., U. S. S. *Mohawk*.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the successful entrance of the U. S. S. Nantucket into the Stono River.

No. 348.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., July 2, 1863.

SIR: Having received information from Commander Balch of the *Pawnee*, senior officer present in Stono, obtained in part through deserters, that the rebels had a very large force of negroes engaged in deepening Wappoo Cut in order to push their rams through into Stono River, and Brigadier-General Gillmore being also anxious for his forces now on Folly Island, I sent Acting Masters Godfrey and Haffards, our two most experienced pilots, to sound Stono Bar and its approaches with great care.

The result was the discovery of a new channel recently formed, shorter and straighter than the one heretofore used, and carrying over the bar at the highest spring tides 14 feet.

I therefore ordered the U. S. ironclad steamer *Nantucket*, Commander J. C. Beaumont, to cross the bar and enter Stono, which was safely accomplished on the 1st instant.

The *Nantucket* was towed by the U. S. army transport *Ben De Ford*.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, assigned to command South Atlantic Squadron, regarding means of protection to boilers of wooden vessels.

NAVY DEPARTMENT, *July 3, 1863.*

SIR: The Department received your letter of the [29th] ultimo, suggesting that it will add very much to the efficiency of our wooden vessels if their boilers are surrounded above water by an armor plating.

There are shops and mechanics in the South Atlantic Blockading Squadron, and the commanding officer of the squadron is authorized to adopt any measures for protecting boilers of the vessels that he may deem sufficient for the purpose. Any iron that may be needed will be furnished on requisition.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JNO. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, Port Royal.

Letter from Brigadier-General Gillmore, U. S. Army, to Rear-Admiral Du Pont, U. S. Navy, requesting naval aid in an attack upon Morris Island, South Carolina.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, Port Royal, S. C., July 3, 1863.

DEAR SIR: The enemy is very materially strengthening his defenses on Morris Island. A new work of strong relief is being constructed just north of the light-house, but I attach no especial importance to it if we can make an attack before it is finished. My own arrangements for attacking Morris Island are completed, but I can not safely move without assistance from the Navy. We must have that island or Sullivan's Island as preliminary to any combined military and naval attack on the interior defenses of Charleston Harbor.

Morris Island is now the weaker of the two, but in ten days it may be made strong enough to hold out against all the naval and military force we have here.

I appreciate the embarrassing position in which the absence of instructions from your chief and the expected arrival of a successor place you. In view of these things, however, must your department necessarily be restrained from all offensive operations?

A portion of your monitors are, I understand, under repairs and alterations. Would you be willing, admiral, to place the others (two or three for instance) and your available wooden gunboats in the channel abreast of Morris Island, and at the same time add a couple of light-draft gunboats to the force in the Stono?

I consider a naval force abreast of Morris Island as indispensable to cover our advance up the island and restrain the enemy's gunboats and ironclads. The force in the Stono forms part of the diversion in that direction.

This will be brought to you by Colonel Turner, my chief of staff, who is in possession of my views in detail on this matter.

I beg leave, admiral, to express my sincere thanks for the courteous and flattering terms in which your communication of the 29th ultimo was couched, and to subscribe myself,

Your sincere friend and obedient servant,

Q. A. GILLMORE,

Brigadier-General, Commanding.

Rear-Admiral S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal.

NOTE.—This letter was acknowledged verbally through Colonel Turner, and I requested him to inform General Gillmore that he should have all he required, that every preparation had already been made, and the work of strengthening the monitors directed to be carried on in such a way that it could be closed up at twenty-four hours' notice. By so doing, this strengthening of the monitors could be continued and at the same time involve no delay. Colonel Turner expressed his thanks warmly, and stated he thought Tuesday or Wednesday of the coming week would be the earliest day upon which the general could move. (He did not move until Friday.)

The above letter was delivered and the conversation held with Colonel Turner on Friday, 3d July, 1863. Advised Dahlgren on the next day, 4th July.

S. F. DU P.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commodore Turner, U. S. Navy, commanding U. S. S. New Ironsides, regarding cooperation with General Gillmore, U. S. Army.

Confidential.]

FLAGSHIP WABASH,

Port Royal Harbor, [S. C.], July 3, 1863.

SIR: General Gillmore has applied to me for assistance in operations on Morris Island. Though without instructions and daily expecting Admiral Dahlgren to relieve me, I am desirous that the latter should find everything in as great a state of readiness as I can have them.

You will therefore keep the *Ironsides* and such vessels as are suitable for this service in a condition to remove at any moment across the bar, taking what quantity of coal you may deem best for this purpose.

S. F. DU PONT.

Commodore T. TURNER,

New Ironsides, off Charleston.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding orders issued for the U. S. S. Uncas to proceed to New York for repairs.

No. 356.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., July 4, 1863.

SIR: The U. S. S. *Uncas*, being very much out of order, and her machinery needing extensive repairs, and the whole vessel requiring a thorough overhauling, I have ordered Acting Master Watson, the commanding officer, to proceed directly to New York after filling up with coal at Fernandina, reporting his arrival to the Department by letter.

Many of the crew of the *Uncas* have been out a long time without liberty and require some relaxation.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Report of Brigadier-General Gillmore, U. S. Army, regarding promised cooperation of the navy in attack upon Morris Island.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, Port Royal, S. C., July 4, 1863.

SIR: I have the honor to report that Admiral Du Pont will at once enter into my project for getting possession of Morris Island and render all the assistance in his power. He sent me a message to that effect last evening. General Seymour returned from Folly Island yesterday and reports that the enemy is materially strengthening his defenses there.

Very respectfully, your obedient servant,

Q. A. GILLMORE,
Brigadier-General, Commanding.

Major-General H. W. HALLECK,
General in Chief, U. S. Army, Washington, D. C.

P. S.—Admiral Dahlgren is reported off the harbor, coming in.

Report of Captain Green, U. S. Navy, limiting the distance in the approach of flag-of-truce boats.

U. S. S. CANANDAIGUA,
Off Charleston, S. C., July 5, 1863.

SIR: The rebel flag-of-truce boat was met by a boat dispatched from this ship in charge of Lieutenant Manley, and brought a box and package, which I send herewith to be disposed of as you may think proper, the former for Lieutenant Virgil H. Cate, Seventh New Hampshire Volunteers, Hilton Head, and the latter for the commander of the *Renaudin*, at Port Royal, requesting that they might be forwarded.

The commanding officer at Breach Inlet also sent a message to the commanding officer of the blockading force off Charleston, requesting that boats with flags of truce should not approach the inlet batteries nearer than $1\frac{1}{2}$ miles; that there was necessarily some delay in getting their boats off, but that they would meet our boats at that distance.

Observing that the rebel boat was pulling directly for the *Chippewa*, I had directed Lieutenant Manley to say to the officer in charge of her, which directions he complied with, that their flags of truce would always be met at this end of the line of blockade by one of our boats at a distance of a mile or a mile and a half from the blockading vessel nearest to the inlet.

* * * * *

Very respectfully, etc.,

J. F. GREEN,
Captain.

Commodore T. TURNER,
Off Charleston, S. C.

Report of Commander Duncan, U. S. Navy, commanding U. S. S. Sebago, of the arrival of that vessel at New York, towing the U. S. S. Dawn.

U. S. GUNBOAT SEBAGO,
New York, July 5, 1863.

SIR: I have the honor to report the arrival of the U. S. S. *Sebago* at this port with the U. S. S. *Dawn* in tow, after a passage of five days from Port Royal. I have reported to Rear-Admiral Paulding. I enclose a copy of my orders from Rear-Admiral S. F. Du Pont to proceed here.

I am, very respectfully, your obedient servant,
J. M. DUNCAN,
Commander.

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

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Parrott, U. S. Navy, to prepare the U. S. S. Augusta for the transportation of the former to the Delaware River.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., July 5, 1863.

SIR: As I am about to transfer the command of the South Atlantic Blockading Squadron to Rear-Admiral Dahlgren, you will prepare the *Augusta* for sea, as I purpose to go into the Delaware in your vessel.

On your arrival at Philadelphia you will please report to Commodore Stribling, commandant of the yard, and through him to the Department by letter.

You will also report to the commandant the repairs necessary to your vessel and what amount of coal is required to fill you up.

Respectfully, your obedient servant,
S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander E. G. PARROTT,
U. S. S. *Augusta*, Port Royal, S. C.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding censure expressed by the Department.

No. 362.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., July 5, 1863.

SIR: As I was preparing to hand over, at an early hour in the morning, the command of the South Atlantic Blockading Squadron to Rear-Admiral Dahlgren, in accordance with the orders of the Department, I received from the latter its communication of the 27th June, the latest date which has reached me, referring to the guns of the *Keokuk*.

Having indulged the hope that my command, covering a period of twenty-one months afloat, had not been without results, I was not prepared for a continuance of that censure from the Department which has characterized its letters to me since the monitors failed to take Charleston.

I can only add now that to an officer of my temperament, whose sole aim has been to do his whole duty, and who has passed through forty-seven years of service without a word of reproof, these censures of the

Navy Department would be keenly felt if I did not know they were wholly undeserved.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding proposed attack upon Morris Island.

No. 1.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., July 6, 1863.

SIR: I arrived here on the 4th instant and received the command of the squadron to-day from Rear-Admiral Du Pont.

He showed me a letter from Brigadier-General Gillmore, stating that he was about to operate against Morris Island, and requested naval cooperation.

In view of my expected arrival, Admiral Du Pont declined to make arrangements, preferring that I should do so.

On a personal conference with General Gillmore, he further informed me that the enemy appeared to be aware of his design, and were working on Morris Island with great activity to defeat it, in which they would succeed unless speedy action were taken. There was no time, therefore, to obtain the views of the Department on this subject, and it only remained for me to furnish the assistance required. This I propose to do with the turret ironclads. The wooden vessels, also, will be used in case the fire of the enemy should not prove too great.

I regret that the *Ironsides* will be unable to enter, as the chief pilot is of opinion that there will not be sufficient water on the bar for the purpose on that day, nor until the 14th. Of course the most that is expected from the action of these vessels is to relieve the troops as much as possible, and is to be considered of no other consequence.

If the Department has any specific instructions to give upon such subjects I shall be happy to conform to them.

Respectfully, your obedient servant,

JNO. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Request of Rear-Admiral Dahlgren, U. S. Navy, for the U. S. S. Passaic.

No. 2.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., July 6, 1863.

SIR: May I request to have the *Passaic* as soon as she can be made ready?

Very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the naval force for cooperation at Morris Island.

No. 3.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., July 6, 1863.

SIR: Mr. Hughes, sent to superintend the alterations of the turret vessels, informs me that much of the material required for this purpose remains to be forwarded, and that delay in this respect will retard the work. May I ask, therefore, that you will please direct that the material be forwarded at the earliest period.

Mr. Hughes will resume work on the turrets as soon as they return from Charleston. Meanwhile, as the men are on pay, I have directed him to put them on the *Atlanta*, the repair of which should be expedited as much as possible, as she would prove very serviceable.

When the arrangements for covering the operations of the army on Morris Island were nearly completed I learned to my great regret that a pinion tooth of the *Patapsco's* turret gearing was broken and would very much interfere with its revolving. It will not be advisable, therefore, to take this vessel into action for the present, and I will leave her here for the security of this port, for I learn from good authority that the *Atlanta* had a companion, the *Savannah*, on the whole of inferior size, but very nearly of equal power, which was to have gone down with the *Atlanta*, and would have been ready in a few days, when the arrival of the monitors induced the *Atlanta* to try it alone.

This difficulty, with the absence of the *Passaic*, and the impossibility of withdrawing the *Nantucket* from Stono at the present state of the tide, will reduce the covering force at Morris Island to four ironclads.

Very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Brigadier-General Gillmore, U. S. Army, regarding time of cooperative attack upon the defenses of Charleston and his readiness therefor.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., July 6, 1863.

GENERAL: Your note* of to-day is just received. My own arrangements are also advancing, and I see no reason to suppose that they will not be completed for cooperation by the time appointed—Wednesday morning.

I will cause enquiry to be made for such an officer as you need, and will be glad to see you to-morrow.

I am, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

General Q. A. GILLMORE.

Commanding Department of South, Port Royal, S. C.

* Not found.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Captain Rowan, U. S. Navy, regarding the towing of an ironclad to Charleston.

FLAGSHIP WABASH,
Port Royal Harbor, July 6, 1863.

SIR: You will please send the *Lodona* at once to Port Royal to tow one of the ironclads to Charleston.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain S. C. ROWAN,
Senior Officer, U. S. S. *New Ironsides*, off Charleston, S. C.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Rodgers, U. S. Navy, to proceed with the U. S. steamers Patapsco and Catskill off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., July 6, 1863.

SIR: You will leave North Edisto with the *Catskill* and *Patapsco* at such an hour on Tuesday, the 7th instant, as in your judgment the tide will best serve, and proceed off Charleston, arranging so as not to appear off the bar before dark.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander GEORGE W. RODGERS,
Senior Officer, North Edisto, S. C.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Rodgers, U. S. Navy, for the protection of army forces encamped on Seabrook's Island.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., July 6, 1863.

SIR: I have ordered the *South Carolina* to North Edisto to remain during the absence of the ironclads for the purpose of covering the troops encamped on Seabrook's Island.

You will please give Commander Spotts such information as your long experience in that locality will suggest.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander GEORGE W. RODGERS,
Senior Officer Present, North Edisto, S. C.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Captain Rowan, U. S. Navy, regarding precautions against firing at United States vessels arriving off Charleston.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., July 6, 1863.

SIR: As the monitors, with their tows and other vessels, will be arriving off Charleston during the night of Tuesday, the 7th instant,

you will please take such precautions as may be necessary to prevent their being fired into by the blockading vessels.

Very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain S. C. ROWAN,

Comdg. U. S. S. New Ironsides, Senior Officer off Charleston.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Acting Master Godfrey, U. S. Navy, regarding the placing of buoys across Charleston Bar.

FLAGSHIP WABASH,

Port Royal Harbor, July 6, 1863.

SIR: You will proceed in the *Tonawanda* off Charleston and report to Captain Rowan, senior officer present, for the purpose of buoying the channel across Charleston Bar.

The buoys must be in position by daybreak on Wednesday, the 8th instant.

Very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Acting Master J. W. GODFREY,

Coast Pilot.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Rhind, U. S. Navy, commanding the U. S. S. Paul Jones, to proceed with dispatch off Charleston, S. C.

FLAGSHIP WABASH,

Port Royal Harbor, July 6, 1863.

SIR: I send you the *Stettin* to relieve you temporarily at St. Simon's. Please give Acting Master C. J. Van Alstine such instructions as you may think desirable for his guidance during your absence.

You will then proceed in the *Paul Jones*, with all dispatch, off Charleston, S. C., and report to me there.

Very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander ALEXANDER C. RHIND,

Commanding U. S. S. Paul Jones, St. Simon's Sound, Ga.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Captain Rowan, U. S. Navy, to send a force from the vessels off Charleston to Folly River.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., July 7, 1863.

SIR: You will send in charge of Lieutenant Mackenzie, from the vessels off Charleston, in tow of the tug *Dandelion*, a sufficient num-

ber of boats, manned, to carry, in addition to their crews, between 200 and 250 men.

They should leave Charleston Bar immediately after dark to-morrow night, and proceed with the greatest secrecy to Folly River and report at headquarters to the general commanding.

I have instructed Lieutenant Mackenzie as to his duties after arriving there.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain S. C. ROWAN, U. S. Navy,
Senior Officer Present, off Charleston, S. C.

[Telegram.]

NAVY DEPARTMENT, *July 7, 1863.*

Let the *Seneca* proceed to Port Royal under previous orders.

GIDEON WELLES,
Secretary of Navy.

Commodore C. K. STRIBLING,
Commandant Navy Yard, Philadelphia.

Order of Captain Rowan, U. S. Navy, to Acting Master Curtis, U. S. Navy, commanding U. S. S. Memphis, to blockade Bull's Bay, South Carolina.

U. S. S. NEW IRONSIDES,
Off Charleston, July 7, 1863.

SIR: Proceed to Bull's Bay and take up the best position to prevent the exit or entrance of blockade runners.

Very respectfully, your obedient servant,

S. C. ROWAN,
Captain, Commanding off Charleston, S. C.

Acting Master C. A. CURTIS,
Commanding U. S. S. Memphis, off Charleston, S. C.

Order of Captain Rowan, U. S. Navy, to Commander Shufeldt, U. S. Navy, regarding the French consul.

U. S. S. NEW IRONSIDES,
Off Charleston, July 8, 1863.

Dear SHUFELDT: I hope the French consul will not trouble us until the admiral comes up here. If he does come out, you must turn him back with your well-known diplomatic tact.

If you think he ought to be permitted to come out, notwithstanding the admiral's order to me to "receive no flags of truce for the present," you must inform me by signal, and I will give your opinion due consideration.

Should the French consul attempt to come out, you will, in turning him back, say that I shall be happy to make his wishes known to the

admiral, who will doubtless order me to receive the flag of truce for his special convenience. The *Dandelion* will take your boats in tow to-night. Man them lightly. Don't fire on her as she approaches you.

Very truly, yours,

S. C. ROWAN,

Captain and Senior Officer off Charleston.

Commander R. W. SHUFELDT,

Commanding U. S. S. Comemaugh.

Letter from the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding the purchase of the chartered steamer Augusta Dinsmore.

NAVY DEPARTMENT, July 9, 1863.

SIR: The steamer *Augusta Dinsmore*, chartered from Adams' Express Company for your squadron, has been purchased by the Department, therefore her charter ceases. The Department is to pay all expenses incurred since the commencement of the charter. You are authorized to retain such of her officers as you may desire and to give them certain appointments, which will be confirmed by the Department upon the receipt of a list of the same from you. You can assign engineers to her, the senior not to be higher rank than first assistant. You can also appoint to the command such officers as you may select. Such of the officers and crew as you do not wish to retain you will send to New York by the first convenient conveyance.

Very respectfully,

GIDEON WELLES,

Secretary of the Navy.

Rear-Admiral JOHN A. DAHLGREN,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Parker, U. S. Navy, commanding U. S. S. Wabash, to proceed to Charleston, S. C.

STEAMER AUGUSTA DINSMORE,
Off Morris Island, S. C., July 10, 1863.

Immediately upon the receipt of this order you will proceed to Charleston with the U. S. S. *Wabash* under your command and report to me or to the senior officer present.

Very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander FOXHALL A. PARKER,

Commanding U. S. S. Wabash, Port Royal Harbor.

Report of Commander Parrott, U. S. Navy, commanding U. S. S. Augusta, of the arrival of that vessel at Philadelphia.

U. S. S. AUGUSTA,
Navy Yard, Philadelphia, July 10, 1863.

SIR: By direction of Rear-Admiral S. F. Du Pont, who came in this vessel as far as New Castle, Del., I have the honor to report the arrival here to-day of the U. S. S. *Augusta*, under my command.

I have reported to the commandant of this yard the repairs necessary to this vessel, which I think will not be extensive.

I am, respectfully, your obedient servant,

E. G. PARROTT,
Commander.

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

*Joint attack upon Morris Island and Fort Wagner, South Carolina,
July 10 and 11, 1863.*

General instructions of Rear-Admiral Dahlgren, U. S. Navy.

STEAMER AUGUSTA DINSMORE,
Off Charleston Bar, July 9, 1863.

1st. On Thursday morning, 9th instant, as early as possible, before low water, the ironclads *Catskill*, *Montauk*, *Nahant*, and *Weehawken* will pass in over the bar, and up the main Ship Channel in the order named and the vessels will follow each other as may be most convenient to avoid fouling in case of stoppage.

The vessels, when engaging, should take a very open order and concentrate their fires.

2d. The fire of the enemy's batteries on Morris Island will disclose their position and force; as these become known, the turrets will open on them, endeavoring to silence them and at the same time to prevent the passage of troops from the upper to the lower end of the island.

3d. The exact distance for the best effect of our guns must depend mainly on a suitable depth of water and the heights of the enemy's guns.

4th. In no event must a monitor be allowed to touch bottom. The Coast Survey chart indicates the least safe distance as 1 mile, but the chief pilot thinks we can go much nearer with the monitors' draft when halfway up the island, but not otherwise; 600 to 1,000 yards might be preferable, but must be decided on at the time.

5th. The *Weehawken*, *Nahant*, and *Montauk*, having been under some repair, should not choose the least distance nor the heaviest batteries.

6th. Shell, shrapnel, and grape are to be used; the last two in greatest quantities. The time of the fuzes is to be carefully looked at and their operations observed. Uncovered men or open works being the objects of fire, I attach much importance to the judicious use of grape fired with the highest charges and much greater elevation than usual. With 10 degrees elevation and 20 pounds powder, grape of 100 pounds from the XI-inch has a mean range of three-fourths of a mile, spreading some hundreds of yards, less or more; its use in this instance depends on such results as can be noted under fire. It may occur sometimes that shells rolled with low charges may land very well, say 20 pounds of powder for the XV-inch and 10 pounds for the XI-inch.

7th. It is strictly prohibited to waste the fire by bad practice. The aim must be deliberate and well considered, and whenever one vessel observes ineffective fire by another, the latter is to be notified by the former.

8th. Whenever a vessel becomes disabled, signal will be made thereof, and she will retire from action.

9th. Should it happen that any of the turret vessels be in danger of sinking, she is to run outside the bar, if possible, into deep water, her men being removed in time.

10th. The wooden steamers will be assembled outside the bar, near the entrance buoy in readiness to enter. Captain Rowan, of the *Iron-sides*, will observe the course of the action, and if he thinks the fire not too heavy for them, will direct them to cross the bar and engage. It may be possible for the gunboats to sustain fire at 3,000 yards; if so, they can use shells as per enclosed memorandum even to 3,200 yards, which will place them on the farther edge of the channel. In such practice burst the shells well above the objects.

In case our troops establish themselves on the lower end of the island, the wooden vessels will lie abreast of them and sweep the ground between them and Fort Wagner. These vessels must not, however, be exposed to any great fire, as they can not be spared from the blockade. Circumstances must determine further proceedings in this direction.

11th. With a view to divide the enemy's attention from the attack on Morris Island, a body of troops is to ascend the Stono; these will be covered by the *Pawnee* and the turret *Nantucket*, under Captain Balch, who will also send the *McDonough* up Folly River for the same purpose, unless otherwise notified, in which case the *McDonough* will accompany him up the Stono. General Gillmore will inform him more particularly on this subject.

12th. The commander of the *McDonough* must bear in mind, if ordered to ascend Folly River, that his move is but a feint, and he must not permit himself to be drawn beyond this purpose by inferior considerations. He is to amuse and occupy the attention of the enemy, and not permit himself to be diverted from this purpose. Captain Balch will give instructions to the *McDonough* in regard to her movements, being careful that she does not become entangled, and has timely notice to withdraw.

13th. Captain Balch will necessarily be guided by the movements of the troops which he is to convoy. He is recommended to use grape or canister very freely. The turret guns at greatest elevation may serve for 800 or 1,000 yards. The *Pawnee* at 10 degrees for 1,300 yards.

14th. The *Patapsco*, being crippled in the revolving of the turret by the fracture of a tooth in the pinion, will remain at Port Royal in observation of another ironclad (*Savannah*), said to be ready for service at Savannah.

15th. The commanders of the wooden vessels must take every precaution to secure their boilers and steam drums from the effect of the enemy's fire.

JNO. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

P. S.—Attack postponed twenty-four hours at request of General Gillmore.

Memorandum accompanying circular.

XI-inch gun:

Range	yards..	3,240
Elevation	degrees..	13
Charge	pounds..	15
Shell	do.....	130
Time of flight	seconds..	14

The IX-inch shell with 10 pounds of powder will not be materially less.

In special cases the XI-inch may be fired with 20 pounds or even 25 pounds, shell.

The IX-inch, with 12 to 12½ pounds powder, shell. These are extreme charges.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Beaumont, commanding U. S. S. Nantucket.

U. S. FLAGSHIP CATSKILL,
Off Morris Island, July 10, 1863.

SIR: So soon as the tides will serve, you will cross the Stono Bar with the *Nantucket* and report to me, or to the senior naval officer off Charleston.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.
Commander J. C. BEAUMONT,
U. S. Ironclad Nantucket, Stono Inlet, South Carolina.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Brigadier-General Gillmore, U. S. Army, regarding a delayed message of the latter.

FLAG-STEAMER DINSMORE, *July 11, 1863.*

SIR: I have just received your note of this morning, and have already sent my flag lieutenant to say to you that it was 6 o'clock this morning when I heard of your movement. In fact, I have not yet received your message, for what I heard was but a report, which will inform you why the monitors are not in. I will be obliged if you will order your messenger always to deliver his message to me. Any vessel of my command will give facilities for that purpose.

An effort will be made to check the movement of the reinforcements. I will also order up all our marines, and increase them by sailors.

Very respectfully, your obedient servant,

JOHN A. DAHLGREN,
Rear-Admiral.

Brigadier-General GILLMORE,
Commanding.

Detailed report of operations from Rear-Admiral Dahlgren, U. S. Navy.

No. 7.]

STEAMER AUGUSTA DINSMORE,
Off Morris Island, July 12, 1863.

SIR: I have already informed you that an agreement existed between General Gillmore and myself to dispossess the enemy of Morris Island.

The first measure was taken on Friday, the 10th, when, conformably to said agreement, General Gillmore was to open his batteries on the north end of Folly Island against the opposite batteries of the enemy

placed on Morris Island and occupying the sandy eminences that form the southern portion of that island for about a mile north of Light-House Inlet.

At 4 a. m. the four ironclads, *Catskill*, Commander George W. Rodgers; *Montauk*, Commander D. McN. Fairfax; *Nahant*, Commander John Downes, and *Weehawken*, Commander E. R. Colhoun, passed the bar, my flag leading in the *Catskill*. About this time General Gillmore opened his guns with a rapid and well-sustained fire on the enemy. As soon as sufficiently near, the ironclads began to fire with shell upon the enemy's batteries which were replying to General Gillmore, and dispersed their men wherever seen to assemble. About 8 o'clock, being nearly abreast of the northern end of the ridge of sand hills, the batteries of General Gillmore ceased, and our troops were seen making their way upon Morris Island. They advanced rapidly and in some force along the beach.

The ironclads now moved parallel to the low, flat ground that extends northward from the sand hills toward Fort Wagner, and as near to it as the depth of water permitted, rolling shells in every direction over its surface to clear away any bodies of troops that might be gathered there. Our troops pushed on, and about this time some two or three buildings standing apart from each other were seen to be in flames, supposed to be the work of the enemy to unmask the guns of Fort Wagner looking down the beach.

The ironclads were now laid abreast of Fort Wagner. This is an open sandwork about $2\frac{1}{2}$ miles from the southern end of Morris Island, lying about $\frac{1}{4}$ miles north of the sand hills and commanding the low, intervening level. The number of cannon mounted I am unable to state precisely—there may be ten or a dozen in all, looking seaward and landward.

It was about half past 9 o'clock when the first shot was fired at this work. My wish was to close to short grape range, but the chief pilot could not place the vessels nearer than 1,200 yards. Our fire was met promptly and vigorously until noon, when the monitors dropped down in order to allow the men an opportunity for dinner, after which our position was reoccupied, and the attack continued till 6 p. m., when I signaled the action to cease, for the men had now been at hard work for fourteen hours and the weather excessively hot.

The four ironclads fired 534 shell and shrapnel during the entire day, and so far as I could discern from the *Catskill*, and learn from others who had a better view from a distance, the practice was excellent. I was most favorably impressed with the endurance of these ironclads, and I had a good opportunity of judging, as the *Catskill* (according to report of Commander Rodgers, herewith enclosed) was struck sixty times, a large percentage of the hits being very severe. The pilot house, turret, side armor, and decks were all more or less damaged; some of the shot were large; one found on deck, where it fell after striking the turret, proved to be a X-inch. When these heavy shot struck, the concussion was very great, an officer (Acting Master Simmons) touching the turret at such a time, was knocked down senseless and much injured. The iron of the pilot house was broken through entirely, and a nut from one of the bolts driven against the lining so as to break it through; the deck plates are also cut through in many places, so as to make the entrance of water troublesome. The test was most severe, as anyone will admit who will look at the vessel; yet, after firing 128 rounds, she came out of action in good

working order, as was proven by her going into action next day. The enemy seemed to have made a mark of the *Catskill*. The *Nahant* was hit six times, the *Montauk* twice, and the *Weehawken* escaped untouched.

The next morning I received a note in pencil from General Gillmore, stating that he had made an assault at early daybreak on Fort Wagner, and had been repulsed. He learned that reinforcements were expected at 10 a. m., and asked for some action to prevent it. The four monitors were again moved to position near Fort Wagner and scoured the ground in that vicinity.

The acquisition of to-day may not convey an impression of importance, and yet the foothold on Morris Island must lead to the fall of Sumter, and the possession of the main Ship Channel cuts off the best of the three entrances, and, by that much, lessens the chances of passing the blockade.

It is proper for me to add that my staff and the commanding and other officers and crews of the ironclads did their duty handsomely.

I have not yet heard from Commander Balch, who was directed to proceed up the Stono in convoy of a column of troops, but believe that all went right. Lieutenant Mackenzie, of the *Wabash*, had charge of the boats that landed an assaulting column on Morris Island, and did it well. The *Wabash* is now here, and I shall endeavor to organize one or two battalions of marines and sailors for future operations.

May I ask to have the *Passaic* sent down, and a new pinion expedited for the *Passaic*, which is almost useless without it. The tugs, such as *Pusey*, are exceedingly convenient for communication, and I would request three or four more of that class.

It would be advisable that General Gillmore, under whose directions the land operations have been so ably conducted, should be strengthened, for the enemy will make efforts to repossess himself of Morris Island. General Gillmore has been with me this morning, and we shall soon complete arrangements for pushing on. He does not consider it well to make another assault.

I forward (marked enclosure No. 1) a copy of my General Order, No. 1, issued this morning.

The Department will please make some allowance for the hasty character of this communication, as I only took command on Monday, was in action Friday and Saturday, and came here from the North so hastily that I have neither secretary nor experienced clerks.

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

JNO. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

[Enclosure.]

GENERAL ORDER, {
No. 1. }

JULY, 12, 1863.

My thanks are due to Commander George W. Rodgers, of the *Catskill*; Commander D. McN. Fairfax, of the *Montauk*; Commander John Downes, of the *Nahant*, and Commander E. R. Colhoun, of the *Weehawken*, to the executive and other officers, and to the crews of these ironclads, and the members of my personal staff—Fleet Captain William Rogers Taylor, Flag-Lieutenant S. W. Preston, and Ensign

La Rue P. Adams (signal officer)—for the zealous and efficient manner in which they performed their duty during the attacks of the 10th and 11th instant upon Fort Wagner and other fortifications on Morris Island. I have also to thank the ordnance officer, Lieutenant-Commander O. C. Badger, for his systematic promptness in supplying the ironclads with all requisite ordnance stores.

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Report of Commander Rodgers, U. S. Navy, commanding U. S. S. Catskill.

U. S. IRONCLAD CATSKILL,
Inside Charleston Bar, July 10, 1863.

SIR: I have the honor to report to you that upon your coming on board this ship at 4 this a. m. I hoisted your flag forward and stood over the bar, crossing it at 5 o'clock, at which time our batteries on north end of Folly Island opened upon the enemy upon the south end of Morris Island. We steamed up within range of the batteries upon the south and middle of the island, and opened fire upon them at about 6 o'clock. About 9 our troops crossed over and skirmished up the island. We got underway, and standing to the northward along the island, shelled the batteries in advance of the troops. About 10 arrived opposite and engaged Fort Wagner, at 1 hauled off to give the men their dinner, at 2:30 renewed the engagement, and at 6 hauled off and proceeded out of range to an anchorage inside the bar and near the buoys. During the action Acting Master J. W. Simmons was stunned and severely bruised by the concussion of a shot upon the outside of the turret. First-Class Boy James Meehan was wounded in the foot by a fragment of shell which entered the port. Second Assistant Engineer Crolius and Third Assistant [Robert] Clark were prostrated by the intense heat in the engine room, as were several of the firemen and crew. Ensign L. P. Adams, signal officer upon your staff, took Mr. Simmons's duties in the turret and rendered excellent service.

I enclose herewith a requisition for ordnance stores and ammunition, a request for an assistant engineer to be temporarily detailed for this ship, and for some firemen to take the place of those broken down. I have fired 57 XV-inch shells and 72 of XI-inch at the batteries and Fort Wagner. The vessel was struck 60 times, as follows: Hull, 16 times; turret, 17; pilot house, 3; smokestack, 7; deck, 17; there are other marks upon the hull under water which could not be counted. Some of the effects of the shot are of a serious character; the deck has been entirely broken through in four places, two of these sufficiently large to admit large quantities of water, requiring shot plugs; the pilot house was twice struck, nearly in the same place, by shot from a X-inch columbiad, which broke off the nuts upon the bolts and forced one of them through the half-inch lining of the pilot house. The hull was struck upon the port quarter, completely shattering all the plates; one X-inch shell landed upon the deck after striking the turret, without fracture.

I have left 20 shell and shrapnel for XV-inch gun and one XI-inch shrapnel. The smoke box for the XV-inch gun when we ceased firing at noon was much damaged, three out of five of the bolts securing it to the turret having broken off; one of the bolts securing the single

crosspiece under the turret was broken off. The whole fire of the fort was directed at this ship, and being at anchor at about 1,200 yards during the forenoon, we were very severely handled, their X-inch smoothbore doing us the most harm, the rifles generally glancing or striking sideways.

This report is very hastily written after a hard day's work.

I am, very respectfully, your obedient servant,

G. W. RODGERS,
Commander.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Additional report of Commander Rodgers, U. S. Navy, commanding U. S. S. Catskill.

U. S. IRONCLAD CATSKILL,
Inside Charleston Bar, July 11, 1863.

SIR: I have the honor to report to you that at 9 o'clock, in obedience to your order, immediately after your coming on board, I got underway and steamed up toward Fort Wagner, commenced firing upon the neck of land between the fort and Cumming's Point, and continued so to do in order to prevent reinforcements and ammunition from reaching the fort.

I found the fire of Fort Wagner much slackened from, and the aim not so good as, that of yesterday, principally from three rifle guns, the X-inch firing at us but two or three times. At 12:15 hauled off, proceeded out of range, and anchored. I fired 10 XV-inch shell, 1 XV-inch shrapnel, and 15 XI-inch shell; the vessel was struck 8 times, as follows: Turret, 3 times; smokestack, 1; hull, 4; one shot from the X-inch struck us on the bow, near the apex of the angle, opening the joint 2 or 3 inches and loosening the plates.

I enclose herewith the surgeon's report. Two engineers have been sent away exhausted, leaving but three; the presence of the senior engineer, Mr. Emmons, is necessary at all the engines, leaving but two for duty in the fire room. I have ordered First-Class Fireman Frank Marsh, who, notwithstanding previous sickness, has kept up to his work with cheerfulness and alacrity, to duty as an assistant engineer; he has served his time as a machinist, has served as an engineer in the merchant service, is an excellent man, and is recommended by the senior engineer. I would respectfully ask his appointment as third assistant engineer.

I am, very respectfully, your obedient servant,

G. W. RODGERS,
Commander.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of casualties on the U. S. S. Catskill.

U. S. IRONCLAD CATSKILL,
Off Morris Island, South Carolina, July 10, 1863.

SIR: I respectfully report the following casualties, which occurred on board this vessel during the engagement this day with the batteries on Morris Island:

John W. Simmons, acting master, concussion of brain, caused by a shot striking the turret.

Sebastian Crolius, acting second assistant engineer, exhaustion from heat of fire room.

Robert Clark, acting third assistant engineer, exhaustion from heat of fire room.

William P. Shandon, carpenter's mate, concussion of brain and rupture of tympanum while repairing a shot hole in the deck; also exhaustion from heat of fire room while repairing a shot hole over the engines.

Robert Potter, officer's steward, contusion of knee by falling through a hatchway into shell room.

Michael Mooney, second-class fireman, exhaustion from heat of fire room.

Owen McARDell, coal heaver, exhaustion from heat of fire room.

James Meehan, boy, wound and contusion of left foot from a fragment of shell which entered the XI-inch porthole.

I am, very respectfully, your obedient servant,

SAML. W. ABBOTT,
Assistant Surgeon.

Commander GEO. W. RODGERS,
Comdg. U. S. Ironclad Catskill, off Morris Island.

Report of Lieutenant-Commander Cushman, U. S. Navy, commanding U. S. S. Montauk, regarding the fire of that vessel.

U. S. S. MONTAUK, *July 10, 1863.*

SIR: I have to report concerning the operations of the day that this vessel has fired—

XV-inch shell	57
XV-inch shrapnel.....	4
	<u>61</u>
XI-inch shell	100
XI-inch shrapnel	6
	<u>106</u>
XV-inch charges, 35 pounds	61
XI-inch charges, 15 pounds.....	106
	<u>167</u>

and she has remaining—

XV-inch shell	41
XV-inch shrapnel	21
XV-inch charges	81
XI-inch shell (filled)	9
XI-inch shrapnel.....	19
XI-inch charges, 15 pounds.....	10
XI-inch charges, 20 pounds.....	35

She has been but twice hit severely, damaged not materially, and her smoke box is in good condition.

Respectfully,

C. H. CUSHMAN,
Lieutenant-Commander.

Commander D. M. FAIRFAX.

Report of Commander Downes, U. S. Navy, commanding U. S. S. Nahant, regarding the fire of that vessel.

U. S. IRONCLAD NAHANT,
Off Charleston, July 10, 1863.

SIR: In obedience to your order I have the honor to report for this vessel in the engagement with the batteries and Fort Wagner to-day as follows:

1st. Number of XV-inch shell fired, 47; number of XV-inch shrapnel-fired, 6.

2d. Number of XI-inch shell fired, 41; number of XI-inch shrapnel fired, 6.

3d. Number of hits received, 6, viz, 3 on turret, 2 on smokestack, and 1 on side armor.

4th. The number of rounds remaining on board, of XV-inch shell, is 49; of XI-inch shell, is 101.

[JOHN DOWNES, Jr.]

[Rear-Admiral JNO. A. DAHLGREN.]

Report of Commander Colhoun, U. S. Navy, commanding U. S. S. Weehawken, regarding the fire of that vessel.

U. S. IRONCLAD STEAMER WEEHAWKEN, July 10, 1863.

SIR: This vessel fired at the batteries and Fort Wagner during the forenoon, 36 XI-inch shell; 25 XV-inch shell. Afternoon, 47 XI-inch shell; 23 XV-inch shell; 2 cored shot. Total, 133.

Number of rounds on hand, XI-inch, 67; XV-inch, 100.

We were not struck.

The smoke box is in good condition.

Very respectfully, your obedient servant,

EDMD. R. COLHOUN,
Commander.

Rear-Admiral JNO. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Extract from diary of Rear-Admiral Dahlgren, U. S. Navy.

July 9, 1863.—The sky looked so black yesterday that a storm might have come up, but it did not. Before day the monitors were reported, and 5 o'clock (the hour of starting) had arrived, when an aid-de-camp came from General Gillmore asking for the postponement; one of the columns for boats was not ready. Round about is the blockading force, strung rather sparsely; at anchor, too, which is not a good plan.

July 10.—Warm and oppressive. At 4 o'clock, being not quite light, I went on board the *Catskill*, hoisted my flag, and led in over the bar, followed by the *Nahant*, *Montauk*, and *Weehawken*. About 5:10 our batteries began from Folly Island and maintained an incessant fire from forty guns upon Morris Island, the shells cracking in quantities in the air, heavy banks of smoke encircling the view there. The Confederate batteries did not reply for ten minutes, and at the same moment the *Catskill* passed the outer buoy, about 5:15 a. m. turning

the inner buoy, which took us clear of the bar. At 6 passed the wreck of the *Keokuk* and anchored ten minutes afterwards.

At 6:15 the first shell was fired from the *Catskill*, and the other monitors followed, our fire being directed at the batteries and men on the sandy eminences who were replying to General Gillmore. This dislodged them, and their men could be seen running up the beach, many shells from our batteries going over the enemy.

About 8 o'clock the Folly Island batteries ceased, the rattle of musketry was heard, and soon after our men came in sight on Morris Island, the enemy having given way and were seen abandoning their batteries.

The south end of Morris Island is made up of sandy eminences for a mile, and on these was the defense.

Our men still coming on, increased to two regiments and moved in column along the lower beach, the ironclads shelling the ground ahead of them.

It was nearly 9 o'clock when they attained the north extreme of the sand hills and came to the flat ground which constitutes the remainder of the island.

I then pushed on to come up with Fort Wagner.

The water being shoal, the pilot could not go nearer than 1,200 yards. About 9:30 fired the first shot, followed by the other three monitors. The fort replied and the whole scene became animated, the troops moving up the beach, some detached buildings in flames (done purposely by the Confederates), and the cannonading between the fort and the ironclads, Fort Sumter sending a shot at times.

The first three shot from Wagner hit the *Catskill* hard, and it was soon apparent that my flag was to have the most attention.

At noon hauled out of fire to give the men dinner, and about 2 went back to resume work. Meanwhile the body of our troops halted about half a mile from Wagner.

At 6 p. m. ceased and steamed the ironclads down the channel, for the men were now weary and well-nigh exhausted. No one can form an idea of the atmosphere of these vessels.

The *Catskill* was hit sixty times, and her armor very much hurt; turret, pilot house, deck, smokestack hit in many places. The sides of the pilot house bulged through, and I just escaped the end of a bolt that was dislodged. The *Nahant* had six hits, the *Montauk* two, *Weehawken* none.

The *Catskill's* ensign staff was shot away and my flag cut by a fragment of shell.

July 11.—Was told about 6 that Gillmore tried Wagner by assault at daybreak, but was repulsed with loss. About 9 had a note from him by an aid, in which he stated this, and asked that the ironclads should go up and sweep the ground above Wagner, as he supposed it might be reinforced.

Went up in the *Catskill* with the other three and peppered away at Wagner. Saw no troops and came down about noon. This afternoon the *Wabash* and *Nantucket* appeared according to orders which I had sent. The one anchored outside; the *Nantucket* came in.

Report of Lieutenant Mackenzie, U. S. Navy, regarding operations connected with boat expedition into Folly River

U. S. S. WABASH,
Off Charleston, July 12, 1863.

SIR: In obedience to orders from Rear-Admiral Dahlgren, dated July 7, 1863, I that day reported to Captain Rowan, senior officer present off Charleston, for the purpose of taking charge of the boats ordered to be sent to Folly River on the night of the 8th instant from the vessels off that port.

I left Charleston Bar at midnight of the 8th instant in the tug *Dandelion*, with the boats in tow as follows:

New Ironsides, two, in charge of Lieutenant H. B. Robeson; Acting Master's Mate S. S. Hand.

Powhatan, four, in charge of Lieutenant A. R. McNair; Acting Ensign C. P. Walters; Acting Master's Mate C. H. Howland; Sailmaker W. S. Brayton.

Canandaigua, two, in charge of Lieutenant H. De H. Manley; Acting Master's Mate A. F. Eldridge.

Housatonic, two, in charge of Acting Master J. W. Congdon; Acting Master's Mate B. F. Jacobs.

Conemaugh, two, in charge of Acting Master J. L. Lee; Acting Master J. H. Wainwright.

A boat from the *Flag*, in charge of Acting Master George W. Frost, had been sent in the evening before from that vessel. It blew fresh during the night from the southward and westward, and there was a considerable sea on. After many delays, owing to boats breaking adrift, we arrived off Stono at about 2:30 a. m. of the 9th. We then cast off from the *Dandelion*, but failed in finding the buoys, owing to a heavy rain squall, in which we lost our bearings. A little before daylight, finding ourselves near the *Canandaigua*, and so far from the Stono Bar that there was no possibility of reaching it before daylight, we went alongside of the *Canandaigua*, and while there received orders that the expedition would be put off until the night of the 9th.

The *New Ironsides'* fourth cutter I had sent earlier toward Stono Bar to endeavor to find the *Dandelion*. This boat, after finding the *Dandelion*, and giving her her orders, went into the Folly River at daylight, as did also the four boats from the *Wabash*, in charge of Ensign James Wallace and Acting Master's Mate Louis Boun, which had been towed up from Port Royal on the afternoon of the 8th.

On the 9th, at 9 p. m., I again left Charleston Bar in the *Dandelion* with the same boats in tow, excepting the *New Ironsides'* fourth cutter, referred to above. Arrived off Stono Bar at half past 10, was then taken in tow by the tug *Pettit*, and after a delay of about an hour, while the buoys were being lighted, crossed the bar. While crossing, the *Conemaugh's* third cutter sheered into the breakers and was capsized; fortunately everyone was saved.

At midnight of the 9th I reported to Brigadier-General Gillmore at his headquarters in Folly River, and by his order embarked four companies (A, D, F, and C), of the Forty-eighth New York Volunteers, in command of Lieutenant-Colonel Green of that regiment, and pulled up the Folly River to the rendezvous at the head of Light-House Inlet, where we arrived at 4:30 a. m. on the 10th. I there fell in with the boats of my command that had got across the bar the evening before. I was there informed by Lieutenant-Commander F. M. Bunce, of the

Pawnee, that he had been ordered by Rear-Admiral Dahlgren to take charge of all the naval howitzers in the expedition. I therefore directed Ensign Wallace to report to Lieutenant-Commander Bunce with the first launch and first cutter of this vessel (both of which boats had howitzers). The *New Ironsides'* fourth cutter and the boat from the *Flag* were assigned as gigs to Brigadier-General Strong and his staff; the *Wabash's* second launch and second cutter had on board parts of the Seventy-sixth Pennsylvania and Ninth Maine, respectively.

At 5:30 a. m. all the boats from the squadron, together with those belonging to the Army, moved into Light-House Inlet. Here our boats were exposed for about an hour to a moderate fire from the enemy's batteries on the southern end of Morris Island. Fortunately only one of our boats, the *Powhatan's* first cutter, was struck, a small piece of shell, which exploded over her, striking a soldier, and another small piece striking her gunwale. At about 6:45 a. m. the order was given to land the brigade. The troops in the boats from the squadron were very promptly placed on Morris Island Beach. Our boats then took army boats in tow and aided in crossing the reserves from the Folly Island Beach to Morris Island.

At meridian, by order of General Gillmore, pulled down to the anchorage at the mouth of Folly River, and leaving the *Wabash's* boats there, proceeded with the rest of the boats, in tow of the *Pettit*, to the squadron off Charleston.

On the 11th instant, the *Wabash's* boats were towed by the *O. M. Pettit* to Port Royal. While exposed to fire from the enemy's batteries, and during the arduous duties of the expedition, the conduct of both officers and men is worthy of all praise. I would especially call through you the attention of the admiral to the fact that the first American flag was planted on Morris Island by Lieutenant H. B. Robeson, of the *New Ironsides*, who, carrying Brigadier-General Strong in his boat, landed with him.

Very respectfully, your obedient servant,

A. S. MACKENZIE,
Lieutenant, U. S. Navy.

Commander FOXHALL A. PARKER,
Commanding U. S. S. Wabash.

Report of Lieutenant-Commander Bunce, U. S. Navy, regarding a reconnoissance in Charleston Harbor.

U. S. S. NEW IRONSIDES, *July 11, 1863.*

SIR: I have the honor to report that on the night of the 10th I proceeded up the harbor, reporting at the *Catskill*. While waiting for the rest of the boats, an alarm was given and I sent all boats after a floating object, which proved to be two heavy piles connected by cross pieces. This was towed down and given in charge of *Ironsides'* boat.

Pulling up the harbor I failed in getting any further information.

Very respectfully, your obedient servant,

F. M. BUNCE,
Lieutenant-Commander.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting report of Lieutenant-Commander Bunce, U. S. Navy.

No. 66.]

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., February 17, 1864.

SIR: The enclosed document has been mislaid, and now forwarded in justice to Lieutenant-Commander Bunce. I also request that in my communication to the Department, dated January 28, 1864, the name of Lieutenant-Commander Bunce may be inserted at page 9, on the third line, between the words "under" and "Lieutenant Mackenzie," so as to read, * * * "squadron under Lieutenant-Commander Bunce and Lieutenant Mackenzie."

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

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Bunce, U. S. Navy, commanding expedition to Folly River.

U. S. S. PAWNEE,

Stono River, July 12, 1863.

SIR: In obedience to your order I, on the 9th instant at 2 p. m., started from this vessel for the purpose of cooperating with the Army in an attack on Morris Island. Under my command were the launch of this vessel, armed with one rifled and one smoothbore Dahlgren howitzer, Acting Master's Mate Bache; two launches of the *Wabash*, each with a smoothbore 12-pounder Dahlgren howitzer, Ensign James Wallace and Acting Master's Mate Boun; one army lighter, fitted up and armed with two 24-pounder Dahlgren smoothbore howitzers, furnished by the *Commodore McDonough*, Acting Ensign Knapp; two unarmed cutters of the *Wabash*, one of the *New Ironsides*, and one of the *Flag*, Lieutenant Robertson and Acting Master Frost. I proceeded up Folly River and reported to General Gillmore and by his order to General Strong, Lieutenant Mackenzie, in charge of transportation, not having arrived. I gave all the assistance in my power to General Strong, and by 1 a. m. of the 10th instant his brigade was in boats ready to proceed to Light-House Inlet.

Forming the boats in line ahead, Acting Ensign Knapp taking the lead, being well acquainted with the intricate channel, we proceeded up the creeks, and by daybreak were with the whole brigade at or near the junction of the creeks with Light-House Inlet.

Just after daylight the batteries on Folly Island opened upon the enemy. Getting the armed launches in line abreast, I pulled into Light-House Inlet and at a distance of 1,800 yards opened fire upon the Morris Island batteries with the rifled howitzer. Pulling down the inlet, slowly firing till we got within good distance of the batteries, I opened with all the howitzers, using 4-second shrapnel. The enemy returned the fire briskly with three or four heavy guns, but without effect. After an hour's rapid firing the enemy's batteries ceased to answer except with one heavy gun.

General Strong determined to effect a landing with his brigade and designated the point. I sent the two launches of the *Wabash* below

while I took up a position above this point that, with the heavier guns, I might cover him and enfilade the enemy's rifle pits should he attempt to occupy them to oppose the landing. The landing was successful, all the launches keeping up a rapid and effectual fire of shell and shrapnel over the heads of the troops, forming about a hundred yards in their front and between them. This fire did not cease till the assaulting forces had so far advanced as to render it unsafe to continue lest injury might result to our own forces. Although several of the transports were struck, and one sunk, none of the boats under my command was hit, we being in a measure protected by the banks, which, as the tide ran out, afforded some shelter. Every officer and man did his whole duty with alacrity.

Very respectfully, your obedient servant,

FRANCIS M. BUNCE,
Lieutenant-Commander.

Commander G. B. BALCH,
Commanding U. S. S. Pawnee, Senior Officer.

Letter of commendation from Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Bunce, U. S. Navy.

FLAG-STEAMER PHILADELPHIA,
Charleston Roads, May 15, 1864.

MY DEAR SIR: As you are about to return home I take this occasion of correcting an omission in regard to your service in action with the rebels.

The well-executed landing of the troops upon Morris Island, under cover of our batteries, was due to yourself as senior officer, as well as to Lieutenants Mackenzie and Robeson, who were acting under your orders.

It was a most useful service, highly creditable to you and to the officers with you.

With my best wishes, very truly, yours,

JNO. A. DAHLGREN,
Rear-Admiral.

Lieutenant-Commander BUNCE, *U. S. Navy.*

Abstract log of the U. S. S. Montauk, Commander Fairfax, U. S. Navy, commanding.

July 10, 1863.—At 4 a. m. the army opened fire on the rebel batteries on Morris Island. At 4:10 got underway, moored the whaler near the bar, and at 6 stood in over Charleston main bar, *Catskill*, *Nahant*, and *Weehawken* following. At 6:40 passed the *Catskill* and took position just above her and opened on rebel batteries on Morris Island bluffs, *Catskill*, *Nahant*, and *Weehawken* doing the same. At 8:45 our troops landed on Morris Island. At 9:10 in possession of all the lower batteries. Moved up and opened on Fort Wagner, in company with the *Nahant*, *Weehawken*, and *Catskill*. At 12 m. moved out of range for dinner. At 1 p. m. struck by a rifle bolt from Wagner. At 2 moved up to the attack again until 6, when, in obedience to signals, withdrew and anchored for the night, having expended during

the day 100 XI-inch shell and 6 XI-inch shrapnel, 56 XV-inch shell, 5 XV-inch shrapnel, and 1 XV-inch grape. Received one hit during the action in the afternoon on side armor, starboard side.

July 11.—At 4:20 a. m. saw the flashes and heard the report of musketry and artillery. Called all hands and cleared ship for action. At 10 moved up to join the attack on Fort Wagner. At 12 engaged with the fort in company with the *Catskill*, *Nahant*, and *Weehawken*. At 12:15 ceased firing and came to anchor out of range of the enemy's guns.

Abstract log of the U. S. S. Nahant, Commander Downes, U. S. Navy, commanding.

July 10, 1863.—Off Charleston. From 4 to 8: At 5 we took our position in line and stood in over the bar in company with the *Catskill*, *Montauk*, and *Weehawken*. At 5 a. m. the United States batteries on Folly Island opened fire, which was returned by the rebel batteries on Morris Island at 5:10. At 6:12 the *Catskill* opened fire. At 6:30 a. m. the *Nahant* opened fire on the rebel batteries. From 8 to meridian: At 8:30 a. m. our troops crossed and landed on Morris Island. Continued firing at the rebel batteries and at 9:25 the last sand battery was taken. Continued to shell the island ahead of the troops. At 9:30 ceased firing and stood up toward Fort Wagner and opened fire on it. At 12:35 ceased firing and stood out of range of the guns of Fort Wagner. At 1:50 weighed anchor, stood out to our old position. Reopened fire at 3:12. Ceased firing at 5:35 to wash and cool the guns; opened again at 6. At 6:20 ceased firing for the day, stood down toward the bar, and came to anchor inside of it. During this day's action fired 47 XV-inch shell, 6 XV-inch shrapnel, 41 XI-inch shell, and 6 XI-inch shrapnel. We were struck 3 times on the turret, 2 on the smokestack and 1 on side armor.

July 11.—From 8 to meridian. Stood up toward Fort Wagner and opened fire at 10:10. At 10:15, being in 2½ fathoms, the propeller became foul; anchored and continued firing. Weighed anchor at 11:50; ceased firing at 12 and withdrew from action. During the action fired 12 XV-inch shell, 2 XI-inch shell, and 10 XI-inch shrapnel. Received 11 hits.

July 12.—At 2 p. m. weighed anchor and steamed up toward fort. Opened fire at 2:45, guns working badly on account of rain. At 3:35 withdrew from action. During this action fired 1 XV-inch shell and 3 XI-inch shell. Received 6 hits.

Abstract log of the U. S. S. Catskill, Commander Rodgers, U. S. Navy, commanding.

July 10, 1863.—Inside Charleston Bar. At 4:30 a. m. received the admiral and staff on board, with Mr. Godfrey, pilot. Stood in over the bar, followed by the other ironclads. The batteries on shore opened fire at 5:09. At 6 this vessel opened fire on the batteries on Morris Island and bodies of troops passing up the beach toward Wagner; followed them up and opened on Wagner, the vessel at anchor, she replying heavily. At —, Mr. Simmons, acting master, was knocked down insensible by a shot striking the turret near him; sent him below. At 1:30 p. m. dropped out of action, followed by the other vessels, and

gave the men their dinner. At 2 p. m. sent Mr. Simmons and several men, overcome by the heat in the fire room, away to recover. At 2:50 renewed the attack on Fort Wagner. At 6:30 dropped down and anchored for the night, having been struck during the day 64 times, the deck pierced in several places. Fired during the day 59 times from the XV-inch gun and 72 times from the XI-inch gun. Our smoke box to XV-inch gun started off and several bolts gone.

July 11.—Off Morris Island. From midnight to 4 a. m. At 4 heavy firing from the enemy on our troops in the vicinity of Fort Wagner. At 4:05 a. m. heavy firing and quick firing from Fort Sumter, all hands at quarters. At 4:30 a. m. the ironclad *Montauk* got underway and went farther up toward Sumter and anchored. At 4:35 the gunboat *Conemaugh* got underway and went out over the bar. At 8:10 a. m. the admiral and staff came on board; started up to Wagner and engaged with shot, followed by the other ironclads, the enemy replying. From 12 to 4 p. m.: Came to an anchor out of range of the enemy's guns. Ammunition expended in the forenoon: 17 XI-inch shell, 11 XV-shell, 1 XV-inch shrapnel.

Abstract log of the U. S. S. Pawnee,* Commander Balch, U. S. Navy, commanding.

July 9, 1863.—Stono River. From 6 to 8 p. m.: At 7:20 this ship opened fire in the woods on east bank of the river and fired at Secessionville tower with the rifles. From No. 1 rifle gun fired 2 shells. No. 2 rifle fired 1 solid shot, 1 Schenkle shell. Fired 2 IX-inch solid shot and 2 shell.

July 10.—At Stono Inlet. From meridian to 4: At 1:30 General Terry came on board to communicate with Commander Balch. Heavy firing during the watch from Fort Sumter, Wagner, and Cumming's Point battery. At 3:10 General Terry left the ship. At 3:40 the tug *O. M. Pettit* came up the river and reported the United States forces in possession of Morris Island, with the loss of 60 killed and wounded; took 150 prisoners.

July 11.—From 4 to 6 p. m.: At 5:10 got underway and stood up the river. At 6 p. m. anchored opposite Tom Grimball's and opened fire in a direction a little to the right of the tower in Secessionville. At 6:30 ceased firing.

July 13.—From 8 to meridian: At 9:40 General Terry came on board. At 9:50 fired No. 2 rifle and rifled boat howitzer at some horsemen back of Paul Grimball's house.

Abstract log of the U. S. S. Nantucket, Commander Beaumont, U. S. Navy, commanding.

July 10, 1863.—At anchor in Stono River. At 2:30 a. m. heard several discharges of musketry to the northeast of us. At 5 a. m. heavy firing in direction of Folly Island. At 10:15 tug *Pettit* brought the news of the possession of Morris Island by our forces. At 6 tug *Dandelion* arrived with *Pawnee's* launch in tow.

* See also report of Commander Balch, U. S. Navy, relating in part to operations of July 10 and 11, p. 346.

July 11.—At 12:30 p. m. up anchor and steamed down river in charge of a pilot. At 2:30 came to anchor in Stono and sent bullet-proof bulwarks on board the buoy schooner. At 3 steamer *Delaware* came alongside, took our hawser, and proceeded to tow us over the bar, *Ben De Ford* acting as convoy. At 4 p. m. crossed the bar. From 4 to 8 p. m. steaming for Charleston in tow of steamer *Delaware*. At 4:15 the *Ben De Ford* returned to Stono. At 6, off the bar, got a pilot from the *Powhatan* and proceeded over the bar. At 6:45 came to anchor near other monitors.

July 12.—Off Charleston. From 8 to meridian: Moderate breezes and sultry weather. Gunboats *Conemaugh*, *Paul Jones*, *Ottawa*, and *Marblehead* shelling Fort Wagner from 9 to meridian. Meridian to 4 p. m., three gunboats shelling Wagner.

Abstract log of the U. S. S. Commodore McDonough, Lieutenant-Commander Bacon, U. S. Navy, commanding.

July 9, 1863.—At 3:30 p. m. the army boat, used as a launch, fitted with two howitzers and manned by second cutter's crew, in charge of Acting Ensign Knapp, left the ship on an expedition. At 5:20 p. m. got underway, in company with *Pawnee*, in following order: *Nantucket*, Commodore McDonough, *C. P. Williams* in the rear, and steamed up Stono River, transports following. At 7 *Pawnee* and *Nantucket* came to anchor about one-half mile below Grimbald's plantation, answered signals from *Pawnee*, and opened fire on Secessionville from IX-inch and 50-pounder rifles, the rest of the vessels doing the same. At 7:15 cast off the *C. P. Williams* and she came to anchor, and we steamed up to the *Pawnee*, who ordered us to cease firing. At 7:20 beat retreat.

July 10.—At 5 a. m. heavy firing commenced on Morris Island. Steamer *Ben De Ford* came up with troops; at 7 firing appeared more distant; nearly ceased. At 3 p. m. steamer *O. M. Pettit* came in, with the news that our troops had full possession of Morris Island. From 6 to 8 p. m. The army boat, with howitzers and second cutter's crew, in tow of the steamer *Mary Benton*, capsized abreast of Legaréville, and Thomas Smith, landsman, was drowned.

July 11.—At 12:40 p. m. rebels fired from pickets on John's Island at the *General Hunter*. Beat to quarters, fired one shot.

[Telegram.]

SAVANNAH, GA., *July 9, 1863—2:30 p. m.*

Your dispatch is referred to me. I have made arrangements to aid you with my available force by railway route. The demonstration may be for this place. I must be here prepared for it. When you inform me that [it] is surely with you, telegraph me, and I will be with you at the earliest moment.

W. W. HUNTER,

Flag-Officer, Commanding Afloat.

Captain J. R. TUCKER,

Commanding Afloat, Charleston, S. C.

[Telegram.]

CHARLESTON, *July 10, 1863.*

SIR: Your telegram received. The enemy are making a demonstration on Morris Island. The attack seems decided for Charleston; three of the monitors signaled as inside the bar this morning at 5 o'clock; will be happy to have such force as you can spare us, including some engineers.

J. R. TUCKER,
Captain, Commanding Afloat.

Flag-Officer W. W. HUNTER.

[Telegram.]

SAVANNAH, GA., *July 10, 1863.*

You ask for such force as I can spare. I have no available force of officers, engineers, or men to spare without rendering this place (by water) defenseless; yet, on your representation of affairs with you, I will send you, by the first conveyance, to be returned here as soon as their service can be dispensed with, 3 lieutenants, 1 midshipman, 4 engineers, 1 assistant surgeon, and 50 men.

W. W. HUNTER,
Commanding Afloat.

Captain J. R. TUCKER,
Commanding Afloat, Charleston, S. C.

[Telegram.]

CHARLESTON, *July 10, 1863.*

Is the firing from our works, Morris Island, at the monitors or at the enemy on land? Enjoin against throwing away ammunition against ironclads at long ranges. Order large number of Rains torpedoes established in advance of Battery Wagner at proper time.

G. T. BEAUREGARD,
General, Commanding.

General RIPLEY.

[Telegram.]

SUMTER, *July 10, 1863.*

Our troops have been driven back to Battery Wagner. Cumming's Point battery has opened on the pursuers. Fort Sumter just opening. Monitors are shelling Battery Wagner. I do not think it well to send more troops to Morris Island immediately, as there are enough there to crowd the works we hold. Has General Hagood arrived? Should any guns arrive, they had best be put in position in first White Point battery.

R. S. RIPLEY,
Brigadier-General.

Captain NANCE (for General JORDAN).

[Endorsement.]

Received at 10:45 a. m.

G. T. B[EAUREGARD].

[Telegram.]

CHARLESTON, S. C., *July 10, 1863—11 p. m.*

At dark enemy retained possession of southern portion Morris Island. Four monitors engaged Batteries Wagner and Cumming's Point all day without damages or casualties, but loss in opposing landing severe; 300 killed and wounded, including 16 officers. Enemy's loss evidently heavy.

G. T. BEAUREGARD.

General S. COOPER,
Richmond.

[Telegram.]

CHARLESTON, *July 11, 1863—9:45 a. m.*

Enemy attacked in force Battery Wagner on Morris Island at daylight this morning, but was quickly repulsed with 95 killed, many wounded, and 130 prisoners. Only five casualties on our side. All quiet; still on James Island.

G. T. BEAUREGARD.

General S. COOPER.

Report of Colonel Graham, C. S. Army, commanding Twenty-First South Carolina Volunteers.

HEADQUARTERS FORT JOHNSON, *July 18, 1863.*

CAPTAIN: I beg leave to submit the report of the engagement on Friday, the 10th instant, by which the abolitionists gained possession of the works on Morris Island south of Battery Wagner.

I was aware that an attack was shortly to be made on Morris Island by the unmasking of extensive works on Little Folly Island on Thursday morning, and also by the arrival of four ironclad monitors off the bar, which was reported to district headquarters, and reinforcements asked for.

On Friday, the 10th instant, the engagement began by the batteries on little Folly Island opening with a terrific fire before sunrise on the works at the south end of Morris Island, and soon after by the ironclads from the sea on the left, and several barges with howitzers in Light-House Creek on the right. The fire was gallantly replied to by the artillerists, under the immediate command of Captain [J. C.] Mitchel. The infantry force was immediately formed and put in position to resist a landing at Oyster Point, and placed under the command of Major [George W.] McIver, Twenty-first South Carolina Volunteers. This force consisted of the Twenty-first South Carolina Volunteers, numbering about 400 men, and a detachment of Company D, First South Carolina [Regular] Infantry [Third Artillery], numbering about 40 men, under the command of Captain [C. T.] Haskell [jr.].

About one hour and a half after the engagement commenced the enemy landed under cover of their fire at Oyster Point, between 2,000 and 3,000 strong, and a destructive fire was directed against them by our batteries. They were promptly met by the infantry force under Major McIver, and held in check until a like force was landed in front of the batteries, under cover of the bank of the creek, the tide being low. At this time a portion of Nelson's battalion came up. I hurried

them to the support of the batteries. They did not get in position, however, for the front line of our works was in the possession of the enemy, and one-half of the force under the command of Major McIver was either killed or wounded, and more than half of the officers. I then ordered the whole force to retire, which they did in order, firing as they retreated. When about halfway back to Battery Wagner, the rest of Nelson's battalion came up. I had them formed in line of battle to cover the retreat. The iron monitors followed us along the channel, pouring into us a fire of shell and grape. When the exhausted and wounded had got sufficiently to the rear, I then ordered the whole to retire to Battery Wagner.

The Twenty-first South Carolina Volunteers lost in killed, wounded, and missing, 183. Captain Haskell's company lost 12. The artillery command lost 100.

Of the whole command, I must say that they fought bravely and well. Many individual acts of gallantry could be mentioned, but where all did well it would be invidious to report them. I can not, however, fail to mention the gallant conduct of Captain W. E. Stoney, acting assistant adjutant-general to the command.

Very respectfully, your obedient servant,

R. F. GRAHAM,

Colonel Twenty-first South Carolina Volunteers, Commanding.

Captain W. F. NANCE,

Assistant Adjutant-General.

Report of Captain Rowan, U. S. Navy, requesting instructions regarding the disposition of the prize steamer Planter.

U. S. S. NEW IRONSIDES,

Off Charleston, July 11, 1863.

ADMIRAL: The *Memphis* came to me this evening with a prize steamer [*Planter*] in tow, which broke down off Bull's Bay on her way from the Gulf Squadron to New York.

Be pleased to instruct me how she is to be disposed of. I want to send the *Memphis* to her station. Shall I send the prize inside the bar?

Very respectfully,

S. C. ROWAN,

Captain, U. S. Navy.

Rear-Admiral JNO. A. DAHLGREN,

Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, to master of the steamer Prometheus, to proceed to Port Royal, S. C., towing prize steamer Planter.

STEAMER AUGUSTA DINSMORE,

Off Morris Island, South Carolina, July 12, 1863.

SIR: Proceed to Port Royal, towing with you the prize steamer *Planter*. On your arrival there report to Commander William Reynolds, of the *Vermont*, showing him these orders. You will request him to have your vessel coaled as soon as possible, when you will

return to this anchorage, towing with you a coal vessel that will be designated by Commander William Reynolds.

Very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain J. A. B. LOTHROP,

Commanding Steamer Prometheus.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Parker, U. S. Navy, for the organization of a naval brigade.

STEAMER AUGUSTA DINSMORE,

Off Morris Island, July 12, 1863.

SIR: I desire to have organized, with as much dispatch as possible, for service on shore, three naval battalions, one to consist of marines and the other two of sailors.

As adjutant, you are charged with this organization, and the commanding officers of all vessels in this squadron, with whom you may communicate, are hereby instructed to give you all information as to the number of men on board their vessels available for such service.

Respectfully, your obedient servant,

JNO. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander FOXHALL A. PARKER, U. S. Navy,

U. S. S. Wabash.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Balch, U. S. Navy, regarding the U. S. steamers Marblehead and McDonough.

STEAMER AUGUSTA DINSMORE,

Off Morris Island, South Carolina, July 12, 1863.

SIR: I send you the *Marblehead* to relieve the *Commodore McDonough*. As soon as she reports you will please send the *McDonough* without delay to this anchorage.

Very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear Admiral, Comdg. South Atlantic Blockading Squadron.

Commander GEORGE B. BALCH,

Senior Officer, Stono Inlet, U. S. S. Pawnee.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Downes, U. S. Navy, commanding U. S. S. Nahant, to assume command of the blockade of Wassaw Sound, Georgia.

STEAMER AUGUSTA DINSMORE,

Off Charleston, S. C., July 12, 1863.

SIR: In consequence of information received respecting the probable movement of the rebel ironclad *Savannah*, you will please proceed at once to Wassaw Sound, Georgia, and assume charge of the blockade in those waters.

On your way down you can touch in at Port Royal for certain supplies, which you represent are necessary for the efficiency of your vessel, provided it does not detain you more than a few hours.

Very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander John DOWNES,

Commanding U. S. Ironclad Steamer Nahant.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Reynolds, U. S. Navy, regarding the U. S. steamers Nahant and Powhatan.

STEAMER AUGUSTA DINSMORE,

Off Morris Island, South Carolina, July 12, 1863.

SIR: I send the *Nahant* and *Powhatan* to Port Royal; the former to be prepared as soon as possible for service at Wassaw, the latter for coal and supplies.

Should you deem it necessary for the safety of the harbor, you may detain the *Powhatan* at Port Royal for further orders.

Very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander WILLIAM REYNOLDS,

Senior Officer Present, U. S. Ship Vermont, Port Royal.

Order of Captain Rowan, U. S. Navy, to Lieutenant-Commander Stevens, commanding U. S. S. Huron.

U. S. S. NEW IRONSIDES,

Off Charleston, July 12, 1863.

SIR: You will proceed without delay to Stono Inlet and report to Captain George B. Balch, of the *Pawnee*.

Very respectfully,

S. C. ROWAN,

Captain, Commanding off Charleston.

Lieutenant-Commander G. A. STEVENS,

Commanding U. S. S. Huron.

Order of Rear-Admiral Dahlgren, U. S. Navy, regarding guard vessel.

[OFF MORRIS ISLAND,] *July 12, 1863.*

A vessel will be designated as a guard vessel for the night, whose duty it will be to have this anchorage vigilantly patrolled every night by at least one of the small steamers and a picket of boats in advance of our vessels, so that any attempt of the enemy as a surprise may be frustrated.

JNO. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Report of Commander Balch, U. S. Navy, regarding the services of the U. S. S. Commodore McDonough.

U. S. S. PAWNEE,
Stono Inlet, South Carolina, July 12, 1863.

SIR: In obedience to your order of this date I have directed Lieutenant-Commander Bacon to report to you off Morris Island, with the *Commodore McDonough* under his command.

I desire most earnestly to call the attention of the admiral commanding to the important and valuable services rendered by Lieutenant-Commander Bacon since he has been under my command in the Stono, for a period of five months; and it affords me great pleasure to testify to his zeal and energy and his ever prompt and ready assistance in all the duties required during our association on duty. I do not hesitate to state that implicit reliance may be given to his professional skill and judgment, as also to his zeal in the cause in which we are engaged.

To his officers and crew I can in justice do no less than extend to them my hearty approval of the manner they have ever discharged their duties, and I desire to bring their services to your favorable notice.

The intimate acquaintance of Lieutenant-Commander Bacon with the localities of Stono leads me to hope that he may be ordered here again when the services upon which he ~~may now be ordered~~ have been performed.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Bacon, U. S. Navy, commanding U. S. S. Commodore McDonough, to proceed to the protection of troops on Morris and Folly islands, South Carolina.

STEAMER AUGUSTA DINSMORE,
Off Morris Island, South Carolina, July 13, 1863.

SIR: You will proceed with the *Commodore McDonough* under your command into Light-House Inlet and render such assistance and protection to our troops on Morris and Folly islands as circumstances may seem to require.

Report your movements to me frequently. Any important operations may be communicated to me via Morris Island by signal.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander GEORGE BACON,
U. S. S. Commodore McDonough.

General order of Rear-Admiral Dahlgren, U. S. Navy, relative to the designation of the senior officer present.

JULY 13, 1863.

1st. There are no divisions of this squadron, as such have not been directed either by the Navy Department or by any other authority competent to create them.

2d. Wherefore, whenever any number of vessels of this squadron are assembled for any particular duty, the senior officer present will have charge of their movements, as directed by the rear-admiral commanding, or by circumstances, if an emergency should arise.

3d. This is conformable to recent regulations, which also direct that the senior officer present is to wear a flag of particular shape, colored white, yellow, white, to be hoisted "at the masthead of the vessel, immediately under the narrow pennant."

4th. "But he is not to continue to wear it after the arrival of a superior or senior in command, or after falling in with such superior or senior near enough to be recognized."

5th. When the flag has passed the bars of either of the ship channels of this place, it will be considered, until further orders, as "not near enough to be recognized," and the "senior officer present" with the outer blockading squadron may, for the present, continue to wear his mark as prescribed by the regulations, so long as he himself is outside the bar and within signal distance of the vessels placed there.

JNO. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Rhind, U. S. Navy, commanding U. S. S. Paul Jones, to proceed on special duty to Stono and North Edisto, South Carolina.

STEAMER AUGUSTA DINSMORE,

Off Morris Island, July 13, 1863.

SIR: You will please proceed with the *Paul Jones* at daylight to-morrow morning to Stono and North Edisto and deliver the enclosed orders for Commander Balch, of the *Pawnee*, and Commander Spotts, of the *South Carolina*, bringing back with you all the marines belonging to those vessels.

Very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander A. C. RHIND,

Commanding U. S. S. Paul Jones.

Report of Commander Balch, U. S. Navy, regarding the dispatching of marines from the U. S. S. Pawnee.

U. S. STEAM SLOOP PAWNEE,

Stono Inlet, South Carolina, July 14, 1863.

SIR: I have the honor to acknowledge the receipt of your order of the 13th instant, by the *Paul Jones*, and to report that I dispatched all

the marines now on board the *Pawnee*, equipped for service, as directed by you.

* * * * *

Very respectfully, your obedient servant,

GEO. B. BALCH,

Commander and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,

Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy, suggesting the landing of material for the monitors at Port Royal, S. C.

No. 8.]

FLAG-STEAMER AUGUSTA DINSMORE,

Off Morris Island, July 14, 1863.

SIR: On my arrival at Port Royal I found lying there, under charter to the Navy Department, four steamers—*Prometheus*, *Fair Haven*, *Haze*, and *Thorn*—laden with material for strengthening the decks of the monitors.

If the Department has given no instructions in regard to them I would suggest that their cargoes be landed at Port Royal and the vessels sent north.

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

JNO. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Rear-Admiral Dahlgren, U. S. Navy, requesting an auxiliary storeship.

No. 9.]

FLAG-STEAMER AUGUSTA DINSMORE,

Off Morris Island, July 14, 1863.

SIR: I find that the storeships at Port Royal are entirely inadequate to the wants of this squadron.

Of late it has been found necessary to charter a vessel for the accommodation of supplies required to be kept on hand; and the *Valparaiso*, one of the stone fleet, in use as a storeship, is so badly wormed that she can not be kept afloat much longer. I have therefore to request that a hulk of 1,500 or 2,000 tons burden may be sent out here at an early day, to be used as an auxiliary storeship to the *Vermont*.

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

JNO. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Rear-Admiral Dahlgren, U. S. Navy, relative to the retention of officers ordered by the Department to proceed to examination.

No. 10.]

FLAG-STEAMER AUGUSTA DINSMORE,
Off Morris Island, July 14, 1863.

SIR: I have to acknowledge the receipt of the Department's order, dated June 29, directing me to detach all the regular ensigns of the class of 1859 serving in this squadron, and send them to Newport, [R. I.], for their final examination.

As the services of these young officers will be very valuable during the operations now in progress against Morris Island, especially in connection with the movements of several naval battalions which I am organizing for service ashore, I shall take the liberty, unless otherwise directed by the Department, of detaining them here until the pending operations are closed.

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

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Reynolds, U. S. Navy, to send the U. S. S. Patapsco to Morris Island, in tow of the U. S. S. Powhatan.

STEAMER AUGUSTA DINSMORE,
Off Morris Island, South Carolina, July 15, 1863.

SIR: There is a necessity for using all the force I can obtain; if, therefore, you know that the *Nahant* has reached Wassaw and has shut in the enemy's ironclads, and think it will not incur too much risk at Port Royal to send the *Patapsco* here for a few days, you will have her towed here, with all dispatch, for which purpose I send the *Powhatan*.

Please fill up the vacancies in the junior officers and crew of the *Patapsco* from the *Powhatan*.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander WILLIAM REYNOLDS,
Senior Officer, Port Royal.

Letter from the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy.

NAVY DEPARTMENT, *July 15, 1863.*

SIR: I have received your letter of the 10th instant, announcing your arrival. In acknowledging the receipt of your letter I avail myself of the occasion to congratulate you on your safe return to Delaware after the severe labors of your late arduous command.

Elsewhere and in public official communications I have expressed my high appreciation of your services and of the ability that you have exhibited.

Wishing you health and happiness, I am, very respectfully,
 GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral SAMUEL F. DU PONT, U. S. Navy,
Wilmington, Del.

Letter from the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, approving his cooperation in the movement against Morris Island, South Carolina.

NAVY DEPARTMENT, July 15, 1863.

SIR: Your note, dated the 6th instant, has been received. Your cooperation with General Gillmore in his movements upon Morris Island is in accordance with the Department's wishes, and in all similar cases you must exercise your judgment, in which the Department confides. It is scarcely to be expected that you will want or can receive orders from it as to your movements and acts under the circumstances stated. Enclosed is a copy of the orders* sent to Rear-Admiral Du Pont with regard to cooperating with General Gillmore.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, giving stations of vessels comprising South Atlantic Blockading Squadron July 15, 1863.

FLAG-STEAMER AUGUSTA DINSMORE,
Off Morris Island, July 19, 1863.

SIR: I have to report the vessels of this squadron stationed as follows on the 15th instant:

Vessel.	Station.	Remarks.
Flambeau.....	Murrell's Inlet.....	
Cimarron.....	Georgetown.....	
Memphis.....	Bull's Bay.....	
(New) Ironsides.....	Charleston Bar.....	Outside.
Canandalgua.....	do.....	Do.
Housatonic.....	do.....	Do.
Wabash.....	do.....	Do.
Powhatan.....	do.....	Do.
Flag.....	do.....	Do.
Lodona.....	do.....	Do.
Conemaugh.....	do.....	Do.
Paul Jones.....	do.....	Do.
Ottawa.....	do.....	Do.
Seneca.....	do.....	Do.
Wissahickon.....	do.....	Do.
Chippewa.....	do.....	Do.
Norfolk Packet.....	do.....	Do.
G. W. Blunt.....	do.....	Do.
Catskill.....	do.....	Inside.
Montauk.....	do.....	Do.
Weehawken.....	do.....	Do.
Nantucket.....	do.....	Do.

* See p. 241.

Vessel.	Station.	Remarks.
Daffodil.....	Charleston Bar.....	Inside tug.
Pettit.....	do.....	Do.
Dandelion.....	do.....	Do.
Commodore McDonough.....	Light-House Inlet.....	
Pawnee.....	Stono.....	
Huron.....	do.....	
Marblehead.....	do.....	
South Carolina.....	North Edisto.....	
Kingfisher.....	St. Helena.....	
Vermont.....	Port Royal.....	
Valparaiso.....	do.....	Store hulk.
Oleander.....	do.....	Tug.
Columbine.....	do.....	Do.
Rescue.....	do.....	
Patapasco.....	do.....	Repairing.
Atlanta.....	do.....	Do.
Nahant.....	do.....	En route for Wassaw; touched for supplies.
Mohawk.....	do.....	Guard ship.
Unadilla.....	Wassaw.....	
Water Witch.....	Ossabaw.....	
Madgie.....	St. Catherine's.....	
Midnight.....	Sapelo.....	
Wamsutta.....	Doboy.....	
Stettin.....	St. Simon's.....	
Braziliera.....	St. Andrew's.....	
Potomska.....	Fernandina.....	
E. B. Hale.....	St. John's River.....	
Norwich.....	do.....	
Para.....	Mosquito Inlet.....	

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

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Captain Green, U. S. Navy, commanding U. S. S. Canandaigua, regarding expedition to Wassaw Sound.

U. S. S. CANANDAIGUA,

Off Charleston, S. C., July 16, 1863.

SIR: I have respectfully to report that in obedience to your order, received through Captain [William Rogers] Taylor, I left this anchorage on the morning of the 13th instant and proceeded, stopping at Port Royal and communicating with Commander [William] Reynolds on the passage, to the anchorage off Wassaw Bar, where I arrived at 10:30 p. m. the same day. On the following morning I communicated with Lieutenant-Commander Quackenbush, commanding the *Unadilla*.

Neither Lieutenant-Commander Quackenbush nor Commander Reynolds could give me any further information respecting the locality, state of preparation, or intended movements of the rebel steamer *Everglade* or ironclad steamer *Savannah*, other than that received through the deserters from Thunderbolt and communicated to you by Commander Reynolds.

I had an interview with one of the deserters, who claimed to be an American and a native of the State of New York, and infer from his statements that the rebels at Savannah merely contemplate forcing a passage, if practicable, for the steamer *Everglade* out to sea. He informed me that there were two ironclads besides the *Savannah* in course of construction at Savannah.

The *Nahant* arrived off the bar yesterday afternoon, and after waiting an hour or two for the tide to rise, she proceeded in and anchored in the sound. Deeming her presence, with that of the *Unadilla*, sufficient to guard these waters, I took my departure at about dark for this anchorage and arrived this morning.

Very respectfully, your obedient servant,

J. F. GREEN, *Captain.*

Rear-Admiral J. A. DAHLGREN,

Comdy. South Carolina Blockading Squadron, off Charleston.

Joint engagement near Grimball's Landing, July 16, 1863.

Report of Commander Balch, U. S. Navy, commanding U. S. S. Pawnee.

U. S. S. PAWNEE,

Stono River, South Carolina, July 16, 1863.

SIR: I have the honor to report that at 4:40 a. m., the *Pawnee* and *Marblehead* being at anchor near Tom Grimball's, the enemy opened on us hotly from batteries distant about 600 yards, the first shot striking us, and the fire admirably given by the enemy.

The position of the *Pawnee* was such that we could get none of our guns to bear, and seeing that we were powerless to inflict injury upon the enemy in that position, I deemed it prudent to drop down the river, where I could bring my guns to bear; this I did and directed the *Marblehead* to do likewise. We were at anchor in position where we could reach the enemy, and this ship, the *Huron*, and *Marblehead* kept up a brisk fire on the enemy, and with reference to the signals made by General Terry will be [*sic*] telegraphed to cease firing, the enemy having retreated.

The *Pawnee* was struck 35 times in the hull, 3 times in the smoke-stack, 3 boats damaged by shot, and some 6 shots in the rigging. The chain cable, which I had put on the outside, I am happy to state, saved us from injury to our boilers.

The casualties are, as reported by the surgeon, W. T. Hord, as follows, and which has caused great surprise, considering the excessively hot fire, that there should have been no more, viz:

John W. Philip, U. S. Navy, lieutenant, slightly wounded; James P. Lindsey, acting master, U. S. Navy, slightly wounded; James Marlow, boatswain's mate, slightly wounded; John B. Patterson, landsman, mortally wounded.

My officers and men behaved in the coolest manner, and I was aided and admirably supported by Lieutenant-Commander Scott, of the *Marblehead*, and as soon as the *Huron* could she opened handsomely.

I am exceedingly short-handed, my guard being absent, and also short in my numbers of the crew. I am obliged to send some four men now, whose time is out, and has been for some time; I do not feel at liberty to detain them longer.

I write in great haste so as not to detain the *Daffodil*, and am,

Very respectfully, your obedient servant,

GEO. B. BALCH,

Commander and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,

Commanding South Atlantic Blockading Squadron.

Report of Lieutenant-Commander Bacon, U. S. Navy, commanding U. S. S. Commodore McDonough.

U. S. S. COMMODORE McDONOUGH,
Light-House Inlet, July 16, 1863.

SIR: I have the honor to report that yesterday evening, at the request of General Gillmore (having discovered that the enemy were firing on our pickets from the batteries near Secessionville), moved up the [Stono] river and opened from the batteries with my rifled guns, throwing our shell into the enemy's camp, which compelled them to cease firing upon our pickets. I learn from General Gillmore that our forces under General Terry and the gunboats in Stono River were attacked at daylight this morning by the enemy having a large force of artillery, but they were repulsed, owing, no doubt, in a measure, to the terrific fire of the gunboats under Captain Balch, as their shell could be plainly seen bursting among the enemy's troops. The enemy having retreated to Secessionville, moved up the river and opened fire upon them with my rifled guns. I take great pleasure in stating that the fire was so effective as to cause them to fall back to their camps, which were in the rear of the town, which I shelled, and the last seen of the enemy they were in full retreat to the woods.

The following is a list of the ammunition expended during the firing, viz, 100-pounder Parrott rifle, 34 shell; from the 50 pounder Dahlgren rifles, 47 shell.

Very respectfully, your obedient servant,

GEORGE BACON,
Lieutenant-Commander, U. S. Navy.

Rear-Admiral J. A. DAHLGREN,
Comdg. S. Atlantic Blockading Squadron, off Morris Island.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting report of Commander Balch, U. S. Navy.

No. 32.]

FLAG-STEAMER DINSMORE,
Off Morris Island, July 23, 1863.

SIR: I forward herewith, for the information of the Department, Commander Balch's report of late operations in the Stono, accompanied by a draft of the *Pawnee*, showing hits received from rebel batteries.

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

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Report of Commander Balch, U. S. Navy, commanding U. S. S. *Pawnee*.
U. S. STEAM SLOOP PAWNEE,

Stono Inlet, South Carolina, July 21, 1863.

SIR: I have the honor to submit the following report of the operations of the naval force in Stono since my last report to the admiral commanding:

For the more perfect safety of the transports in passing the Stono Bar, I had the buoys lifted and placed so as to render the entrance straight and easy, and I am much gratified in being able to state that the transports, which have been going out and coming in constantly, have done so in safety.

On the 4th of July I received a confidential communication from Colonel Turner, chief of General Gillmore's staff, asking that I would give assistance by lighting the buoys, that the troops might enter and disembark at the south end of Folly Island under cover of the night. This I did, and went outside the bar myself and gave all the directions necessary to insure the safe entrance into Stono.

The officers of the *Commodore McDonough* were detailed as pilots, and discharged their duties zealously and well. I continued to render assistance in this way whilst it was necessary, and on 5th July, under cover of the night, the transports passed in safety to the dock at Folly Island, discharged the troops, and proceeded to sea by 3 a. m. In this duty I was ably seconded by Lieutenant-Commander Bacon, his officers and crew, as also by the officers and crew of the *Pawnee*.

On the 7th July, instant, I had the honor to receive your confidential instructions to be ready for a movement in the Stono, and in view of rendering the most efficient support to the troops about advancing against Morris Island, I deemed it proper to fit the *Pawnee's* launch with two 12-pounder howitzers (a smoothbore and a rifle), as also an army launch, which I borrowed of General Seymour, and fitted with two 24-pounder smoothbore howitzers, taken for the purpose from the *Commodore McDonough*, and manned by a crew from that vessel; these, with two 12-pounder smoothbore howitzers, from the *Wabash*, were placed under command of Lieutenant-Commander Bunce, of the *Pawnee*, who received my orders to cooperate with the army in landing on Morris Island, and particularly to cover the advance, and to act against the enemy when he could do so, and to cover the retreat, should our troops be repulsed.

The report* of Lieutenant-Commander Bunce is herewith enclosed for your information, and I beg leave respectfully to express my gratification that the naval force in Stono should have been able to render the important assistance it did, and to very materially contribute to the success of the movement of our troops. I deem it but an act of justice to call the attention of the admiral commanding to the services rendered by Lieutenant-Commander Bunce and his command.

I had the honor to receive, on the morning of the 9th instant, your circular dated the 8th, detailing the duties of the vessels under your command in the operations against Morris Island, and by it the *Pawnee*, *Nantucket*, and *Commodore McDonough* were assigned to the convoy of a division of troops up the Stono. In carrying out these instructions, after consultation with General Terry, commanding the division, I got underway in the *Pawnee* on the afternoon of the 9th instant, followed by the *Nantucket*, *Commodore McDonough*, and *C. P. Williams*, and proceeded up the Stono and anchored above Stevens' Landing, and opened fire on James Island. The transports followed us up the Stono, and, immediately on landing, General Terry sent forward a portion of his troops on James Island.

* See p. 329.

On the 11th instant the *McDonough*, being at anchor off Legaréville, where I had stationed Lieutenant-Commander Bacon for the purpose of protecting our transports from attacks of the enemy on John's Island, made signal that the enemy's batteries were firing on one of our steamers, the *General Hunter*; the *Commodore McDonough* opened on them, and I immediately sent the *C. P. Williams* to assist, she being towed to her station at my request by order of General Terry.

At the request of General Terry I moved up the Stono River on the afternoon of the 11th instant and anchored off Tom Grimball's plantation, and opened fire in the direction of Secessionville, the object of which was that our troops, under cover of the *Pawnee's* guns, might make a forward movement. I continued firing in the direction, and with the ranges agreed upon with General Terry, till he made signal to cease firing; this being done, his troops advanced and took position some 800 or 1,000 yards from the *Pawnee*. The *Commodore McDonough* came up and anchored near, in obedience to my orders; she had been employed in aiding the *Nantucket* in getting to sea, or I should have had her with me when I came up the river.

Nothing of importance occurred till the morning of the 16th instant, when the *Pawnee* and *Marblehead* being at anchor near Tom Grimball's, a heavy fire was opened on us, which, from the impossibility of bringing our guns to bear in the narrow channel, and the danger of the ship taking the bottom, I deemed it prudent to drop down the river, where I could have more room and could bring my guns to bear effectively; the wheel being disabled by splinters rendered our situation for a few minutes extremely perilous, as, had we taken the bottom, we should have been exposed to a raking fire from the enemy's batteries, but with little chance to reply with a sufficient number of guns to drive them off. In the necessity which compelled me to drop down the river, I have the very great satisfaction of knowing that we were enabled to render the most important assistance to the troops of General Terry, who telegraphed that the enemy was advancing in force, and wished me to open fire upon them, which we did, and so effectively as to prevent their advance by a causeway in such force as would have in all probability led to the capture of our troops; our fire was so accurate and so rapid that the enemy, though he endeavored to do so, could not advance to attack our troops on James Island in the direction of our fire.

I was greatly rejoiced on visiting General Terry at his headquarters during the afternoon to learn from him and his staff the very great assistance we had rendered his forces in the morning. He was attacked in a most spirited manner, and with artillery, a few minutes before the enemy opened on us, and I have learned through rebel prisoners that the design of the enemy in making this combined attack was to disable the *Pawnee* and thereby prevent her giving support to the division of General Terry, and thus, by bringing a greatly superior force against him, they hoped to defeat him. The position I assumed, and within reach of the enemy's batteries, enabled me to thwart any such design. We continued our fire till General Terry telegraphed that the enemy had retreated, and that his pickets had advanced to the old positions.

To Lieutenant-Commander Scott, of the *Marblehead*, his officers and crew, I desire to testify my obligations for the efficient support given

me. His vessel was struck two or three times. The small number of hits I attribute to the fact of the *Pawnee's* intercepting shots which would otherwise have struck his vessel, and the channel being so narrow that he could not take a position where he could fire effectively. I am repairing the damages done to the *Pawnee* as speedily as the small force of carpenters can.

On the afternoon of the 16th instant I was informed by General Terry that the object aimed at in the advance on James Island had been successfully accomplished, and also that he should, under cover of darkness, embark his troops. I therefore disposed the naval force to the best advantage for covering the embarkation and sent boats to assist. The troops were embarked, and on the afternoon of the 17th instant I proceeded down the Stono to my former anchorage in Stono Inlet with the vessels under my command.

I regret to report that John B. Patterson (landsman), who was mortally wounded in the action, died at 9 a. m. that morning. He was buried on Cole's Island.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Morris Island.

Report of Commander Balch, U. S. Navy, commanding U. S. S. *Pawnee*, regarding the fire of that vessel.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, August 11, 1863.

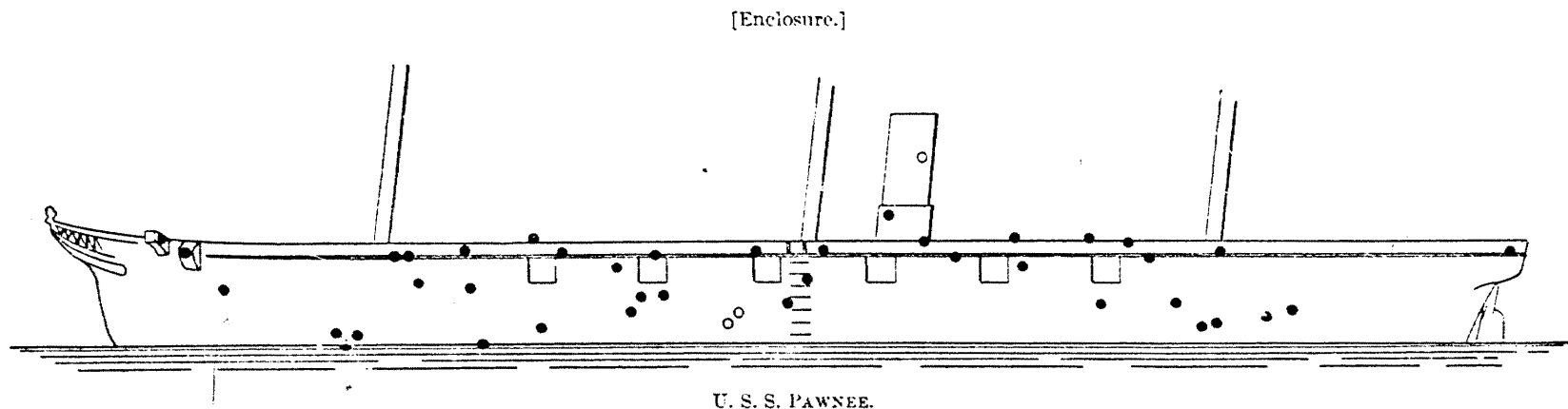
ADMIRAL: I have the honor to report in obedience to your order of July 22, through Lieutenant-Commander O. C. Badger, ordnance officer, South Atlantic Blockading Squadron, the following as the firing which has been made on board the *Pawnee* since the commencement of the recent operations, viz:

Date.	Rounds fired.	Hits by enemy.	Distance.	Object.
July 9	19	None.	<i>Yards</i> 2,400	To clear the woods of the enemy, to land our troops on James Island, South Carolina.
11	17	None.	1,700 to 2,700	To clear the woods of the enemy, to advance our left on James Island.
16	80	46	500	To drive rebel batteries off which had opened on us, and to prevent advance of rebel troops to attack our troops on James Island under General Terry. This was accomplished by our fire.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.



Stono River, S. C., July 16, 1863. 233 feet long; 13 feet from top of rail to water-line. Hits on starboard side marked thus o.

NOTE.—From 12-pounder fieldpieces.

Report of Brigadier-General Terry, U. S. Army.

HEADQUARTERS FIRST DIVISION, TENTH CORPS,
James Island, South Carolina, July 16, 1863.

MAJOR: This morning at about 4 o'clock, the enemy made an attack upon the forces under my command and upon the vessels of war in the Stono River. They first brought down into the woods near Grimball's what I suppose to have been two field batteries and opened fire upon the *Pawnee*. Immediately thereafter they advanced four regiments of infantry, accompanied by artillery, upon the right of my line, drove in the outposts and supports, and commenced a severe fire from their guns. At the same time a strong body of infantry and cavalry, with a battery, drove in our outposts on the left beyond the causeway leading to Grimball's, and attempted to debouch in front of my left. My troops were speedily under arms, and as soon as the pickets were in, I opened on the enemy from Rockwell's battery and the armed transports *Mayflower* and *John Adams*.

The naval vessels also opened a most effective fire upon my left. The enemy unable to endure the concentric fire to which they were exposed, fell back and retreated. I have now reestablished my outposts on the old ground. I learn from prisoners now in my hands that the attacking force on my right consisted of the Sixth, Nineteenth, Fifty-fourth, and Fifty-sixth Georgia Regiments; that on my left of North Carolina and perhaps South Carolina troops. I have as yet no detailed report of casualties, but I think our loss is about 50 killed and wounded.

I desire to express my obligations to Captain Balch, U. S. Navy, commanding the naval forces in the river, for the very great assistance he rendered to me, and to report to the commanding general the good services of Captain Rockwell and his battery and the steadiness and soldierly conduct of the Fifty-fourth Massachusetts Regiment, who were on duty at the outposts on the right, and met the brunt of the attack.

I am, major, very respectfully, your obedient servant,
ALF. H. TERRY,
Brigadier-General, Commanding Division.

Major E. W. SMITH,
Assistant Adjutant-General, Department of the South.

Abstract log of the U. S. S. *Pawnee*, Comander Balch, U. S. Navy, Commanding.

July 16, 1863.—From 4 to 8: At 4:40 the enemy opened fire with field artillery from Tom Grimball's house; sprung the rattle and replied immediately with Nos. 3 and 4, the only guns that would bear on the enemy; slipped the cable, put the helm hard to starboard and opened fire with the whole port battery, firing 5-second fuzes; finding the guns could not bear effectively, stood down the next reach and opened fire with rifles. At 5:50 General Terry signaled to fire across the causeway and repel the enemy's advance; opened again with the port battery, firing 15-second fuzes at extreme elevation in the direction designated and still firing with the rifles at the artillery at Grimball's Landing; the shell exploding right amongst them, the enemy retreated. At 7 General Terry signaled to cease firing. Examined the ship outside and found her struck thirty-three times.

July 17.—At Stono Inlet. From 8 to meridian: At 10 heavy firing at Fort Wagner, from the fleet, and the batteries on Morris Island. At 11 the last of the troops left James Island and went down the river.

Letter from Commander Balch, U. S. Navy, to the chief signal officer, commending Lieutenant Brodie, U. S. Army.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, August 11, 1863.

SIR: I have great pleasure in testifying to the most important and valuable services rendered by Lieutenant Paul Brodie, acting signal officer, during the recent operations in the Stono by a division under command of General Terry.

Lieutenant Brodie was assigned to the *Pawnee*, under my command, and I gladly testify not only to his energy, zeal, and intelligence, but to his great coolness under a very hot fire from the enemy's batteries upon the *Pawnee*, in which she was struck nearly fifty times, but furthermore to his accurate reports to General Terry. We were enabled to not only stop an advance of a heavy force against the general, but we were able to cause a speedy retreat of the enemy.

I therefore deem it but fair to make this statement in favor of Lieutenant Brodie, and I trust he may be appointed to the Signal Corps now being organized in the Army.

Very respectfully, your obedient servant,

GEO. B. BALCH,

Commander, U. S. Navy, and Senior Officer present.

Colonel A. J. MYER,

Chief Signal Officer, U. S. Army.

Report of Colonel Radcliffe, C. S. Army.

JAMES ISLAND, SOUTH CAROLINA, *July 17, 1863.*

CAPTAIN: I respectfully beg leave to submit the following report of the engagement by the troops under my command with the U. S. sloop of war *Pawnee* and one other gunboat (name not known) near Grimball's Landing, on the Stono River, on Thursday morning, the 16th instant:

On Wednesday night, at 12 o'clock, in obedience to instructions from the general commanding, I moved with my regiment (Sixty-first North Carolina Troops) toward the Artillery Crossroads, where I was joined by a section of the Chatham Artillery, Captain [J. F.] Wheaton commanding, and a section of Captain [F. D.] Blake's artillery, consisting in all of four Napoleon guns, under the immediate command of Lieutenant-Colonel Del. Kemper, C. S. Army. The siege train of three rifled guns, which was to form part of the column of attack, being delayed by some cause, I thought it proper to put the troops in march, throwing forward 200 men of the Sixty-first North Carolina Troops, to be used as skirmishers against the enemy's line of pickets, under the immediate command of Major Henry Harding. The whole column moved from the crossroads down the Grimball road about 3 o'clock on the morning of the 16th, in the direction of the point supposed to be occupied by a force of the enemy's infantry and commanded by the guns of two formidable vessels. On arriving at the field adjacent to the Grimball Landing, I caused the infantry in advance to

be deployed as skirmishers on the skirt of the woods contiguous and for a distance of several hundred yards on either side of the road leading to the landing.

The light batteries under Del. Kemper had received orders to advance simultaneously with the line of skirmishers, followed by the remainder of the Sixty-first North Carolina Troops as an infantry support.

At the first dawn of day the command was given to advance, the troops, infantry and artillery, moving up boldly and eagerly to the attack. So prompt and silent were they in taking their positions that the whole attack proved a complete surprise, our batteries having fired about six times before the *Pawnee*, the most formidable of the two boats, could prepare for action. The rapidity and accuracy with which our batteries fired on this occasion has scarcely been equaled in artillery practice, more than one-third of the missiles discharged from our guns taking effect on the *Pawnee*, a fact easily ascertained by the crashing of her timbers and confusion and cries of her crew. Both boats finally withdrew beyond the range of our guns, the *Pawnee* supposed to be very seriously crippled and the other boat more or less damaged.

The infantry, who were disappointed in not meeting the enemy on land, were, nevertheless, exposed during the entire action to a galling fire of shell and canister from the gunboats, and showed, both officers and men, by their proximity to danger that they would never desert the batteries.

Much credit is due to the skill and coolness of Lieutenant-Colonel Del. Kemper in the disposition of the artillery for action, and also to Captains Wheaton and Blake for the efficiency attained in the instruction of their respective commands, as shown in the serious damage sustained by the gunboats.

Officers and men, although exposed to a most galling fire, performed their duty well.

The siege train participated in the latter part of the engagement, but under unfavorable circumstances.

I regret to have to report 1 man mortally and another slightly wounded in Company F, Sixty-first North Carolina Troops. No other casualties occurred.

I have the honor to be, captain, your most obedient servant,

JAS. D. RADCLIFFE,

Colonel, Commanding.

Captain P. K. MOLONY,

Assistant Adjutant-General.

Order of the Secretary of the Navy to the commandant navy yard, Philadelphia, regarding the schooner Hope.

NAVY DEPARTMENT, July 17, 1863.

SIR: Send the schooner *Hope* back to the South Atlantic Squadron, with orders to report to Rear-Admiral Dahlgren.

Very respectfully, etc.,

GIDEON WELLES,

Secretary of the Navy.

Commodore C. K. STRIBLING,

Commandant Navy Yard, Philadelphia.

Report of Lieutenant-Commander Bunce, U. S. Navy, regarding a reconnoissance in Charleston Harbor.

U. S. S. NEW IRONSIDES, *July 17, 1863.*

SIR: I have the honor to report that last night I proceeded up toward Charleston, pulling in at 9 p. m. along Sullivan's Island beach, passing Battery Bee. When near the mouth of the cove we were prevented from further progress by the rebel picket boats. Returning, I went in with the intention of passing between Gregg and Sumter. I was hailed and brought to by the army pickets. Landing, I informed the commanding officer of my object and received the army countersign, which it is important I should have, to pass the line of the army pickets, which consist of three boats. The delay occasioned prevented me getting up much farther. I saw no new objects, and, as near as I could judge in the intense darkness and rain, the rebel pickets were not out.

Very respectfully, your obedient servant,

F. M. BUNCE,
Lieutenant-Commander.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Bombardment of Fort Wagner, July 18, 1863, with preliminary correspondence.

[Telegram.]

FLAG-STEAMER AUGUSTA DINSMORE,

Off Morris Island, South Carolina, July 14, 1863—5:45 p. m.

GENERAL: Will you begin to-morrow morning as intended, and at what time do you begin to fire? When will the assault be made? I wish the vessels to open fire as soon as the batteries. Please answer immediately, as I wish to complete my arrangements.

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

General Q. A. GILLMORE,
Commanding Department of the South.

[Telegram.]

FLAG-STEAMER AUGUSTA DINSMORE,

Off Morris Island, South Carolina, July 14, 1863—8:45 p. m.

GENERAL: I am preparing for the combined attack. Will your batteries open in the morning?

J. A. DAHLGREN,
Rear-Admiral.

General Q. A. GILLMORE,
Commanding Department of the South.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Captain Taylor, U. S. Navy, regarding the assembling of pilots.

STEAMER AUGUSTA DINSMORE,
Off Morris Island, July 14, 1863.

SIR: Captain Taylor will cause to be procured and assembled all pilots or persons capable of acting as such for the service of our vessels on the 16th instant.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.
Captain W. R. TAYLOR,
Fleet Captain.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Brigadier-General Gillmore, U. S. Army, regarding cooperation.

STEAMER AUGUSTA DINSMORE,
Off Morris Island, South Carolina, July 14, 1863.

DEAR SIR: Your communication* of the 14th has been received.

I am glad to hear that you are able to fix a day for the attack on Fort Wagner and will assist to the extent of my means.

The *Ironsides* was to have been brought in yesterday evening, being the first high tide that admitted of her crossing the bar since our arrival here, but there was too much sea, as well as to-day.

I have no fancy for long range, but am perfectly of the opinion that short ranges are preferable, and will therefore direct every vessel to approach as near as possible without grounding.

The *Ironsides* (if she can be got in), four monitors, and all the gun-boats disposable will be brought to bear. You will, of course, let me hear from you further on the subject.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.
Brigadier-General Q. A. GILLMORE,
Commanding Department of the South.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Captain Taylor, U. S. Navy, regarding the U. S. S. *New Ironsides*.

STEAMER AUGUSTA DINSMORE,
Off Morris Island, South Carolina, July 14, 1863.

SIR: To-morrow morning Captain Taylor will take such pilots as we have and proceed to the bar before high water to ascertain if it be possible to bring the *Ironsides*, and all preparations will be made for that purpose in case it should be practicable.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.
Captain W. R. TAYLOR,
Fleet Captain.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Brigadier-General Gillmore, U. S. Army, regarding a possible postponement of the attack.

STEAMER AUGUSTA DINSMORE,
Off Morris Island, South Carolina, July 15, 1863.

GENERAL: There being only 16½ feet of water on the bar this morning at high tide, and much sea, the *Ironsides* could not cross. Should this occur again this evening, I desire to suggest the postponement of the attack for twenty-four hours in order to make further efforts to get in this vessel.

The delay must be of greater advantage to us than to the enemy, as it will double the number of guns in action from ironclads.

Very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Brigadier-General Q. A. GILLMORE,

Commanding Department of the South.

Order of Rear-Admiral Dahlgren, U. S. Navy, to the senior officer off Charleston, enjoining vigilance against attack of the enemy upon the vessels outside.

FLAG-STEAMER AUGUSTA DINSMORE,
Off Morris Island, South Carolina, July 15, 1863.

SIR: As the *Ironsides* is now within the bar, renewed vigilance will be required to observe any attempt of the enemy's ironclads to pass out and attack the wooden vessels.

If such should occur, the vessel which observes it will show three rockets in rapid succession and the other vessels will repeat.

One of the monitors held in readiness for such an emergency will be towed out at once to engage, seconded by another, if necessary.

Very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

SENIOR OFFICER, *off Charleston Bar, South Carolina.*

Circular of instructions from Rear-Admiral Dahlgren, U. S. Navy.

FLAG-STEAMER AUGUSTA DINSMORE,
Off Morris Island, July 15, 1863.

A joint attack is to be made on Fort Wagner on the morning of the 16th instant.

The *Ironsides*, *Catskill*, *Montauk*, *Nantucket*, and *Weehawken* will be placed as near to the work as they will float, the *Ironsides* in direction of the buoy off Fort Wagner, the "turrets" not more than 100 yards apart, and inshore of her.

The firing is to be as rapid as possible and the smoothbore guns are to be laid level, so as to reach the fort and ricochet. The rifle guns must fire direct, as their projectiles are useless on ricochet. If the 5-second fuzes are too long, cut them; if too short, cut the 10-second.

In order to facilitate rapidity of fire in the turrets, it will be better not to turn them, but to trust to the port stoppers, and also to anchor the vessels, unless there be good reason for not doing so (discretionary).

The marines are to be kept in boats alongside the *Ironsides*, ready to go ashore if an opportunity presents.

As soon as the ironclads are fully engaged the gunboats will close in and use grape with double the elevation for shells and 20 pounds of powder in the XI-inch and rifled 8-inch.

The greatest care is to be taken to cease fire on the fort when our troops approach it for assault.

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

P. S.—By request of General Gillmore, the attack on Fort Wagner is postponed till the morning of the 17th instant.

Memoranda for ironclads.

1. At 6 a. m. to-morrow (July 17) the vessels and batteries open fire.
2. Ironclads, to be in position by that time, should be underway about 5:15 a. m.
3. Admiral will lead, other vessels follow, with or without signal, as nearly as convenient in the order of seniority.
4. The United States flag shown on the beach opposite the advancing battery is the signal that the troops are about to move to the assault; will be understood that all firing must cease by the time they reach the fort.
5. The guard flag shown from the flagship is the signal for the marines to close up.
6. The *Keokuk's* distinguishing pennant (ironclad code) is assigned to the *Ironsides*.

N. B.—The attack on Fort Wagner was postponed by General Gillmore to the morning of the 18th, on account of the weather.

Lieutenant Brower, of the *Housatonic*, will be stationed at a prominent point on Morris Island to observe the fire from the ironclads, and signalize any inaccuracies of range.

To indicate that a vessel is firing over, a triangular blue pennant will be shown on a staff at the signal station, and at the same time the naval signal flag, indicating the vessel's number, will be shown on another staff at the same place.

To indicate that a vessel is firing short, a triangular red pennant will be shown in like manner as prescribed for the blue.

The following numbers are assigned to the vessels opposite whose names they are set:

- | | |
|---------------|---------------|
| 1. Ironsides. | 4. Nantucket. |
| 2. Catskill. | 5. Weehawken. |
| 3. Montauk. | 6. Patapsco. |

Report of Rear-Admiral Dahlgren, U. S. Navy, announcing the postponement of attack and requesting supplies of men and shells.

No. 13.]

FLAG-STEAMER AUGUSTA DINSMORE,
Off Morris Island, July 17, 1863.

SIR: Under date of the 12th instant, I informed you that General Gillmore and myself were in occupation of the lower half of Morris Island and the main Ship Channel.

Since that I have been occupied with measures for continuing the advance and have the *Ironsides*, with five turret ironclads, inside the bar.

The attack on Fort Wagner was to have taken place on the 16th, but was postponed to this day, as the shore batteries were not ready. A very heavy rain through the night has, however, interfered with the progress ashore and the general now says he will be ready to-morrow morning.

The number of men required to fill complements of vessels in this squadron is very considerable. Being inside the bar, giving my personal attention to operations, therefore at some distance from the flagship, I am unable to state the number precisely; my recollection is that at least 1,000 men are required. May I ask to have this number supplied with all dispatch, as the labor is very arduous, in addition to ordinary duties, the men in the small vessels firing through the day and blockading at night, together with boat detachments for duty inside. I would like also to have about 500 marines under a good officer; there will be occasion for them. A general muster brought together only 280 men yesterday, under three very young first lieutenants, which throws out one of my calculations.

I would also ask that the Schenkle and Hotchkiss shells be hurried forward; those we have only waste powder and cannon. The coal is so short also that I have had to borrow 500 tons from the Army.

I write in haste, as a steamer is now off the bar, which is supposed to be bound north, and my whole attention is given to our work to-morrow.

General Gillmore should have more men; a note from him this morning says that he has evacuated James Island. An attack was made on us yesterday at Stono, but repulsed. The *Pawnee* was hit forty-two times.

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

JNO. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Circular of instructions from Rear-Admiral Dahlgren, U. S. Navy.

FLAG-STEAMER AUGUSTA DINSMORE, *July 18, 1863.*

Memoranda for wooden gunboats.

All the wooden vessels will be under the immediate command of the senior officer present, commanding that class of vessel, and they will follow his motions unless otherwise specially directed by the admiral.

Memoranda No. 2, for ironclads.

The following additions are ordered to be made temporarily to the naval signal book:

438. Come inside the bar unless there be danger.

439. Careful, be, not to injure our own troops.

842. Order, immediate execution of, required.

1011. Return to station outside the bar unless there be danger in crossing.

1140. Shot, your, are going over.

1141. Shot, your, are falling short.

Letter from Brigadier-General Gillmore, U. S. Army, to Rear-Admiral Dahlgren, U. S. Navy.

[JULY] 18, [1863].

DEAR ADMIRAL: I have ordered an assault. If it is successful will you please keep a monitor abreast of Wagner to-night, with patrol boats out, to prevent the enemy annoying our troops in advance of Wagner?

GILLMORE.

Report of Rear-Admiral Dahlgren, U. S. Navy.

FLAG-STEAMER AUGUSTA DINSMORE,
Off Morris Island, July 19, 1863.

SIR: On the 18th a combined attack was made on Fort Wagner by the troops under General Gillmore and the vessels of my command.

The 16th had been originally agreed on, but the shore batteries were not fully prepared before the 18th.

At 11.30 a. m. I made signal to get underway from the anchorage near the bar, and led up with my flag in the *Montauk*, followed by the *Ironsides*, *Catskill*, *Nantucket*, *Weehawken*, and *Patapsco*. About 12:30 p. m. anchored the *Montauk* abreast of Fort Wagner and fired the first gun, which was immediately followed from the other vessels. With an ebbing tide the pilot did not deem it prudent to approach nearer than the inner edge of the channel, and the least distance at this time was about 1,200 yards. Meanwhile the gunboats *Paul Jones*, Commander A. C. Rhind; *Ottawa*, Lieutenant-Commander W. D. Whiting; *Seneca*, Lieutenant-Commander William Gibson; *Chippewa*, Lieutenant-Commander T. C. Harris, and *Wissahickon*, Lieutenant-Commander J. L. Davis, under charge of Commander Rhind, were using the pivot guns with effect at long range, and our batteries ashore were firing very deliberately and steadily. About 4 p. m., the tide flowing, weighed anchor and closed in with the fort to about 300 yards, which silenced it so that for this day not a shot was fired afterwards at the vessels, nor was a man to be seen about it.

It was nearly sunset when I received a note from General Gillmore saying that he had ordered an assault, and we could see the battalions advancing along the beach. There might have been a thousand yards between our nearest shore batteries and Fort Wagner, and before our troops had reached the works it became too dark to discern them. To this moment an incessant and accurate fire had been maintained by the vessels, but now it was impossible to distinguish whether it took effect on friend or foe, and of necessity was suspended. Very soon afterwards the rattle of musketry and the flashes of light artillery announced that our men were mounting to the attack; this continued without intermission till 9:30 p. m., gradually decreased, and then died away altogether. The ill tidings of a repulse were not long in coming; after the lapse of an anxious hour common report told me that the assault had been repulsed with severe loss.

It now only remains to prosecute the work with patience and perseverance. At the same time I can not forbear repeating my opinion that the number of troops is inadequate; the officers and men are zealous and labor hard. The general plans are well conceived, but there is to my mind, a manifest lack of force.

This morning I sent a boat ashore with Flag-Lieutenant S. W. Preston and Surgeon Duvall, under a flag of truce, to ascertain if our wounded had been cared for, and to offer to take charge of them; it was also impossible to renew our fire if any of them remained on the ground. Lieutenant Preston reported that some of the dead and wounded were still lying about the works where they had fallen, and that the offer was declined, the answer being that the dead would be buried and the wounded properly provided for.

There being nothing more possible for the day, I caused the turret vessels to drop down out of range, so that the men might have some fresh air below, and the *Ironsides* also, inasmuch as she lay stern to the fort, without a gun bearing.

The conduct of officers and men is entitled to every commendation. Captain Rowan, of the *Ironsides*; Commander Rodgers, of the *Catskill*; Commander Fairfax, of the *Montauk*; Commander Beaumont, of the *Nantucket*, and Lieutenant-Commander Badger, whom I assigned temporarily to the command of the *Patapsco*, did their duty well, and handled their vessels in the narrow channel and shoal water with great skill. The spirit of the men was excellent, neither the incessant labor of action by day or blockade by night, nor the privations of inhabiting turret vessels, checked their earnest determination, and they worked the cannon with great effect, as the silenced guns of the enemy makes manifest. The officers of my staff were, as usual, assiduous in the discharge of their duties.

The vessels were well piloted by Acting-Masters Godfrey and Haf-fards. The 100-pounder Parrott of the *Paul Jones* gave way at the seventy-eighth fire to-day. I am not informed of the use to which it had been subjected. The 150-pounder Parrott in the *Patapsco* was also cracked at the muzzle.

In conclusion, permit me to say that on this occasion the vessels did all that was intended or could be expected from them—they silenced the fort and forced the garrison to keep under shelter.

At the same time, the loss sustained by our troops bears witness to the persevering gallantry with which they endeavored to storm the work, and which deserved the success that will, I trust, reward a renewed effort.

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

JNO. A. DAHLGRÉN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Rodgers, U. S. Navy, commanding U. S. S. *Catskill*.

U. S. IRONCLAD CATSKILL,
Off Morris Island, South Carolina, July 18, 1863.

SIR: I have the honor to inform you that in obedience to signal from the flagship I got underway at 11:52 this day and followed the *Montauk*, bearing your flag, standing up the channel in the direction of Fort Wagner. Arriving within range, opened at 12:44 with my XI-inch gun upon Fort Wagner, and soon after, anchoring in 13½ feet

of water, some 800 yards from the fort, continued my fire until dusk, when, the troops advancing to the assault, I fired rapidly into the fort, and then, following the motions of the *Ironsides*, ceased firing. Shortly after 8:15, in obedience to your order, got underway and proceeded out into the channel, anchoring near the *Ironsides*.

I have fired this day, 47 XV-inch shell, 63 XI-inch shell, 12 XI-inch shrapnel, 1 XI-inch canister, 1 XI-inch grape; total, 124.

My XI-inch shell and shrapnel being nearly expended, I reserved the remainder until just before the assault. The vessel was not struck during the day, and I have no casualties to report.

I beg leave to call your attention to the zeal, energy, and tact shown by the executive of this vessel, Lieutenant-Commander C. C. Carpenter, the good result of which is shown by the cheerfulness and alacrity of the officers and crew.

I am, very respectfully, your obedient servant,
G. W. RODGERS,
Commander.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Commander Colhoun, U. S. Navy, commanding U. S. S. *Weehawken*, regarding ammunition expended.

U. S. IRONCLAD STEAMER WEEHAWKEN,
Off Morris Island, South Carolina, July 19, 1863.

SIR: The following is an account of ammunition expended on board this vessel during the engagements of the 10th, 11th, and 18th instant, viz:

XV-inch Dahlgren:			
July 10, shell		50	
11, shell		12	
18, shell		61	123
Previously			20
Total			143
XI-inch Dahlgren:			
July 10, shell		86	
11, shell		25	
18, shell		84	
18, shrapnel		5	
18, solid shot		1	201
Previously			20
Total			221

Very respectfully your obedient servant,
EDMD. R. COLHOUN,
Commander.

Rear-Admiral JNO. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Morris Island.

Report of Captain Rowan, U. S. Navy, commanding U. S. S. New Ironsides, regarding ammunition expended.

U. S. S. NEW IRONSIDES,
Off Charleston, S. C., July 19, 1863.

SIR: I have to report the following expenditure of ammunition yesterday (18th) during the bombardment of Fort Wagner:

XI-inch:	
10-second shell.....	150
7-second shell.....	500
5-second shell.....	15
5-second shrapnel.....	20
15-pound charges.....	685
150-pounder rifle:	
Shell.....	125
15-pound charges.....	125

I have the honor to be, very respectfully, your obedient servant,
S. C. ROWAN,
Captain, Commanding.

Rear-Admiral JNO. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Charleston.

Report of Acting Master Maies, U. S. Navy, regarding ammunition expended on the U. S. S. Nantucket.

U. S. IRONCLAD STEAMER NANTUCKET,
Off Charleston, S. C., July 19, 1863.

Ammunition expended in the engagement with Fort Wagner on the 18th instant:

35-pound charges for XV-inch gun.....	33
15-pound charges for XI-inch gun.....	44
20-pound charges for XI-inch gun.....	4
5-second shell for XV-inch gun.....	5
7-second shell for XV-inch gun.....	7
10-second shell for XV-inch gun.....	16
15-second shell for XV-inch gun.....	5
5-second shell for XI-inch gun.....	12
7-second shell for XI-inch gun.....	10
10-second shell for XI-inch gun.....	16
15-second shell for XI-inch gun.....	10

Very respectfully,

WM. H. MAIES,
Acting Master and Ordnance Officer.

Commander J. C. BEAUMONT,
U. S. S. Nantucket.

Order of Rear-Admiral Dahlgren, U. S. Navy, acknowledging the zealous service of the commanding officers of vessels.

FLAG-STEAMER DINSMORE,
Off Morris Island, July 20, 1863.

I take pleasure in acknowledging the zealous services of Captain S. C. Rowan, Commander George W. Rodgers, Commander D. McN. Fairfax, Commander J. C. Beaumont, Commander E. R. Colhoun, Commander A. C. Rhind, Lieutenant-Commander William D. Whiting, Lieutenant-Commander William Gibson, Lieutenant-Commander

O. C. Badger, Lieutenant-Commander T. C. Harris, Lieutenant-Commander J. L. Davis, their officers and crews, engaged in the operations of the 18th instant against Fort Wagner.

The fire was very efficient and the vessels performed the task allotted to them; they silenced the fort and drove the garrison to their shelter.

J. A. DAHLGREN,
Rear-Admiral, Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the capture of a medical officer from the U. S. S. *Ottawa*.

No. 63.]

FLAG-STEAMER DINSMORE,
Off Morris Island, August 6, 1863.

SIR: I have just received the first direct information of the capture of Doctor [John T.] Luck, the acting assistant surgeon of the *Ottawa*; it is dated the 24th July, on the way to Columbia, S. C. He was one of several medical officers sent ashore on the 19th to assist in attending to our soldiers who had been wounded on the day before.

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

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Abstract logs of the U. S. steamers *Montauk*, *New Ironsides*, *Catskill*, *Nantucket*, *Fatapasco*, *Paul Jones*, *Ottawa*, *Seneca*, *Chippewa*, and *Wissahickon*, July 18, 1863.

U. S. S. Montauk.—At 5 a. m. the enemy opened fire on our picket boats and the picket boats returned. At 5:15 saw a large fire on shore. At 12:10 p. m. the admiral and staff came on board. Stood up, leading the line of ironclads, and engaged Fort Wagner until 7:45 with shell, shrapnel, and grape. At anchor at distance varying from 1,000 to 1,500 yards as the action progressed. Silenced the fort, and at 7:45 the army made an assault. Were hit three times on the turret and once on deck. Expended 92 rounds from XI-inch and 52 from XV-inch. At 9 the admiral and staff left the ship. Moved down and anchored near the *Ironsides*.

U. S. S. New Ironsides.—First two hours wind S. W.; last two hours squally with heavy rain squalls. At 8 a. m. wind W., force 1, weather cloudy, squally, rain. At 8:30 four gunboats commenced shelling Fort Wagner. At 9 admiral made signal prepare for action. From meridian to 4 p. m.: Light airs from land; passing clouds. At 12:15 p. m. admiral made signal from the *Augusta Dinsmore*, got underway and stood up the channel with the ironclad fleet, the *Montauk* leading, with the admiral's flag, this ship being second in line. At 12:57 opened on Fort Wagner with 150-pounder rifle. At 1:12 opened on Fort Wagner with port broadside. At 1:20 came to with port anchor, firing at Fort Wagner with port broadside, using 10 and 7 second shells, occasionally working engine and helm to keep broadside bearing on fort. Fort Wagner distant 1,400 yards, Fort Sumter, W. $\frac{1}{2}$ N., $1\frac{1}{2}$ miles per

compass. From 4 to 6 p. m.: Calm and cloudy. Engaging Fort Wagner. At 4:37 ship commenced to swing to the flood tide, ceased firing for twenty minutes, and at 4:55 commenced firing with starboard broadside. At 5 opened from No. 4 gun with 5-second shrapnel, with apparently good effect; Fort Wagner silenced about 4:45; the enemy driven into their bombproofs. From 6 to 8: Calm and cloudy. Continued firing till 7:49, when ceased firing, the admiral having sent orders to that effect by flag-lieutenant. At 7:50 our troops advanced toward the fort, Fort Wagner firing field artillery down the beach and heavy volleys of musketry in and around the fort. The ship was struck during the action ten times, four shots from Fort Wagner. During the action expended 665 XI-inch shell, 15 shrapnel, 125 150-pounder rifle shell. The ironclads *Montauk*, *Weehawken*, *Patapsco*, *Nantucket*, and *Catskill* were engaged, together with this ship. From 8 to midnight: Very heavy firing about Fort Wagner; infantry and artillery on the rebel side and infantry our side were hotly engaged, Fort Wagner firing rapidly down the beach. At 9 p. m. our troops were repulsed and fell back under cover of their battery.

U. S. S. Catskill.—From 8 to meridian: At 8 a. m. the *Ottawa* got underway and engaged Fort Wagner at long range. At 9:20 the gunboats *Wissahickon*, *Paul Jones*, *Seneca*, and *Chippewa* got underway and engaged Fort Wagner at long range. At 11:45 all hands to quarters. Expended in action 48 XV-inch shells, 64 XI-inch shells, 12 XI-inch shrapnel, 2 stand of XI-inch grape.

U. S. S. Nantucket.—Off Charleston. Midnight to 4 a. m., moderate breezes and overcast with heavy rain. Four to 8 a. m.: Light winds and variable, accompanied with heavy rain. At 4 a. m. made all necessary arrangements for going into action. At 6 ceased raining, but remained overcast. At 8 cleared off, with light airs to the windward. At 11:45 slipped anchor and steamed toward Wagner. Meridian to 8 p. m.: Standing for Wagner in company with all the ironclads and all the wooden gunboats. At 12:43 p. m. fired the first shot and continued the action until 7:30, when we fired last shot and withdrew from action, Forts Wagner, Sumter, and Battery Bee replying slowly. At 7:30 p. m. our troops were seen charging on Wagner, and the fire from small arms and artillery was terrific. Fired during the action 48 XI-inch and 33 XV-inch shells. At 8 came to anchor near the *Ironsides* in $3\frac{1}{2}$ fathoms water with 10 fathoms chain. Sumter firing at intervals during the watch from mortars. Eight to midnight: Moderate breezes and overcast. Musketry and big guns being fired continually during this watch between the enemy and our troops on Morris Island.

U. S. S. Patapsco.—From meridian to 4: At 12:20 flagship made signal to get underway and form line of battle. We took our station as fifth in line. At 12:30 called all hands to quarters. At 1 commenced action; at the second discharge of the guns, in turning the turret, two teeth broke of the pinion wheel. After the fifth discharge of the XV-inch gun, carried away the two after slides of the gun. Kept underway and fired by sheering the vessel. From 4 to 6 shelling Fort Wagner. At 7:30 ceased firing.

U. S. S. Paul Jones.—From 8 to meridian: At 8:45 went in and engaged Battery Wagner; at 12 still engaged. From meridian to 4: At 12 the monitors went in action; at 2:30 our 100-pounder rifle, after firing 76 rounds, exploded. At 3:20 ceased firing. From 4 to 6: At

5 got underway and reopened fire on Battery Wagner. At 7 made signal to cease firing, and at 7:40 the army advanced to storm Battery Wagner. We fired during the engagement 76 shells from 100-pounder pivot, 51 from XI-inch pivot, 12 from IX-inch broadside, and 7 from 50-pounder rifle.

U. S. S. Ottawa.—At 7:40 a. m. got underway and engaged Fort Wagner, opening fire with 150-pounder pivot gun and using 30-pounder Parrott and 12-pounder howitzer at intervals. At 9 a. m. anchored with spring to cable, engaging Fort Wagner. At 12:05, the admiral having transferred his flag to the ironclad *Montauk*, made signal to the *Catskill*, *Weeharoken*, *Nantucket*, and *Patapsco* (gunboats having been previously signaled), flagship got underway and stood in toward Fort Wagner, followed by ironclads and the *Ironsides*. At 12:15 got underway. At 12:47 p. m. first gun fired from *Ironsides*. At 12:55 p. m. continued firing with pivot gun and 30-pounder. At 2:30 ceased firing. At 5:20 the *Paul Jones* signaled the gunboats to continue the action. Opened fire on the fort, shortening the range. At 7 p. m. ceased firing, having apparently silenced the guns of Fort Wagner. At 7:30 the Federal troops made an attack upon the fort. Ammunition expended: 68 150 pounder, 54 30-pounder Parrott, and 22 12-pounder howitzer shells.

U. S. S. Seneca.—From 4 to 8 a. m.: Light breezes from the westward and squally. At 7 cleared off. At 8:50 a. m. tug came within hail and said that we were to get underway immediately and stand in range of rebel battery and open fire. At 9:15 got underway and stood in range of Fort Wagner. At 7 a. m. ceased firing; steamed down the channel. Expended during the day 54 XI-inch shell, 54 15-pound charges; 8 time-fuze shell, and 16 percussion shell.

U. S. S. Chippewa.—At 8 a. m. steam tug came alongside with orders from the admiral to go into action; immediately got underway. At 9 opened fire on Fort Wagner at long range. Fired 30 shell. At 12 meridian the admiral transferred his flag to the *Montauk*. At 12:10 p. m. the admiral led the ironclads into action. At 12:16 p. m. the ironclads opened fire on Fort Wagner. At about 1 p. m. we went into close range on Fort Wagner. At 1:48 p. m. ceased firing our rifled guns. At 1:50 p. m. flag came down from flagstaff on Fort Wagner; supposed to have been shot away. Fired 47 shell. From 4 to 6 p. m. firing at Fort Wagner occasionally. Fired 19 shell. At 6 p. m. our troops advancing along the beach for the purpose of assaulting Fort Wagner. At 6:27 the *Paul Jones* made general signal to the gunboats. Ceased firing. At 6:55 Fort Wagner opened with musketry. Fort Sumter also opened fire, Union batteries replying. Ironclads occasionally firing. At 7:40 p. m. the *Paul Jones* hailed us and ordered us to our anchorage.

U. S. S. Wissahickon.—From 8 to meridian: At 9 a. m. flagship made signal to engage the batteries. At 9:20 got underway and engaged Fort Wagner. Expended 25 Schenkle shell, 7 20-pounder shell. From meridian to 4: Still engaging Fort Wagner. At 12:15 the ironclads stood in and engaged the batteries on Cumming's Point. Expended Schenkle shell and 20-pounder shell. From 4 to 6, engaging Fort Wagner. From 6 to 8, still engaging Fort Wagner; expended 6 Schenkle shell, 7 20-pounder shell. At 8:20 came to anchor.

Extract from diary of Rear-Admiral Dahlgren, U. S. Navy.

July 17, 1863.—It rained in torrents during the night. Very early General Gillmore made signal that he was not ready to attack. I sent a note that it was well not to delay as we had all our force and the enemy would increase his every hour. I also signaled that we could see them strengthening. General [Gillmore] answered he was getting ready as fast as he could. Signaled captains of ironclads on board and conferred on matters of detail as to their vessels. Gunboats at work. *Circassian* outside.

July 18, 1863.—Not long after midnight a violent storm of rain and lightning came up. The water came down in a flood and continued after daylight. The general signaled that he could not begin to fire; his batteries were flooded. At 8:30 he said he would be ready between 9 and 10:30. Signals to *Ironsides* to prepare for action and ordered the gunboats to open fire. At 9:30 General Gillmore telegraphed that his ammunition had been so wet that he could not open before noon; would begin now to get his range. I sent word to ironclads to postpone. The gunboats are firing very lively at Wagner, and the general telegraphed that they aid him very much. There are five at work.

About 10 o'clock the first shell from our mortar battery to try range.

At 11:30 I went on board the *Montauk*, hoisted my flag, and led up the channel, followed by the turrets *Patapsco*, *Nantricket*, *Catskill*, *Weehawken*, and by the *Ironsides*.

About 12:30 anchored abreast of Fort Wagner and fired the first gun, which was succeeded by the fire of the other vessels. The guns of the fort were soon overcrowded by the weight of metal and did not respond with spirit.

The pilot would only take the *Montauk* to the edge of the channel, say, 1,200 yards of the fort, and the *Ironsides* could not get that near, for the tide was ebbing. Meanwhile our gunboats were blazing away at long range, and our shore batteries were going it rather deliberately. Such a cracking of shells and a thunder of cannon and flying of sand and earth into the air. }

About 4 the tide began to flow, when I had the *Montauk's* anchor weighed and closed in steadily until as near as 300 yards, when we anchored again. But the fort was quiet and would not answer with a gun; indeed, under such a fire it was very unsafe for a man to come out of the bombproofs. The gunnery was very fine, the shells of the *Ironsides* going right over the *Montauk*, so we had it all our own way.

About sunset an aid brought a note from General Gillmore on half a blank leaf, written in pencil, saying he had ordered an assault, and by the waning light we could see the masses coming along the beach; but the darkness shut them in ere they reached the fort. Presently came the flashes of light and the sharp rattle from musket and cannon. There could be no help from us, for it was dark and we might kill friend as well as foe. All we could do was to look on and await an issue not in our control.

The contest went on for an hour and a half, lapsed, and then died out. It was over, but who had won?

About 10, almost worn-out with exertion for nineteen hours, I returned to my den in the *Dinsmore*, and there learned that our men had been repulsed with severe loss—600 or 700 men out of four regi-

ments. The news came down the island and thence to the vessels there. The general has not force enough, evidently.

July 19, 1863.—Turned out early and went up the harbor to the *Iron-sides*, whence I sent the flag-lieutenant and Surgeon Duvall under flag of truce to ask for our wounded or to send medical assistance. Enemy declined both, saying they would bury the dead and take care of the wounded. Mr. Preston says many of both had not yet been removed, but were lying where they fell. It is said that the Massachusetts negro regiment first led, but broke quickly.

So we passed a quiet Sunday, for it was impossible to fire while our wounded men were lying about.

I had not been long in my cot when alarm lights from outside said that the Confederate ironclads were coming out; then came some guns, and finally that a "runner" had been taken. (*Raccoon* run ashore on Drunken Dick.) It turned out in the morning that a vessel trying to get out was run ashore and burned, while another got in; hope it was not the *Sumter*. She had passed the outer vessels, but was headed by a shot from the *Catskill* that lay inside. (Note.) This was the first of the real blockade; for the trade ceased at once when known that a monitor was so high up.

[Telegram.]

HEADQUARTERS DEPARTMENT OF S. C., GA., AND FLA.,
Charleston July 15, 1863.

Reported Gillmore will open fire in the morning and attempt an assault afterwards. Will be assisted by fleet. Be on watch and prepared.

THOMAS JORDAN.

[Endorsement.]

Send the above dispatch to Colonel Rhett, Fort Sumter, and Brigadier-General Taliaferro, Morris Island.

H. H. ROGERS,
Aid-de-Camp.

[Telegram.]

MORRIS ISLAND, July 14, 1863—9:30 p. m.

Shelling over for to-day. Firing entirely from the boats. No damage done the fort or men by shells. One man killed by sharpshooters.

TALIAFERRO,
Brigadier-General.

Brigadier-General R. S. RIPLEY,
Commanding, etc.

[Telegram.]

SULLIVAN'S ISLAND, July 15, 1863.

CAPTAIN: The following dispatch has just been sent from the enemy's fleet:

GENERAL: Will you begin to-morrow, as you intended, and at what time will you begin firing, and when will the assault be made? I wish the vessels to open fire

as soon as the batteries. Please answer immediately, as I wish to complete my arrangements.

D[AHLGREN.]

General GILLMORE.

This is reliable, and we could not get answer from Gillmore.

LAWRENCE M. KEITT,
Colonel.

Captain W. F. NANCE,
Assistant Adjutant-General.

[Telegram.]

[Via] FORT SUMTER, *July 16, 1863—3:45 p. m.*

Rifle (32-pounder) burst at 1 o'clock this afternoon, destroying carriage.

Monitor fleet with gunboat coming in. One monitor engaged; range too great for X-inch to be very effective; won't waste ammunition. Can heavy gun be replaced? Want also gin and block.

W. B. T[ALIAFERRO].

Captain W. F. NANCE,
Assistant Adjutant-General.

Report of Brigadier-General Taliaferro, U. S. Army.

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CHARLESTON, S. C., *July 21, 1863.*

CAPTAIN: I have the honor to report for the information of the brigadier-general commanding the District of South Carolina the operations of the troops of my command on Morris Island during the week commencing Monday, the 13th instant, and particularly the occurrences of Saturday, the 18th instant, which terminated in a most decisive and overwhelming repulse of the enemy.

On Monday, the 13th instant, I made such an inspection of parts of the island as the limited means at my disposal offered, and on Tuesday morning relieved Colonel Graham of the command of the troops, including the garrisons of Forts Wagner and Gregg.

I found that the abolitionists occupied the island in force, from the southern part to Gregg's Hill, upon which they were already erecting batteries, and had constructed a signal station; that they had thrown forward their skirmishers to a point indicated by a single palmetto tree, one mile and a quarter to their front, and about three-quarters of a mile from Fort Wagner, at which last post the undulating and successive ranges of sand hills shielded them and their operations from our view.

In the course of the morning their riflemen gave us some annoyance, and during the day the wooden vessels of their fleet, aided by one turreted ironclad, attacked our works, throwing some 300 heavy shell and shot. I determined to make a slight reconnoissance at night, to feel the enemy and to add to the confidence of the garrison, and ordered a party consisting of 150 men from various commands, under Major Rion, of Major Nelson's South Carolina Battalion, to push forward, drive in the enemy's pickets, and feel its way until it encountered a heavy supporting force. This duty was gallantly and well performed.

Major Rion pushed the pickets and first reserve back upon a reserve brigade in such disorder that the latter fired upon their retreating companies, inflicting a heavy loss, in addition to the punishment already inflicted by Major Rion.

I established rifle pits some 200 yards outside the works—the nearest practicable point—and made such disposition for holding the post against assaults, by assigning each command its particular position, etc., as were necessary.

On Wednesday, Thursday, and Friday, the bombardment was kept up from the fleet, from 10 until 5 each day, the average number of projectiles thrown at the works being 300 daily; the casualties being few, and the damage to the fort inappreciable, our work having been directed up to this time not to repairs but to improvements at Forts Wagner and Gregg. During these three days the enemy, under cover of the sand hills, erected batteries on land, the nearest being about three-quarters of a mile off, and others extending from Gregg's Hill to the left, and distant about one mile and three-quarters from Fort Wagner. These batteries were gradually unmasked and were, with the exception of the first, entirely without range of our guns.

On Saturday morning, the 18th instant, at 8 and a quarter a. m., the enemy, having disclosed his land batteries, brought up to their support his entire fleet, consisting of the *Ironsides*, flagship, five monitors, and a large number of wooden steam gun ships. With this immense circle of fire by land and sea, he poured for eleven hours, without cessation or intermission, a storm of shot and shell upon Fort Wagner, which is perhaps unequalled in history.

My estimation is that not less than 9,000 solid shot and shell of all sizes, from XV-inch downward, were hurled during this period at the work; the estimate of others is very much greater.

The garrison of the fort on this day consisted of the Charleston Battalion, Lieutenant-Colonel Gaillard, whose position extended from the sally port in Light-House Creek, on the right; to the left until it rested on Colonel McKethan's regiment, Fifty-first North Carolina, which extended to the gun chamber opposite the bombproof door, at which point and extending along the face of the work to the left, to the sally port next to Fort Gregg, the Thirty-first North Carolina, Lieutenant-Colonel Knight, occupied the work. These positions for the infantry were verified by frequent inspection, and the several commands were required to sleep in position, and each man was instructed as to the exact point which he should occupy, and which in any moment of confusion he would be required to gain and hold. In addition to this a small portion of the Thirty-first North Carolina were held as a reserve in the parade, and a part occupied the parapet just to the right of the sally port. On the outside of the fort two companies of the Charleston Battalion held the sand hills along the beach, and their face extending from the sally port to the sea beach.

The artillerists occupied the several gun chambers, and two light fieldpieces were placed in battery outside of the fort on the traverse near the sally port. The artillery command consisted of Captains Tatom and Adams' First South Carolina Infantry, Buckner and Dixon's Sixty-third Georgia Heavy Artillery, and Captain De Pass, commanding light artillery, all under the general command of Lieutenant-Colonel Simkins, chief of artillery. The infantry, except the Charleston Battalion, and the artillery, except the gun detachments, were

placed, shortly after the shelling commenced, under cover of the bombproofs. The first named battalion, with a heroic intrepidity never surpassed, animated by the splendid example of their field officers, Lieutenant-Colonel Gaillard and Major Ramsay, had no protection, except such as the parapet afforded them, yet maintained their position without flinching during the entire day. The X-inch gun was fired at intervals of ten to fifteen minutes against the ironclads, and the heavy guns on the land face, whenever the working parties or cannoneers of the enemy on the land showed themselves within range. The mortar, in charge of Captain Tatom, was fired every half hour.

The casualties during the day from the bombardment did not exceed 8 killed and 20 wounded.

About 2 o'clock the flag halyards were cut, and the Confederate flag blew over into the fort. Instantly Major Ramsay, of the Charleston Battalion, Lieutenant Readick, Sixty-third Georgia (Artillery), Sergeant Shelton and Private Flinn, Charleston Battalion, sprang forward and replaced it on the ramparts, while at the same time Captain Barnwell, of the Engineers, dashed out, seized a battle flag and erected it by the side of the garrison flag. This flag was subsequently shot away and replaced by Private A. Gilliland, Charleston Battalion.

As night approached the increased severity of the bombardment plainly indicated that an assault would be made, and orders were issued to the command to prepare to man the ramparts.

At a quarter to 8 the lines of the enemy were seen advancing, and the bombardment slackened to an occasional shell from the ships and land batteries. As the enemy advanced they were met by a shower of grape and canister from our guns, and a terrible fire of musketry from the Charleston Battalion and Fifty-first North Carolina. These two commands gallantly maintained their position and drove the enemy back quickly from their front, with immense slaughter.

In the meantime, on the left of the work, the Thirty-first North Carolina could not be induced to occupy their position, and ingloriously deserted the ramparts, when, no resistance being offered at this point, the advance of the enemy, pushing forward, entered the ditch and ascended the work at the extreme left salient of the land face, and occupied it.

I at once directed Lieutenant-Colonel Gaillard to keep up a severe enfilading fire to his left and directed the fieldpieces on the left of the fort outside of the sally port to direct their fire to the right, so as to sweep the ditch and exterior slope of that part of the work thus occupied, and thus, at the same time, prevented the enemy from being supported at that point and cut off all hope of his escape.

The main body of the enemy, after a brief attempt to pass over the field of fire, retreated under the fire of our artillery and the shells of Fort Sumter, and must have suffered heavily as long as they were within the range of our guns.

Colonel Harris, of the Engineers, to whose skill I am much indebted, and whose coolness and gallantry were most conspicuous during the previous day, placed a howitzer on the right of the fort, outside the beach, and cooperated with the guns on the left.

Thinking it advisable to dislodge the enemy at once, before they had time to communicate their temporary success, I called for volunteers to dislodge them. This call was promptly met by Major McDonald, of the Fifty-first North Carolina Infantry, and by Captain Ryan,

Charleston Battalion. I selected Captain Ryan's company, and directed them to charge the enemy in the salient.

This work they advanced to with great spirit, but unfortunately Captain Ryan was killed at the moment of the advance, and his men hesitated and the opportunity was lost.

Wherever the enemy showed themselves a sharp fire was kept up upon them by the Fifty-first North Carolina, and after considerable injury thus inflicted, a party of the Thirty-second Georgia Regiment having been sent along the parapet to the left and on the top of the magazine to approach their rear, they surrendered.

In front of the fort the scene of carnage is indescribable. The repulse was overwhelming, and the loss of the enemy could not have been less than 2,000 in killed, wounded, and prisoners, perhaps much more.

Our loss I estimate at 50 killed and 150 wounded, but will forward an exact return.

The assailants consisted of troops from Connecticut, Pennsylvania, New Hampshire, Ohio, and New York, and the Fifty-fourth Massachusetts negro regiment (under Colonel Shaw, who was killed), under the command of Brigadier-General Strong. The supports were commanded by Brigadier-General Terry.

I will hereafter make a supplementary report and give such details as may be required.

As to the damage done to the work and guns, I have the honor to refer you to the reports of the engineer officer and chief of artillery, which will be forwarded.

I will remark this: Whilst the injury done to the work is considerable, it is much less than could have been expected, and the damage to the guns, it is hoped, may be repaired in a short time.

In conclusion, whilst I feel it my duty to mention the disgraceful conduct of the Thirty-first North Carolina Infantry, I am proud to bear testimony to the efficiency and gallantry of the other troops.

Colonel McKethan's regiment, Fifty-first North Carolina Infantry, redeemed the reputation of the Thirty-first Regiment. They gallantly sought their position under a heavy shelling, and maintained it during the action. Colonel McKethan, Lieutenant-Colonel Hobson, and Major McDonald are the field officers of this regiment and deserve special mention.

The Charleston Battalion distinguished themselves not only by their gallantry, but by their discipline and cool performance of their duty and obedience to orders under the excitement and confusion always incident to a night attack.

Lieutenant-Colonel Gaillard and the brave Major Ramsay, who, I regret to say, was severely wounded, deserve the highest expression of commendation for their conduct during the bombardment and assault.

The artillery behaved throughout the day with remarkable courage. Lieutenant-Colonel Simkins had a most severe duty to perform during the day in directing the operations of the artillery. This unflinchingly and admirably he performed, and after the enemy's heavy guns had ceased he mounted the parapet and encouraged the infantry. There, on the ramparts, in the front, this admirable soldier and accomplished gentleman sealed his devotion to our cause by an early but most heroic death.

Captains Buckner and Dixon, Sixty-third Georgia, and Captain Adams, First South Carolina Infantry, deserve especial mention; but I desire to bring most conspicuously to the notice of the brigadier-general commanding the name of Lieutenant Powe, whose coolness, skill, and gallantry were unsurpassed. I regret to say he was severely wounded.

I would also especially mention Lieutenant Waties, commanding the fieldpieces on the left of the works, who was conspicuous for his gallantry, and was severely wounded; and the skill, coolness, and gallantry of Captain De Pass, who assumed command of his pieces after his fall. These pieces rendered most important service.

I have doubtless omitted the names of many officers whose gallantry should be recorded, and shall, in a subsequent report, endeavor to do justice to all.

I must, in conclusion, mention the good conduct of Sergeant Williams, of Lieutenant Powe's company, and Corporal Conneway, of the Twenty-second Georgia Battalion, who greatly distinguished themselves.

To the officers of my personal staff I am under obligations.

I lament to record the death of the gallant Captain Waring, acting aid-de-camp, and the wounding of Captain Twiggs, inspector-general, and Captain Stoney, aid-de-camp, who were stricken down nobly discharging their duty.

To Captain Taliaferro, assistant adjutant-general, Lieutenants Mazyek and Cunningham, ordnance officers, and Meade, aid-de-camp, and to Surgeon Habersham, Major Holcombe, and Captain Burke, I tender my thanks for their aid, etc., during the course of the week. I would especially mention Captain Barnwell, of the Engineers.

In the early part of the week the commands of Colonel Olmstead, Lieutenant-Colonel Capers, Major Hanvey, and Major Basinger, of Lieutenant-Colonel Nelson and Lieutenant-Colonel Dantzler and the artillery under the admirable management of Lieutenant-Colonel Yates, with such officers as Captains Mathewes and Chichester, deserve great credit for their bravery and zeal.

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

WILLIAM B. TALIAFERRO,
Brigadier-General.

Captain [W. F.] NANCE,
Assistant Adjutant-General.

[Telegram.]

FORT SUMTER, *July 18, 1863.*

(Received 12:15 p. m.)

The enemy have been repeatedly repulsed from Battery Wagner—I believe with great loss. We have lost heavily. Brigadier-General Hagood arrived with Harrison's regiment, and I doubt not has made good the battery, a portion of which the enemy had possession of. Whether it will be tenable to-morrow, I shall know in a short time. I doubt whether the ships will stop shelling, though the land forces will have enough to do.

Some of our losses are: Lieutenant-Colonel [J. C.] Simkins, killed; Major [David] Ramsay, wounded; Captain [William H.] Ryan, killed; Lieutenant [T. D.] Waties, wounded; Captain [W. T.] Tatom, wounded, and many others.

I have ordered the steamer *Chesterfield* to report here, to act when I hear from Generals Taliaferro and Hagood, before moving.

The transportation of Clingman's troops to Sullivan's Island I fear will be delayed.

R. S. RIPLEY,
Brigadier-General, Commanding.

Brigadier-General THOMAS JORDAN,
Chief of Staff.

[Telegram.]

CHARLESTON, S. C., *July 19, 1863--9:15 a. m.*

Praise be to God. The anniversary of Bull Run has been gloriously celebrated. After shelling Battery Wagner all day yesterday with the *Ironsides*, five monitors, four gun and mortar boats, and two land batteries, enemy attempted to storm Battery Wagner last night, but was gallantly repulsed with great slaughter. Our loss was comparatively slight.

G. T. BEAUREGARD.

General JOSEPH E. JOHNSTON,
Brandon, Miss.

(Copies to General Braxton Bragg, Chattanooga, Tenn.; Major-General W. H. C. Whiting, Wilmington, N. C., and Brigadier-General H. W. Mercer, Savannah, Ga.)

[Telegram.]

NAVY DEPARTMENT, *July 18, 1863.*

Order the *Dai Ching* to proceed direct to Port Royal. No dispatches to send.

GIDEON WELLES,
Secretary of the Navy.

Commodore A. A. HARWOOD,
Commandant, Navy Yard, Washington.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Captain Green, U. S. Navy, regarding picket boats.

FLAG-STEAMER DINSMORE,
Off Morris Island, July 19, 1863.

SIR: You will please send in by the *Daffodil*, from any of the vessels outside that may have them, six large-sized water casks, say about 100 gallons each.

The order sent you this morning to send in the marines and seamen is revoked.

You will, until further orders, please have six picket boats, manned and armed same as last night, ready to come in every evening at 5 o'clock. A tug will report to you daily at that hour to tow them.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain J. F. GREEN,
Senior Officer Present, off Charleston Bar.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Captain Rowan, U. S. Navy, commanding U. S. S. New Ironsides, to engage Confederate batteries.

FLAG-STEAMER AUGUSTA DINSMORE,
Off Morris Island, South Carolina, July 19, 1863.

SIR: I understand the shore batteries are to open fire in the morning. Please open fire from the *Ironsides* at the same time, provided they do not begin before 6 or 7 o'clock, and continue your fire deliberately during the day. Two of the monitors will join you after breakfast.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain S. C. ROWAN, U. S. Navy,
Comdg. U. S. S. New Ironsides, off Charleston, S. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding a steamer chased ashore by blockading vessels off Charleston, S. C., July 19, 1863.

No. 21.]

FLAG-STEAMER DINSMORE,
Off Morris Island, July 21, 1863.

SIR: I have to inform the Department that on the night of the 19th instant a large side-wheel steamer, in trying to run into Charleston, was chased by the *Canandaigua* and other outside blockaders, and finally headed off and driven upon the shoals by Commander George W. Rodgers, of the *Catskill*, then anchored abreast of Fort Wagner on picket duty.

The steamer was fired by her crew, and is now a total wreck.

The chances of success to such enterprises are materially lessened by our occupation of the main Ship Channel.

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

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Report of Captain Green, U. S. Navy, senior officer off Charleston, regarding steamer chased ashore by blockading vessels off Charleston, S. C., July 19, 1863.

U. S. S. CANANDAIGUA,
Off Charleston, S. C., July 20, 1863.

SIR: I have respectfully to report that a large side-wheel steamer ran in last night at about 10 o'clock. She attempted to go between this ship and the *Penhatan*, which I prevented by slipping my cable, standing in a direction to cut her off, and firing at her, when she turned, stood to the southward and westward, passing the *Wabash* and in, by and to the northward of the gunboat stationed near the entrance buoy of Pumpkin Hill Channel, toward the northern end of the line of the fleet inside of the bar.

I pursued and fired at her as long as she was in sight, and kept underway till midnight, apprehending she might attempt to escape outward.

At about 2:30 this morning a vessel was discovered on fire off and in range of the Moultrie House, and at daylight proved to be a side-wheel steamer apparently constructed of iron, badly aground and abandoned, and is, undoubtedly, the vessel that ran the blockade last night.

Should the rebels attempt to wreck her I shall endeavor to prevent it.

Very respectfully, your obedient servant,

J. F. GREEN,

Captain and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,

Comdg. South Atlantic Blockdg. Squadron, off Charleston.

Abstract log of the U. S. S. Canandaigua, Captain Green, U. S. Navy, commanding.

July 19, 1863.—Off Charleston, S. C. From 8 to midnight: At 10 p. m. saw a steamer coming in, bearing about S. E.; went to quarters, threw up a rocket, burned a red light, slipped the cable, started for him, and fired several guns at him. At 10:30 lost sight of him under the land. Two or three guns fired inshore. At 11:30 went to our station.

July 20.—Commences and till 4 a. m. At 2:30 discovered a steamer on fire ashore near the Moultrie House. Suppose it to be the one we fired at during the previous watch. From 4 to 8 a. m.: The steamer ashore still burning. At 5:30 got underway and stood for our buoys.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Rodgers, U. S. Navy, commanding U. S. S. Catskill, to report for duty as chief of staff.

FLAG-STEAMER DINSMORE,

Off Morris Island, South Carolina, July 19, 1863.

SIR: You will transfer the command of the *Catskill* temporarily to Lieutenant-Commander Carpenter, and report to me for duty as chief of staff.

Very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander GEORGE W. RODGERS, U. S. Navy,

Commanding U. S. Ironclad Steamer Catskill.

General order of Rear-Admiral Dahlgren, U. S. Navy, designating Commander Rodgers, U. S. Navy, as chief of staff.

FLAG-STEAMER DINSMORE,

Off Morris Island, July 20, 1863.

Commander George W. Rodgers is hereby temporarily assigned to duty as chief of staff.

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the need of vessels and men.

No. 17.]

FLAG-STEAMER AUGUSTA DINSMORE,
Off Morris Island, July 20, 1863.

SIR: It is probable that under previously arranged circumstances, I might not have had occasion to make any important requisitions on the Department.

The headquarters of the squadron were at Hilton Head, and the vessels at this place were occupied only with blockade duty. Now the flagship is transferred to the inner anchorage and a force organized to carry on effective operations. For this purpose, some vessels that require much repair should be exchanged for others, and some new vessels are needed.

These may be of the double-bowed vessels, like the *Conemaugh*, except one or two, which should be corvettes of the *Brooklyn* class, because there are occasions when their broadsides would be invaluable. A large vessel like the *Wabash* is useful for her capacity to furnish men and means generally when needed for extraordinary service. Two or three tugs, screw or side-wheel, are needed for communications and supplies.

The number of men on board the vessels of this squadron is now reduced too much. The duty is severe by day and night in this climate; many of the vessels are in action by day and blockade by night, often employing their boats at the same time on picket duty. But above all, the turret ironclads; no men can long endure the duties now imposed on them. Under existing circumstances they are either in action or in situations so exposed as to require constant readiness for action, and the severity of the service is not easily understood except from personal experience. I will refer to the reports of the fleet surgeon and others for the professional detail on this subject. The zeal of the men lead them to endure without complaint, but they break down sooner or later. I recommend, therefore, that a suitable hulk be sent here, to which crews of the turret vessels can be sent at times for respite. Their time should count double for ordinary service, and some allowance be made them for clothing, which is quickly ruined by this duty.

The surgeons now find it indispensable to allow the men whisky when their vessels are in action.

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

JNO. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Chief of Bureau of Ordnance, requesting a supply of guns and shells.

FLAG-STEAMER DINSMORE,
Off Morris Island, South Carolina, July 20, 1863.

SIR: The expenditure of XI-inch shells is so great that I beg the Bureau will forward an immediate supply by steamer upon receipt of this.

I would ask for a dozen XI-inch guns as a stock.
I am much in want of the Schenkle 100 and 150 pounder shells.
Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander H. A. WISE, U. S. Navy,
Chief of Bureau of Ordnance, etc., Washington, D. C.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Bacon, U. S. Navy, regarding means for preventing reinforcement by the enemy.

FLAG-STEAMER DINSMORE,
Off Morris Island, South Carolina, July 20, 1863.

SIR: You have the admiral's consent to the arrangement with regard to the use of a howitzer in preventing reinforcement of the enemy, proposed in your letter received this day.

Very respectfully, your obedient servant,
GEORGE W. RODGERS,
Chief of Staff.

Lieutenant-Commander BACON,
Commanding the U. S. S. McDonough, Light-House Inlet.

Report of Captain Rowan, U. S. Navy, commanding U. S. S. New Ironsides, regarding injuries sustained by that vessel from the bombardment.

U. S. S. NEW IRONSIDES,
Off Morris Island, July 20, 1863.

ADMIRAL: In obedience to your signal, the number of times this ship was struck by the enemy in the bombardment of to-day is as follows:

Four X-inch shot on the plating, 1 X-inch shot on the port shutter, 1 lighter shot on another port shutter, 1 X-inch shot on the upper end of a port shutter; 6 X-inch shot in the railing, 2 of them breaking the sheet anchor stock in pieces and carrying away part of the palm of the starboard sheet anchor; 1 X-inch through the smokestack.

The enemy's shot appear to be bad iron.

I have the honor to be, very respectfully, your obedient servant,
S. C. ROWAN,
Captain, Commanding.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Charleston, S. C.

Report of Captain Rowan, U. S. Navy, regarding the recall of the monitors.

Unofficial.]

U. S. S. NEW IRONSIDES,
Off Morris Island, July 20, 1863.

DEAR RODGERS: You say in your note that the admiral desires me to recall the monitors when in my opinion it is no longer safe for them to remain in position at this anchorage.

Would not the commanders of the vessels be the best judges of how long they can safely remain at anchor in position, in case of bad weather at night? If I exercise judgment in the matter I may keep them longer than is safe, or call them before it is necessary. If I must exercise this judgment at night, you had better inform them and me what signal I shall make.

Yours, truly,

S. C. ROWAN.

Fleet Captain GEO. W. RODGERS.

Order of Rear-Admiral Dahlgren, U. S. Navy, regarding the reported movements of the Confederate steamer Sumter.

FLAG-STEAMER DINSMORE,
Off Morris Island, July 20, 1863.

The attention of the senior officer outside the bar is called to the fact that the Confederate steamer *Sumter* is announced as having started from Liverpool on the 4th for Nassau. This vessel had on board some very heavy ordnance, probably for Fort Sumter. It has been stated that the British Government caused it to be landed, but of this there is no certain information. There are therefore additional reasons for the capture of this vessel, and no effort will be spared to this end. As the south channels are now occupied by the ironclads, there is no entrance to the harbor save by the northern and middle channels, which can, I think, be well made nearly inaccessible.

If she appears and can be destroyed, let it be done even if one of our vessels has to chase her inside.

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Brigadier-General Gillmore, U. S. Army, granting his request for a gunboat for the protection of stores near Hilton Head, S. C.

FLAG-STEAMER DINSMORE,
Off Morris Island, South Carolina, July 21, 1863.

DEAR SIR: Your telegram stating your anxiety for the safety of your stores near Hilton Head, and asking to have a gunboat detailed to guard them, is at hand, and has received due consideration. I would have no hesitation in acceding thereto if it did not further reduce my force at this place, which is now barely sufficient to carry on operations.

However, I will send the vessel, only asking you to remember that it is the third vessel which has been drawn off from this place to secure points elsewhere, and that you must expect a corresponding abatement of efficiency here.

The *Chippewa* will leave to-morrow for Port Royal with instructions to guard your depot.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Brigadier-General Q. A. GILLMORE,
Commanding Department of the South, Morris Island.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Harris, U. S. Navy, commanding U. S. S. Chippewa, to proceed to duty in the waters adjacent to Port Royal, S. C.

FLAG-STEAMER DINSMORE,
Off Morris Island, South Carolina, July 21, 1863.

SIR: You will report to Captain Green, senior officer outside, for blockading duty to-night, and at an early hour to-morrow you will please proceed with the *Chippewa* to Port Royal and report to Commander Reynolds, senior officer present, for the duty of guarding and patrolling the interior waters adjacent to that harbor.

As opportunity offers in connection with this service, the necessary repairs to your vessel will be made.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.
Lieutenant-Commander T. C. HARRIS, U. S. Navy,
Commanding U. S. S. Chippewa.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Williams, U. S. Navy, commanding U. S. S. Powhatan, regarding a detail of men for service ashore.

FLAG-STEAMER DINSMORE,
Off Morris Island, South Carolina, July 21, 1863.

SIR: You will detail from the *Powhatan*, and transfer them temporarily to the *Wabash* for service ashore, 125 men, in charge of a lieutenant and an ensign or acting master's mate; their accounts need not be transferred. This detail is to include your launches' crews, and you will leave launches at the *Wabash*, armed and equipped.

Having completed this transfer, you will proceed with the *Powhatan* under your command to Port Royal and report to the senior officer present for coal and supplies.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.
Lieutenant-Commander E. P. WILLIAMS, U. S. Navy,
Commanding U. S. S. Powhatan.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Acting Master Hamilton, U. S. Navy, to assume command of the U. S. S. Augusta Dinsmore.

FLAG-STEAMER DINSMORE,
Off Morris Island, South Carolina, July 21, 1863.

SIR: You are hereby detached from the *Patapsco* and ordered to take command of the U. S. S. *Augusta Dinsmore*.

Very respectfully,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.
Acting Master W. HAMILTON,
U. S. S. Patapsco.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Acting Master Carr, U. S. Navy, to assume command of the U. S. tug Daffodil.

FLAG-STEAMER DINSMORE,
Off Morris Island, South Carolina, July 21, 1863.

SIR: You are hereby detached from the *Lodona* and ordered to relieve Acting Master E. M. Baldwin in the command of the U. S. tug *Daffodil*.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.
Acting Master J. P. CARR,
U. S. S. Lodona.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting correspondence with Brigadier-General Gillmore, U. S. Army, regarding method of attacking Fort Wagner.

No. 20.] FLAG-STEAMER AUGUSTA DINSMORE,
Off Morris Island, July 21, 1863.

SIR: The extraordinary expenditure of ammunition has compelled me to send the *Memphis* to Fortress Monroe to hasten supplies.

I take this opportunity of forwarding copies of correspondence between General Gillmore and myself, from which the Department will perceive that an additional land force is absolutely required to advance operations.

I have already silenced Fort Wagner and driven its garrison to shelter, and can repeat the same, but this is the full extent to which artillery can go; the rest can only be accomplished by troops.

General Gillmore tells me he can furnish but a single column for attack, and it is, of course, impossible for me to supply the deficiency, when the crews of the vessels are already much reduced in number and working beyond their strength to fulfill the various duties of blockade, cannonading, and boat patrols by night.

Time is all important, for the enemy will not fail to use it in guarding weak points. He is already putting up fresh works. I am aware that this matter is no doubt brought directly to the cognizance of the War Department, but at the same time it seems proper for me to bring it to your notice because the operations are conjoint, and you would prefer to be made acquainted with the exact state of the case.

With 20,000 men Fort Wagner would have been ours at this time, and then the rest must follow inevitably.

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

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

[Enclosures,]

FLAG-STEAMER DINSMORE,
Off Morris Island, July 20, 1863.

DEAR SIR: I hope our efforts will be more successful next time. Indeed, it is very important they should be, for each time that we fail

the enemy obtains some notice of a weak point, and strengthens it, so that the whole ground from Fort Wagner will be intrenched eventually. Permit me to suggest, therefore, that our trenches shall be pushed to the nearest point deemed advisable, armed plentifully with artillery, and pioneered by rifle pits.

When ready, I will support you with the vessels, and hope to quell the fire of the work, as before, and drive the garrison to shelter. When the assault takes place in front, I propose to land from boats one of your best regiments to assault the angle rearward and toward the water.

I would also suggest a picked column of 300 or 400 men to attack the angle rearward and landward, passing up the rivulet that enters Vincent's Creek. For this I will also endeavor to furnish boats.

Thus assaulted, and their men kept under shelter to the last moment, it seems to me that the gallantry of our troops can not fail to carry them into the work.

Very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Brigadier-General Q. A. GILLMORE,

Commanding Department of the South.

HEADQUARTERS DEPARTMENT OF THE SOUTH,

Morris Island, South Carolina, July 20, 1863.

DEAR SIR: I am in receipt of your communication of this date, suggesting a method of attacking Fort Wagner. I am pleased with the project. I had already determined to advance my batteries and shall commence doing so to-night.

I also like your plan of assaulting the work, although I would much prefer making two columns of attack only, one in front along the beach, and the other in rear, landing on the east side of Morris Island. It involves, however, the consumption of men, in which the army has already been a very severe sufferer. I began here with the minimum force deemed safe for any offensive operations; of that force I have lost 33 per cent in killed, wounded, missing, and sick.

My actual loss in killed, wounded, and prisoners will not fall far short of 1,200 men; as many more are laid up by sudden sickness, occasioned by excessive fatigue duty. With this more than triple decimation of my active available command, I hesitated to incur any further immediate loss in the absence of powerful reasons to the contrary.

If the Navy can furnish sailors and marines for one of the columns of attack, I will supply the other or others, and a combined attack can be made on the work. I can also issue to your men any arms they may require, either muskets or lances. I will engage to furnish a large proportion of the attacking force.

Should you desire to confer with me on this project, I will come and see you.

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

Q. A. GILLMORE,

Brigadier-General, Commanding.

Rear-Admiral DAHLGREN,

Commanding South Atlantic Blockading Squadron.

Letter from Rear Admiral Dahlgren, U. S. Navy, to Brigadier-General Gillmore, U. S. Army, regretting inability to grant the request in regard to a force for attacking Fort Wagner.

FLAG-STEAMER DINSMORE,
Off Morris Island, South Carolina, July 21, 1863.

DEAR SIR: I assure you it would give me much pleasure to furnish one of the columns for attacking Fort Wagner. There is, however, at this time an inconvenient reduction of the number of seamen in the squadron just when the duties are much increased, and my whole force of marines only amounts to 280 men.

I regret, therefore, my inability to offer any force which could form a column sufficient for an assault.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Brigadier-General Q. A. GILLMORE,
Comdg. Dept. of South, Morris Island, South Carolina.

Report of Rear-Admiral Dahlgren, U. S. Navy, requesting instructions regarding the monitors under his command.

No. 25.]

FLAG-STEAMER DINSMORE,
Off Morris Island, July 22, 1863.

SIR: I beg leave to represent to the Department that the changes ordered upon the monitors have necessarily been suspended in consequence of the operations now pending, and I would request instructions in this respect.

Of the six monitors now in this squadron, one is at Wassaw to keep in an ironclad reported to be ready to issue from Savannah by that entrance. Five are here to assist in maintaining our hold on Morris Island and the main Ship Channel, where they also contribute to the blockade of the Swash Channels at the inner entrance. In further operations they will also be indispensable; so far from being able to spare one, I would rather request more.

Something might be done by sending me a monitor from Hampton Roads, and returning, instead, one of those which are here, if possible to continue her repairs at Fortress Monroe.

These are, of course, but suggestions, and I await further orders on the subject.

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

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Letter from Brigadier-General Gillmore, U. S. Army, to Rear-Admiral Dahlgren, U. S. Navy, responding to communications of the latter regarding a third attack upon Fort Wagner and the protection of stores at Hilton Head, S. C.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Morris Island, South Carolina, July 22, 1863.

DEAR SIR: I am just in receipt of your three letters, two of yesterday and one * of to-day, and hasten to reply to them in one communication.

First. We agree that a third assault of Fort Wagner can not be made at the present time. I have made two that were unsuccessful, and do not feel authorized to risk a third just now.

Second. In regard to the safety of my depot at Hilton Head, I admit that I feel some concern,

You will doubtless remember, admiral, that it was arranged between us—I so understood it, at least—that the *Wabash* and *Vermont* should both lie abreast of my depot at Hilton Head during our operations here, just as they did during the last attack on the Charleston defenses. It has been necessary to take the *Wabash* away, however, in your operations here, and as a consequence I have been obliged to send troops from Morris Island to Hilton Head.

I feel, as doubtless you do, that thorough cooperation between the Army and Navy is desirable, and that neither branch of the service can at the present moment advance alone. Each has already failed once in the attempt to do so. Too much would be risked if my depots at Port Royal and vicinity were less strongly guarded now than they were at the last attack on Charleston. The Navy then kept a gunboat in Calibogue Sound. There is none there now, and I have not requested it, although I feel great concern for the weakness of Hilton Head Island in that direction.

Third. I accept the Whitworth guns and the officers and crews with them, and thank you for the same. I presume you will send one officer to command the whole; if so, when he reports for duty I will assign him a position, give him the necessary general instructions, and afford him facilities for getting up his ordnance and ordnance stores. His guns and men will, of course, remain under his immediate control.

Very respectfully, your obedient servant,

Q. A. GILLMORE,
Brigadier-General, Commanding.

Rear-Admiral DAHLGREN,
Comdg. South Atlantic Blockading Squadron.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Brigadier-General Gillmore, U. S. Army, regarding measures of cooperation.

FLAG-STEAMER DINSMORE,
Off Morris Island, South Carolina, July 22, 1863.

DEAR SIR: In reply to yours of the 22d of July, just received, I beg leave to say:

1st. That when you deem it proper to make another assault on Fort Wagner I will assist to the best of my ability.

* Not found.

2d. I regret that you have been obliged to send troops to Hilton Head. Agreeably to your request a gunboat was sent there last evening, and the ironclad *Fingal* is, I expect, nearly ready for service. If in addition you prefer to have the *Wabash* return, it shall be done. She was brought here to render my cooperation more efficient, having a numerous crew which answered for boat service and other duty that could not be obtained from other vessels. There were 120 men last night in boats patrolling the channel.

3d. The Whitworth guns have been sent for, and will be sent ashore with officers and men. They will take such positions as you may be pleased to assign them.

I shall always be gratified to cooperate with you in the common cause, and am always ready to have any suggestions you may have to make, and to assent to them if in my power.

Please, therefore, to let me know if you prefer the *Wabash* to return to Port Royal, or other measures for its security. I can send a monitor there.

Very respectfully your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Brigadier-General Q. A. GILLMORE,

Commanding Department of the South.

Orders of Rear-Admiral Dahlgren, U. S. Navy, regarding the stations of the monitors.

FLAG-STEAMER DINSMORE,
Off Morris Island, July 22, 1863.

For the present, unless otherwise ordered or necessary, the stations of the ironclads will be as follows:

1. *Ironsides* not south of a line due east from the large beacon house on Morris Island.

2. One monitor not less than half a mile north of the *Ironsides*.

3. Two monitors south of the *Ironsides* at intervals of one-third of a mile.

4. Two monitors at the moorings.

5. During the darkness of the night one of the two monitors stationed to the southward of the *Ironsides* will take post to the northward of the upper monitor, in order to observe and check the entrance of vessels coming in the Swash Channel, and also any attempt of the enemy's vessels to attack our posts ashore. This vessel will have the aid of a steam tug and boats, the latter to stretch over upon the middle channels and also along the beach of Morris Island in the vicinity of Wagner, to guard against the placing of obstructions and also to observe the enemy's movements.

6. Suitable signals must be arranged to prevent firing on our own boats.

7. To prevent the guns of the monitors being disabled by continued firing, there will be a moderate practice maintained daily, from only two at a time, alternately supported by the *Ironsides* and whatever gunboats can be used.

8. The gunboats will, as a general rule, go outside in the evening for blockade, and return inside in the morning, except one, which, if possible, will be retained inside at night.

9. Range lights are to be placed by the pilots, which will guide the upper monitor correctly in reaching the position assigned.

10. As the enemy is known to be in possession of ironclads, it is only proper to guard against their possible use. Wherefore the XI-inch guns are to be loaded at night with solid shot and 20 pounds of powder, the 8-inch (150-pounder) with Stafford projectile, and the XV-inch with cored shot and 40 pounds of powder. These will be drawn in the morning.

11. The outer vessels are to guard against the enterprise of any of the enemy's cruisers.

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Abstract logs of the U. S. Steamers Nantucket and Ottawa, July 22, 1863.

U. S. S. Nantucket.—Off Charleston. At 12 the *Ironsides*, *Weehawken*, and *Montauk* engaged Wagner. Meridian to 4 p. m., moderate breeze from the S. W. and cloudy. At 1 p. m. hove up anchor and prepared for action in obedience to signal from the admiral and stood in toward Fort Wagner. At 2:23 fired first shot at Wagner. At 3, signal was hoisted from flagship; fired last shot at 3:05 and withdrew from action, having expended 9 XI-inch shells.

U. S. S. Ottawa.—At 1:20, flagship signaled prepare for action, got underway, and at 2 p. m. opened fire on Fort Wagner with pivot gun. At 3:30 ceased firing; expended 4 shells for pivot gun.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Parker, U. S. Navy, regarding naval battery on Morris Island, South Carolina.

FLAG-STEAMER DINSMORE,
Off Morris Island, July 22, 1863.

SIR: I have ordered four heavy rifles, two Whitworth and two Parrott, sent here from Port Royal, to be placed in battery ashore for the work against Fort Sumter.

You will please detail and organize the personnel for this battery.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander FOXHALL A. PARKER,
U. S. S. Wabash, off Charleston Bar, South Carolina.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Parker, U. S. Navy, to assume command of the naval battery on Morris Island, South Carolina.

FLAG-STEAMER DINSMORE,
Off Morris Island, South Carolina, July 23, 1863.

SIR: On the reporting of your relief, Commander Rhind, you will regard yourself detached from the command of the *Wabash* and

assigned to special duty in connection with the organization and command of the naval battery for service on Morris Island. The resources of the *Wabash* will continue to be at your disposal for this purpose.

Very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander FOXHALL A. PARKER, U. S. Navy,
Commanding U. S. S. Wabash.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Rhind, U. S. Navy, to assume command of the U. S. S. Wabash.

FLAG-STEAMER DINSMORE,

Off Morris Island, South Carolina, July 23, 1863.

SIR: You are hereby detached from the *Paul Jones* and ordered to relieve Commander Parker in command of the U. S. S. *Wabash*.

Very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander A. C. RHIND, U. S. Navy,
U. S. S. Paul Jones.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Barnes, U. S. Navy, to assume command of the U. S. S. Paul Jones.

FLAG-STEAMER DINSMORE,

Off Morris Island, South Carolina, July 23, 1863.

SIR: You are hereby detached from the U. S. S. *Wabash* and ordered to take temporary command of the U. S. S. *Paul Jones*.

Very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander JOHN S. BARNES, U. S. Navy,
U. S. S. Wabash.

Report of the Colonel Commandant of the U. S. Marine Corps, of the effective men at different stations.

No. 76.]

HEADQUARTERS MARINE CORPS,

Washington, July 23, 1863.

SIR: I enclose to the Department a report of the effective men at the different stations, including the receiving ships and the *Sabine*, which, agreeably to my detail, will give a total of 400 men for the battalion, to consist of four companies, each to have a captain and two subalterns, one adjutant, and one assistant quartermaster and commissary, to be commanded by Major Zeilin.

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

JNO. HARRIS,

Colonel, Commandant.

HON. GIDEON WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy to the Colonel Commandant of the U. S. Marine Corps to send marines to Port Royal.

NAVY DEPARTMENT, *July 23, 1863.*

SIR: Your communication, No. 76, has been received. The Department desires that you will have the marines prepared at the earliest possible moment to be sent to Port Royal, and inform the Department where they will assemble, and transportation will be procured for them.

Very respectfully,

GIDEON WELLES,
Secretary Navy.

Col. JOHN HARRIS,
Commandant Marine Corps.

Report of Captain Green, U. S. Navy, senior officer off Charleston, S. C., regarding a steamer and a schooner sighted by the U. S. S. Canandaigua.

U. S. S. CANANDAIGUA,
Off Charleston, S. C., July 23, 1863.

SIR: I have respectfully to report that a large side-wheel steamer, with two smokestacks and two masts, was seen from this ship at daylight this morning inside the bar between Sumter and Moultrie. At sunrise she got underway and stood up to the city.

It is possible that she ran in last night, but I think it more probable that she attempted to come out and for some reason was prevented.

The vessel seen on fire yesterday morning to the northward, was a schooner aground on Dewees Island. She doubtless came out of Dewees Inlet and grounded in attempting to go over the shoal to the northward.

A vessel of light draft stationed in the vicinity of Dewees and Price's inlets would make the blockade more effective.

A vessel of this class can not be very well spared from those employed on blockade service directly off this port, as it is now, in my opinion, insufficiently guarded.

I beg leave to state respectfully that it would relieve me of a great deal of embarrassment and facilitate the performance of my duty if I could have direct communication with you by signals.

I endeavored to communicate to you by signal this morning the arrival of the steamer *Dai Ching* from Washington, with orders to report to the commanding officer at Port Royal. The signal was not noticed and consequently I ordered Lieutenant-Commander Chaplin to report to you in person.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Captain Rowan, U. S. Navy, commanding U. S. S. New Ironsides, regarding the anchorage of that vessel.

U. S. S. NEW IRONSIDES,
Off Morris Island, July 23, 1863.

ADMIRAL: I consider it my duty to inform you that I do not consider this ship anchored in a safe place. The channel is narrowest where we are anchored and our anchor is in the center of the channel. A gale from the eastward would probably force us on the western bank directly under the guns of the enemy.

I will do all a seaman can do to take care of the ship if you have determined to keep her in her present position.

Very respectfully,

S. C. ROWAN,
Captain, Commanding.

Rear-Admiral JNO. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting report of machinist regarding repairs required by the monitors.

No. 28.]

FLAG-STEAMER DINSMORE,
Off Morris Island, July 23, 1863.

SIR: I transmit herewith a report on the condition of the monitors from Mr. Hughes, the machinist sent here to keep them in order.

To-morrow our batteries are to be advanced, and as I may have to bring all of these into action, it is pretty certain that further repair will be needed.

None of them are very seriously injured, and no great time would be needed to put them again in good order, but then I can not spare one, even, at this time without delaying the operations.

Please, therefore, to consider whether you can exchange the two at Hampton Roads for two of these, and send me the *Passaic* besides.

I have to report the arrival of the *Dai Ching* at this station, five days from Washington.

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

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

[Enclosure.]

STEAMER RELIEF,
Charleston Bar, July 23, 1863.

SIR: I have inspected the ironclad monitors this morning, according to your order, and report the work to be done to them, as far as my department is concerned, as follows, to wit:

Catskill has received five shots in her deck, and some very heavy shots in her armature, and one side of her smoke box partly carried away. To repair the same I will have to take up six plates of her deck and repair the parts of the wood deck that is broken through. Sir I would most respectfully recommend that this vessel would go

to Port Royal, as the work can be done there so much better and quicker.

Montauk has received three shots in her deck; one of those shots has hurt the loose and light ring around the bottom of turret; the fresh water condenser is out of order. Sir, I believe I can have all the work done to this vessel by Saturday morning.

Weehawken: One bolt to go in her smoke box; thirteen bolts to be drilled out of gun-carriage slides and new bolts put in; these bolts kept on the guides of gun carriage. Sir, I think it will take me about twelve hours with four men to do the above work to this vessel.

Patapsco: One tooth broken out of the main wheel. I think it is not necessary to repair this at the present time, as it does not interfere with fighting the monitor. The 200-pounder rifle is cracked at the muzzle; if you think I can assist this crack by putting bands of wrought iron on, I can do so in about twelve hours.

Nantucket has got two very bad shots in her deck, both of them through; one side of her smoke box is altogether carried away. I will have to repair the wood of deck where the shot has gone through her. Her smoke box is so bad that I would recommend that this vessel also go to Port Royal.

I am, sir, respectfully, yours,

P. HUGHES,

Assistant Inspector Ironclads.

Rear-Admiral DAHLGREN,

South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding general matters pertaining to his command.

No. 31.]

FLAG-STEAMER DINSMORE,

Off Morris Island, July 24, 1863.

SIR: The gunboat *Dai Ching* arrived yesterday and afforded me an opportunity of allowing the *Paul Jones* to return for repair. That of the steam machinery only could have been performed at Port Royal, but Captain Rhind represented to me that the hull was in such a condition as to make it indispensable that the vessel should return to a navy yard for repair. Wherefore, but most reluctantly, I have allowed her to return, in the hope that she can soon be sent back for duty at this place.

The Department will perceive by the enclosed memorandum how much I am pushed in order (first) to conduct operations on Morris Island, (second) to maintain the blockade, (third) to cover the points which have been exposed by the withdrawal of troops concentrated here, (fourth) to keep in the rebel ironclad at Wassaw with deficiencies for repair, coaling, etc.

Then, too, there is a diminution of officers from sickness and of men from expiration of terms and sickness, so that, on the whole, without being discouraged or feeling unequal to the task, I have my hands full.

As Captain Parker had made application to return for lack of health, endorsed by a medical opinion, and only withdrew to command a battery ashore, I felt obliged to retain Captain Rhind for the *Wabash*, sending the executive officer of the *Wabash* home in the *Paul Jones*;

Commander Rodgers is acting as chief of staff in place of Captain Taylor, sent home sick. These appointments are to continue until the Department may see fit to order otherwise.

The *Patapsco* and *Catskill* have no commanders, and the *Montauk* is without an executive officer.

Mr. Hughes, the machinist sent here to superintend the repair of ironclads, has requested the *Catskill* and *Nantucket* to be sent to Port Royal, which I must consent to.

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

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

Vessels drawn off from Charleston.

- | | | |
|------------------------------------|--------------------|----------------------------------|
| 1. Huron, | { Stono, to assist | 6. Conemaugh, repairing. |
| 2. Marblehead, | } army. | 7. Wissahickon, repairing. |
| 3. Chippewa, Port Royal, to assist | | 8. Memphis, for ordnance stores. |
| army. | | 9. Powhatan, for coal, etc. |
| 4. South Carolina, Seabrook's Is- | | 10. Catskill, for repairs. |
| land, to cover encampment. | | 11. Nantucket, for repairs. |
| 5. Nahant, ironclad, Wassaw, to | | |
| blockade ironclad Savannah. | | |

Leaving here—Outside.

- | | |
|-----------------|---------------------|
| 1. Wabash. | 6. Flag. |
| 2. Canandaigua. | 7. Lodona. |
| 3. Housatonic. | 8. Dai Ching. |
| 4. Ottawa. | 9. Blunt. |
| 5. Seneca. | 10. Norfolk Packet. |

Inside.

- | | |
|----------------|---------------|
| 11. Ironsides. | 13. Montauk. |
| 12. Weehawken. | 14. Patapsco. |

Bombardment of Fort Wagner, July 24, 1863.

Preparatory order of Rear-Admiral Dahlgren, U. S. Navy.

FLAG-STEAMER DINSMORE,
Off Morris Island, July 23, 1863.

The batteries of the army are to be advanced to-night to close range of Wagner, and at daylight to-morrow the ironclads must be in position to keep down the fire of Wagner, the gunboats assisting.

The *Catskill* and *Nantucket*, not being in as good condition as the others, need not approach so closely, and will use the XI-inch guns only, unless there arises a necessity for the XV-inch.

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, announcing the success of the action.

FLAG-STEAMER DINSMORE,
Off Morris Island, July 25, 1863.

The action by our vessels yesterday was successful; their fire silenced the guns of Wagner and drove its garrison to shelter.

This enabled our army to progress with the works which they had advanced during the night and to arm them.

The fire of the ironclads and gunboats was good and frequently excellent.

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy.

No. 34.]

FLAG-STEAMER DINSMORE,
Off Morris Island, July 25, 1863.

SIR: Yesterday I went up with the ironclads and opened a heavy fire on Fort Wagner, in order to prevent a sortie upon some new works which General Gillmore had pushed within 600 yards of the fort. The gunboats assisted at long range; the firing was good and frequently excellent. The firing of Fort Wagner was soon silenced, and the garrison driven to shelter, so that in the course of the morning our new batteries were partially armed. The fire was interrupted by a flag of truce, borne by a steamer having on board some of our wounded who had been taken prisoners at various times. General Gillmore tells me that his advanced position is now secured.

I could not help noticing the beauty of the steamer that came down from Charleston; she was apparently quite new, and looked capable of any possible speed. A few such would be invaluable here, and would enable me to close this point perfectly. I keep a monitor inside at night, and well advanced toward Cumming's Point, together with picket boats, and believe that it will not be so easy to get into Charleston as it has been. The number of vessels outside is less, however, than desirable.

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

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Report of Captain Rowan, U. S. Navy, regarding injuries sustained by the U. S. S. New Ironsides.

U. S. S. NEW IRONSIDES,
Off Morris Island, July 25, 1863.

ADMIRAL: Enclosed is our carpenter's report of the injuries sustained; also report of firing. The damaging shot was from Sumter. A plunging fire from the barbette guns.

Very respectfully, your obedient servant,

S. C. ROWAN,
Captain, Commanding.

Rear-Admiral JNO. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

The following is the substance of the reports referred to in above letter:

A X-inch solid shot passed over from port side, lodging in starboard side between Nos. 7 and 9 guns, passed through the deck and inch-iron plate direct on the beam, breaking the beam in two 4 feet from clamps and splitting diagonal knee.

Four other shots struck on iron plating, doing no damage to the vessel; but one of these, striking in the starboard quarter below the water line, cut our third cutter in two.

BISHOP,
Carpenter.

Number of rounds fired by *New Ironsides* July 24, 464; object, Fort Wagner; distance, 1,400 yards; hits by the enemy, 5.

ROBESON,
Ordnance Officer.

Abstract logs of the U. S. steamers *New Ironsides*, *Montauk*, *Catskill*, *Nantucket*, *Patapsco*, *Paul Jones*, *Seneca*, *Ottawa*, and *Dai Ching*, July 24, 1863.

U. S. S. New Ironsides.—At 5:05 a. m. got underway and stood in toward Fort Wagner with the ironclad fleet in line ahead, this ship being second in line. At 5:43 opened fire with port battery with 7-second shell, firing direct with percussion shell from 150-pounder rifle; Fort Wagner replying and Cumming's Point battery and Fort Sumter concentrating their fire on this ship, most of the shots, however, passing over. At 7 a. m. admiral made signal we were firing over; changed the elevation to 1,400 yards. At 7:35 commenced firing. At 7:40 struck by a X-inch shot from the Sumter over No. 8 gun starboard side, breaking deck plate completely through. At 8:25 the ship commenced to swing to the flood tide; ceased firing as the guns would not bear. At 8:58 opened with starboard broadside, firing 10-second shell on ricochet with an elevation of 1 degree. Observed that 5 shell from the 150-pounder rifle burst immediately on leaving gun; the shell was fitted with Schenkle percussion fuze. Fort Wagner firing at long intervals, Cumming's Point firing briskly, together with Fort Sumter. At 9:10 the third cutter was cut in two pieces by a heavy shot from Cumming's Point. At 9:15 fired after 50-pounder rifle on spar deck at Fort Sumter. At 9:40 observed a large side-wheel steamer coming from under Fort Sumter. Fired a shot from after spar-deck rifle. Steamer proved to be a flag-of-truce boat, with the hospital flag at the main. At 9:55 flagship made a signal, ironclad code, 413, ceased firing, enemy also ceasing. Admiral communicated with flag of truce. At 10:30 rebel flag-of-truce boat came to anchor, 150 yards from us on our starboard quarter. Army hospital steamer *Cosmopolitan* came up from below and hauled alongside rebel flag-of-truce boat. The monitors *Weehawken*, *Patapsco*, and *Montauk* got underway and steamed out of range and anchored below. Monitors *Catskill* and *Nantucket* anchored close by. As soon as firing ceased observed the enemy repairing Fort Wagner. From meridian to 4 p. m., still lying under the rebel batteries. From 4 to 6, the *Commodore McDonough* shelling rebel battery on James Island. From 6 to 8, Cumming's Point battery, Fort Sumter, and our army batteries engaged. From 8 to midnight, firing from Sumter and Wagner at intervals toward our troops.

U. S. S. Montauk.—At 4:10 a. m. slipped our moorings and steamed over toward the *Weehawken*, flagship. At 4:40 took our position third in line of battle, *Weehawken* and *Ironsides* ahead. At 5:30 opened on

Fort Wagner at 1,400 yards, followed by all the ironclads and a number of gunboats, fort replying. At 11:10 a flag of truce came from Charleston on the Anglo-rebel steamer *Alice*. Ceased firing. At 11:30 rebel steamer communicated with the admiral. At 11:50 army steamer *Cosmopolitan* alongside of rebel steamer and exchanged wounded prisoners. At 12 anchored near Fort Wagner. At 1:40 p. m. the rebel flag-of-truce boat *Alice* returned to Charleston.

U. S. S. Catskill.—Off Morris Island. At 4:10 a. m. Lieutenant [E. T.] Brower from the *Housatonic* came on board to assist in fighting the ship. At 4:15 the admiral hoisted his flag on the ironclad *Weehawken*. At 4:30 got underway and steamed toward Fort Wagner, following the *Nantucket*. At 5:45 commenced firing with our XI-inch gun. At 6 came to anchor and veered to 15 fathoms of chain. At 7:16 signal from the flagship 3114. At 9:04 ceased firing to let our guns get cool. At 9:21 commenced firing again. At 9:30 a signal from the flagship 231. At 10:53 the flagship spoke us and ordered us to lie by the *Ironsides* until further orders. At 11 all the fleet except the *Ironsides* and *Catskill* got underway and went to an anchorage out of range of the enemy's gun. At 11:03 ordered to come to an anchorage under the *Ironsides'* stern. Ammunition expended, 46 XI-inch shell.

U. S. S. Nantucket.—4 to meridian wind S.W. to S.S.W., force 2 to 3, weather b. c. At 5 a. m. got underway and steamed toward Wagner. Flagship *Weehawken*, *Ironsides* leading, *Catskill* and *Patapsco* following us. At 5:20 a. m. went to quarters. At 5:30 tug *Dandelion* brought us a pilot (Pinckney). At 5:53 anchored with 10 fathoms chains within 1,800 yards of Wagner. At 5:57 commenced firing 10-second shell from XI-inch gun, XV-inch muzzle box being blown away in previous action, rendering the XV-inch gun useless. At 6:14 using 7-second shell. Fired 2 5-second shell and a 20-second with 20 pounds powder at Cumming's Point battery; the 20-second [shell] exploded prematurely. Attention of Battery Bee and Sumter divided between *Weehawken* and *Ironsides*. Gunboats *Paul Jones*, *Ottawa*, *Seneca*, and *Dai Ching* came in and engaged Wagner. At 7:21 fired 2 20-second and 2 15-second with 20 pounds powder at Cumming's Point, all excellent shots. At 11:17 got our anchor and retired from action and steamed to our anchorage outside the bar. Expended, 53 XI-inch shell.

U. S. S. Patapsco.—Off Morris Island. From 4 to 8 a. m.: At 4:30 received Lieutenant-Commander O. C. Badger on board, hove up the anchor, and took our station in line of battle. At 5:30 ironclads and gunboats commenced shelling Fort Wagner and Cumming's Point. At 11 ceased firing to receive a flag of truce. Expended 26 XV-inch shells.

U. S. S. Paul Jones.—At 3 a. m. got underway and steamed toward the battery. At 6:30 opened fire on Fort Wagner and Battery Bee. At 10:30, a rebel steamer having come down with a flag of truce, our vessels ceased firing, having fired in all 48 15-second shell from XI-inch, 41 15-second shell from IX-inch, and 32 shell from 50-pounder.

U. S. S. Seneca.—At 4:30 a. m. stood in for the fleet inside the bar, ironclads engaging Fort Wagner. Stood toward the bar in company with other gunboats. At 6:39 opened fire; ceased firing at 11:30. Came to anchor out of range. Expended 38 XI-inch shell and 40 15-second rifle shell.

U. S. S. Ottawa.—At 4:45 a. m. got underway and came in over the bar. The ironclads opened fire at 5:30, our shore batteries at the same time, Fort Wagner replying slowly. At 6:30 commenced attacking with our two pivots and rifled Dahlgren, in company with the gunboats *Seneca* and *Dai Ching*.

U. S. S. Dai Ching.—At 5 a. m. got underway and cleared for action and proceeded to join the squadron in line of battle. At 7 a. m. opened on Fort Wagner. Expended 50 100-pounder 15-second fuze shell. At 10 the enemy exhibited a flag of truce, the firing ceased. From 8 to midnight heavy and continuous firing in the direction of Sumter and Wagner.

Extract from diary of Rear-Admiral Dahlgren, U. S. Navy.

July 24, 1863.—A beautiful, still morning when I left the vessel before daybreak and pulled for the *Weehawken*. Up anchor, and before sunrise off Wagner with all the ironclads. Opened fire, and soon stopped the feeble reply it made. Could see the new work of our troops thrown up last night. Pounded away, scattering sand till after 10, when a steamer was seen coming past Sumter with a flag of truce. Ceased firing and responded with similar flag, for our wounded were on board, and there was to be an exchange. Presently she came quite close and hailed, stating the errand. I answered that the arrangement was with the army, which would attend to them. So I turned down channel to my vessel, for the exchange of the wounded would occupy the day. Met a steamer from army coming up with their wounded.

In the afternoon General Gillmore telegraphed that his operation had succeeded, and thanked me for the very efficient fire of the vessels. In the evening the enemy felt what the new work might be, and opened fire on it.

Order of General Beauregard, C. S. Army, to Lieutenant-Colonel Harris, C. S. Army.

HEADQUARTERS DEPARTMENT S. C., GA., AND FLA.,
Charleston, S. C., July 24, 1863.

COLONEL: Examine condition for resistance of Battery Wagner and report in person as soon as possible. Explain to General Taliaferro that he must fight the fleet with sand; that the battery originally was only meant to defend against land approach. The battery must be held as long as possible; even twenty-four hours are important.

Respectfully, etc.,

G. T. BEAUREGARD,
General, Commanding.

Lieutenant-Colonel D. B. HARRIS,
Chief Engineer, Morris Island.

Order of General Beauregard, C. S. Army, to Brigadier-General Taliaferro, C. S. Army.

HEADQUARTERS DEPARTMENT S. C., GA., AND FLA.,
Charleston, S. C., July 24, 1863.

GENERAL: The batteries designed to render Batteries Wagner and Gregg untenable by the enemy, if reduced, not being completed, it has

become exigent that those last batteries should be held to the last extremity. Wagner, being under guns of Sumter and Gregg, should be held by infantry and siege guns alone until its parapets and bombproofs are destroyed and no longer afford shelter against artillery. The general regards it almost improbable that another assault will be attempted. Furthermore, the evacuation of Wagner does not necessarily involve immediate abandonment of Gregg, which, with reduced garrison and sharpshooters filling the sand hills between it and Wagner, may be held for several days longer. When obliged to quit either work, the guns must be thoroughly disabled by spiking, knocking off trunnions, cutting and burning carriages and bombproofs, and by blowing up the magazines and parapets. In view of the great improbability of an assault, may it not be well to reduce the garrison minimum to-morrow morning just about 2 o'clock.

Respectfully, your obedient servant,

THOMAS JORDAN,
Chief of Staff.

Brigadier-General W. B. TALIAFERRO,
Morris Island.

Letter from the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding the action of the Department in supplying the needs of the squadron.

NAVY DEPARTMENT, *July 24, 1863.*

SIR: Your No. 13, dated the 17th instant, has been received. Your request for a supply of coal and for certain shells has received attention by the appropriate bureaus.

Two hundred men have been sent out to you on the U. S. S. *Aries* from Boston, 60 in the *Bermuda* from Philadelphia, and 200 more will be sent soon, which are all that can be furnished at present. You must use the contraband element, as far as it can be with advantage to the service, in supplying deficiencies in the squadron.

A battalion of marines (400) is now being collected and will be sent down to you soon.

The Department desires the *Aries* to be sent back to Boston as soon as she delivers her men.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JNO. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Telegram]

JULY 25, 1863—10:20 a. m.

I would like the four guns and will place them in one battery with a traverse between each pair, giving 28 feet for each pair of guns to work in. They will be 3,800 yards from Sumter. I shall have two heavy batteries 4,300 yards and another one 3,400 yards distant.

GILLMORE,
General.

Admiral DAHLGREN.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Captain Green, U. S. Navy, senior officer off Charleston, S. C., regarding the U. S. S. Flag.

FLAGSHIP DINSMORE,
Off Morris Island, July 25, 1863.

SIR: You will please direct the steamer *Flag* to report to me inside the bar at an early hour to-morrow.

I am, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral.

Captain J. F. GREEN,
U. S. S. Canandaigua, Senior Officer Present.

Report of Captain Green, U. S. Navy, senior officer off Charleston, S. C., regarding orders for the U. S. S. Lodona.

U. S. S. CANANDAIGUA,
Off Charleston, S. C., July 25, 1863.

SIR: In compliance with your order of this date, I shall dispatch the *Lodona* to Bull's Bay to relieve the *Flag* immediately.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, for the cooperation of a howitzer force in the proposed attack upon Fort Wagner.

FLAG-STEAMER DINSMORE,
Off Morris Island, July 25, 1863—9:30 p. m.

I am informed by the general commanding ashore that an assault on his lines by the enemy is not improbable to-morrow, and for some days at daybreak, and he has requested of me the aid of a howitzer force.

Six boats will be detailed for this duty, four of which will remain in readiness near the advanced line all night; the other two will join in season before daybreak.

The howitzers will use canister and will be placed so as to sweep the approach to our lines, and will use the utmost vigilance in detecting any movement of the enemy.

The *Weehawken* will move in before daybreak, as near as will be safe, to avoid grounding; guns loaded with canister, and prepare to open on the enemy.

All the ironclads will be prepared to move, and the first gun will be the signal for them to attack the fort and sweep the ground between it and our lines, according to the circumstances.

The enemy must not obtain the advantage he seeks, nor attempt it, with impunity.

I shall repair to the spot at the first notice.

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, regarding sand bags for the decks of the monitors.

FLAG-STEAMER DINSMORE,
Off Morris Island, July 25, 1863.

It will be well to try how far one or more layers of sand bags will protect the decks of the monitors.

They will, therefore, be procured and the trial made.

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Abstract logs of the U. S. steamers Ottawa, Dai Ching, and Paul Jones, July 25, 1863.

U. S. S. Ottawa.—At 11 a. m. came to anchor within our range in obedience to admiral's orders and opened fire on Fort Wagner. At 12:10 stood nearer inshore. At 12:40 ceased firing. At 12:40 signal from flagship; ceased firing and at 1:10 came to anchor. At 2:30 got our anchor and dropped down toward Fort Wagner, anchored at 2:50, and at 3:10 commenced action with Fort Wagner.

U. S. S. Dai Ching.—Midnight to 4 a. m., heavy and continuous firing in the direction of Sumter and Wagner. At 4:45 a. m. got underway and steamed toward the flagship; came to anchor. At 8:30 a. m. made telegraphic signals. At 10 flagship made signal. Got underway and steamed within hail. Received orders from the admiral to stand in and draw the fire from the forts. Expended the following ammunition: 6 15-second fuze, 3 20-second and 1 percussion shell, and 10 10-pound charges powder. At 1 p. m. the admiral made signal; ceased firing and steamed ahead to our former anchorage. At 3:50 p. m. commenced firing with 100-pounder at long range. Expended 24 20-second and 6 percussion shell. At 4:45 the flagship made signal; ceased firing. At 5:30 got underway and steamed outside the bar. From 8 to midnight, heavy firing in the direction of Forts Sumter and Wagner.

U. S. S. Paul Jones.—At 11 a. m. Lieutenant-Commander Barnes took command of this vessel. At 11:30 got underway and steamed in toward the bar. From 4 to 6 p. m.: Fired 8 shell from XI-inch gun. At 4:50 ceased firing and stood out.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the arrival of the U. S. S. Passaic.

No. 36.]

FLAG-STEAMER DINSMORE,
Off Morris Island, July 26, 1863.

SIR: I am very much obliged to the Department for the ironclad *Passaic*, which arrived here yesterday.

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

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Order of Rear-Admiral Dahlgren, U. S. Navy, to Surgeon Clymer, U. S. Navy, regarding services rendered to army forces by navy surgeons.

FLAG-STEAMER DINSMORE,
Off Morris Island, South Carolina, July 26, 1863.

SIR: I learn from General Gillmore that surgeons of several of the vessels of the squadron are attending the wounded of the army at Beaufort. General Gillmore tells me that they are rendering valuable service. I desire to afford all aid to the army that is in my power. Will you please inform me how far I can, with justice to our own people, comply with his request that they should remain there for the present?

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.
Fleet Surgeon GEORGE CLYMER, U. S. Navy,
U. S. S. Wabash.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Paymaster Bradford, U. S. Navy, regarding a supply of whisky for the crews of the ironclads.

FLAG-STEAMER DINSMORE,
Off Morris Island, July 26, 1863.

SIR: You will please procure from the U. S. army commissary at Stono 6 barrels of whisky for the use of the crews of the ironclads while in action, under medical direction. A tug will be placed at your disposal for this purpose.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.
Fleet Paymaster J. O. BRADFORD, U. S. Navy,
U. S. S. Wabash.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Barnes, U. S. Navy, commanding U. S. S. Paul Jones.

FLAG-STEAMER DINSMORE,
Off Morris Island, South Carolina, July 26, 1863.

SIR: You will proceed with the *Paul Jones* under your command to New York and report to Rear-Admiral H. Paulding.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.
Lieutenant-Commander J. S. BARNES, U. S. Navy,
U. S. S. Paul Jones.

Report of the master of the army transport steamer Arago regarding the capture of the steamer Emma.

U. S. TRANSPORT ARAGO,
New York, July 26, 1863.

SIR: I have the honor to report the arrival of the steamship *Arago* in this harbor with the prize steamer *Emma*, of London, in tow, which vessel I captured at 10:30 a. m. Friday, July 24, in latitude 33° 41' N. and longitude 76° 13' W., while on my way from Hilton Head, S. C., to this port.

I left Hilton Head, S. C., at 10 a. m. Thursday, July 23, and called off Charleston Bar at 3:15 p. m., where I waited for dispatches, etc., from General Gillmore and Admiral Dahlgren until 5 p. m., in obedience to the orders of Captain Lamb, assistant quartermaster Department of the South. At 5 p. m. I left Charleston Bar for this port, and at daylight Friday, 24th, discovered a steamer with very black smoke to the northward and eastward of us, with which we were closing fast. At 6:15 a. m. we commenced to pass bales of compressed cotton, and during the hour following passed at least 100 bales.

At 7:15 a. m. we were sufficiently close to the strange steamer to be perfectly certain that the cotton came from her. This and other actions fully disclosed her character as a blockade runner.

At 7:30 a. m., having consulted with General Truman Seymour, U. S. Army, Captain Taylor, U. S. Navy, and many other passengers, I determined to give chase; altered my course accordingly and came up with her at 10:30 a. m.

No name could be discovered on the vessel, and the captain refused to say what vessel it was, from what port or where bound; claimed to be sailing without papers or flag, but freely and at once acknowledged her to be from Dixie or Southern States, and a prize. I thereupon ordered him with her crew on board of this ship, and placed a prize crew on board of her, with my chief officer, Mr. Mallory, in command, and took her in tow. Subsequently I discovered the vessel's name to be the *Emma*, from Wilmington, N. C., loaded with cotton, turpentine, rosin, etc., and bound to Bermuda. The reason assigned for heaving the cotton overboard is, that from daylight, it was supposed this ship was in chase, and that by heaving it overboard it would not only lighten their vessel and increase her speed, but it was hoped our attention might be diverted by it, and their chances of escape improved.

Just before we came up with her, nearly everything about decks was either thrown overboard or willfully destroyed.

I have caused a thorough search to be made and inventory of furniture, etc., taken, but no papers of any description have been discovered.

I have the honor to be, your obedient servant,

HENRY A. GADSDEN,
Commander.

HON. GIDEON WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy to the commandant of the Washington navy yard, to dispatch mortar boats to Charleston, S. C.

[Telegram.]

NAVY DEPARTMENT, *July 27, 1863.*

Order the mortar boats to proceed with all possible dispatch to Charleston, S. C., and report to the senior officer of that port.

GIDEON WELLES.

Commodore HARWOOD,
Commandant Navy Yard, Washington.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Williamson, U. S. Navy, commanding U. S. S. Flag, to proceed to Port Royal, S. C., towing the schooner Shark.

FLAG-STEAMER DINSMORE,
Off Morris Island, July 27, 1863.

SIR: Proceed with the vessel under your command to Port Royal, towing the chartered schooner *Shark*. Upon your arrival there report to Commander Reynolds, senior officer present, who will use all expedition in preparing your vessel for service. When you are ready, you will proceed to Murrell's Inlet and relieve the *Seneca*, directing Lieutenant-Commander Gibson to report to me with his vessel as soon as possible.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander J. C. WILLIAMSON,
U. S. S. Flag.

Confidential order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Balch, U. S. Navy, regarding the temporary withdrawal of the U. S. S. Pawnee from Stono waters.

FLAG-STEAMER DINSMORE,
Off Morris Island, July 27, 1863.

SIR: I have it in contemplation to withdraw the *Pawnee* for a few days from Stono to assist operations here. When this may be, will depend upon circumstances.

Her absence will be supplied by a monitor.

Meanwhile you can prepare the vessel for work by having sand bags ready to pack about the boilers and other dangerously vulnerable parts. If possible, the upper spars should be struck.

As there can be no great sea, I wish to make the broadside as heavy as possible—eight or ten guns on a side—IX-inch, if the deck will bear them. This may be shored temporarily.

In short, make the best disposition for a strong broadside with a light draft.

Though I need your services in Stono, yet I shall be unwilling to deprive you of the service in view in case you desire to remain with the *Pawnee*.

Apprise me when you will be ready, and say nothing of what is intended.

Very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander GEORGE B. BALCH, U. S. Navy,

Commanding U. S. S. Pawnee, Stono, S. C.

Letter from the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding reinforcements and measures for the relief of those serving on ironclads.

NAVY DEPARTMENT, July 28, 1863.

SIR: Two hundred men have been sent out to you in the *Aries*, which sailed from Boston on the 25th instant. On her return to New York, to which port you will order her, 200 more will be dispatched to you. The Department desires you to enlist for service in the squadron as many able-bodied contrabands as you can, especially for firemen and coal heavers. There is a great demand at present from all quarters for seamen, and the contraband element must be used where it can with advantage.

It is considered important that the officers as well as the men on board the ironclads should be relieved from time to time by those on board the more comfortable vessels, which will have, it is thought, a favorable effect on the health of all, and especially upon those who have been employed for some time in the ironclads.

The Department contemplates procuring a large steamer, with ample accommodations, such as those employed on Long Island Sound, to be attached to your squadron for the accommodation of the men of the reserve force as they are relieved from time to time from duty on the ironclads.

The U. S. steam sloop *Richmond*, at present attached to Admiral Farragut's squadron, has been ordered to report to you, unless her services are necessary for important operations in that squadron.

The *Mahaska* and the other double-end steamers will also soon join you.

Five thousand men have been ordered to reinforce General Gillmore.

The battalion of marines, about 400 in number, will leave New York on the steamer *Arago* on Friday next. These, with the additional seamen sent, will, it is hoped, enable you to carry out successfully your plans.

Very respectfully, etc.,

GIDEON WELLES,

Secretary of the Navy.

Rear-Admiral JNO. A. DAHLGREN,

Comdg. South Atlantic Blockading Squadron, Port Royal.

Report of Commander Ransom, U. S. Navy, commanding U. S. S. Mercedita, of the arrival of that vessel at Port Royal, S. C.

U. S. S. MERCEDITA,

Port Royal, S. C., July 28, 1863.

SIR: I have the honor to report the arrival of this vessel under my command at this place, to await orders from the Department, in obedience to an order of Captain Theodore P. Greene, of which I herewith enclose a copy.

I have to state that the condition of this vessel is not in any perceptible degree changed as regards the leak since the occasion upon which I made my report to the Department of the 17th ultimo.

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

GEO. M. RANSOM,
Commander.

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

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Colhoun, U. S. Navy, commanding U. S. S. Weehawken, to proceed with that vessel and the Conemaugh to Wassaw Sound, in view of an expected attack from the enemy.

FLAG-STEAMER DINSMORE,
Off Morris Island, July 28, 1863.

SIR: I am just informed by General Gillmore that a deserter from Savannah reports that the *Savannah*, accompanied by some gunboats, is about to make an attempt upon the *Nahant* and *Unadilla*, now blockading Wassaw Sound.

With every confidence in the gallantry of our officers and men and the capacity of the vessels, I do not feel justified in allowing a chance to the enemy.

Wherefore, as General Gillmore is of the opinion that the report of the deserter is so far not to be disregarded that we should be prepared, I have concluded to dispatch your vessel in tow of the *Conemaugh* to Wassaw, when you will report to Commander Downes.

The return of the *Conemaugh* must be controlled by circumstances. If, in the opinion of Commander Downes, her presence is not needed, she will return to this place.

With this reinforcement there can be little doubt of the issue if the enemy decide on attacking.

I have addressed this to you, but it is designed for the guidance of all concerned.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comda. South Atlantic Blockading Squadron.

Commander E. R. COLHOUN,
Commanding U. S. Ironclad Weehawken.

Report of Captain Green, U. S. Navy, senior officer off Charleston, S. C., regarding matters pertaining to the vessels stationed there.

U. S. S. CANANDAIGUA,
Off Charleston, S. C., July 28, 1863.

SIR: I have respectfully to state that the *Dai Ching* and *Ottawa* are the only vessels now employed on blockade service that have a sufficiently light draft to navigate about the Rattlesnake Shoal, and between it and the mainland, and that their commanding officers have never had an opportunity of acquiring a knowledge of the navigation of those waters. I would therefore suggest that they may be allowed

to devote a part of a day to steaming, sounding, etc., in that vicinity, in order that they may obtain the necessary knowledge of the navigation thereabouts to enable them to move promptly and with safety at night.

The vessels on blockade service can not be stationed in the most advantageous manner without the number to be thus employed is known. Should it be convenient, will you please inform me of the names of the vessels now assigned to that duty, and notify me before night, daily, of the withdrawal from or detail of additional vessels for it?

Believing that the blockade of this port would be rendered the most effective by stationing the few vessels at my command at anchor, I have so disposed of them, with the exception of one night, on which occasion a vessel cruised in the offing. It is not probable that an attempt to violate the blockade will be made during the present moonlight nights, and therefore it is my intention, unless you should direct otherwise, or the number of vessels on blockade duty should be increased, to continue the anchor blockade.

I beg leave to call your attention to the unseaworthy condition of the schooner *Norfolk Packet*. She was surveyed and condemned a short time previous to your assuming command of this squadron. She has but ten days' supplies on board.

Very respectfully, your obedient servant,

J. F. GREEN,

Captain and Senior Officer Present.

Rear-Admiral JOHN A. DAHLGREN,

Comdg. South Atlantic Blockading Squadron.

Report of Commander Colhoun, U. S. Navy, commanding U. S. S. Weehawken, regarding the fire of that vessel.

U. S. IRONCLAD STEAMER WEEHAWKEN,
Off Morris Island, South Carolina, July 28, 1863.

Date.	Rounds fired.	Hits by enemy.	Distance.	Objects.
1863.			<i>Yards.</i>	
July 10	136	None	1,700	Batteries on south end Morris Island and Fort Wagner.
11	37	.....do	1,700	Fort Wagner.
18	151	.....do	1,500	Do.
20	23	.....do	1,500	Do.
22	32	.....do	1,500	Do.
24	78	¹ Once	1,250	Do.
28	66	² Twice	1,400	
	523			

¹ Were struck on extra plate over boiler; shot glanced and broke against smokestack, near the deck, making a deep impression.

² First shot struck on deck plating over the overhang starboard side abreast fire-room hatch, starting the plate; second grazed top of armor-plates, abreast the magazine.

Very respectfully, your obedient servant,

EDMUND R. COLHOUN,

Commander.

Rear-Admiral JOHN A. DAHLGREN,

Commanding South Atlantic Blockading Squadron.

[Telegram.]

NAVY DEPARTMENT, *July 28, 1863.*

The steamer *Arago* will sail from New York on Friday next for Port Royal, and General Meigs has directed that the battalion of marines be given transportation in her.

You must furnish subsistence for them. Have them all ready to leave on that day.

GIDEON WELLES,
Secretary of the Navy.

Colonel JNO. HARRIS,
Commandant Marine Corps.

Abstract log of the U. S. S. Catskill, Commander Rodgers, U. S. Navy.

July 28, 1863.—At 12 m. underway and engaged the enemy. Expended 20 XI-inch shell and 12 solid shot during the action. At 2:25 p. m. ceased firing and drew off and anchored.

July 29.—At 10 a. m. the *Ironsides*, *Passaic*, and *Patapsco* engaged the enemy. At 12:15 p. m. the *Ironsides* commenced firing on Fort Wagner. At 4 p. m. underway and proceeded to engage the enemy. At 6:40 hauled off and anchored. Expended in action 28 XI-inch shell.

July 30.—At 8:55 a. m. underway and standing up to engage the enemy at Fort Wagner. Expended in action 42 XI-inch shell and 5 XI-inch shrapnel. At 12:24 p. m. withdrew from action. At 4:05 p. m. the *Patapsco* got underway, and at 4:20 commenced firing at Cumming's Point.

August 1.—Off Morris Island. At 9:45 got underway and steamed toward Wagner. At 10 opened fire on Fort Wagner with our XI-inch gun; distance, 1,600 to 2,000 yards. At 10:20 came to anchor. At 11:10 hove up anchor. At 11:20 ceased firing, and at 11:50 came to anchor. Ammunition expended, 23 XI-inch shell.

Abstract log of the U. S. S. Ottawa, Lieutenant-Commander Whiting, U. S. Navy.

July 28, 1863.—Got underway, and at 10:30 came to anchor within our range of Fort Wagner and opened fire. At 11 got spring upon cable and continued firing. At 1:50 ceased firing for want of ammunition.

July 30.—At 9 a. m. commenced firing at batteries on the N. end of Morris Island with the two pivot guns. At 10 came to with port anchor; at 11 grounded, having dragged inside of Pumpkin [Hill] Rip; continued firing. At 1:30 floated off the Rip. At 3:30 got underway and came to anchor.

July 31.—At 3:50 commenced firing at Fort Wagner with 150-pounder pivot. At 5:30 ceased firing.

August 2.—At 10:20 a. m. received orders to engage the battery on the north end of Morris Island. At 10:20 commenced firing with the 150-pounder pivot. At 12 ceased firing. Expended 17 150-pound shell, 3 of which were 20-second metallic time fuzes and 14 percussion. At 2 p. m. general signal to this vessel 958. Received 10 Schenke

percussion shell for experiment. At 3:30 got underway and opened fire upon Fort Wagner. Expended 5 Schenkle and 5 Parrott shell. At 4:15 ceased firing.

Abstract log of the U. S. S. New Ironsides, Captain Rowan, U. S. Navy.

July 29, 1863.—Midnight to 4 a. m. Fort Sumter, Cumming's Point, and James Island shelling our troops; Morris Island engaged. At 10:15 the admiral made signal to commence action. Got underway and stood up the channel; came to anchor, Fort Wagner, [bearing], per compass, W. $\frac{1}{2}$ N., distant 1,400 yards, Fort Sumter N. W. $\frac{1}{2}$ N., distant 1 $\frac{1}{4}$ miles. Meridian to $\frac{1}{4}$ p. m.: Moderate breeze from the southward and clear. Lying under the guns of rebel batteries and Fort Sumter. Monitors *Passaic* and *Montauk* engaging Fort Wagner and shelling the beach between the batteries Wagner and Gregg. Owing to the breeze from southward the ship would not swing to ebb tide and the guns of the port battery would not bear. At 12:20, ship swinging, opened with starboard 150-pounder rifle on Battery Gregg. Commenced working engines to bring broadside to bear. At 12:30 opened with starboard broadside on Fort Wagner. Also opened with 50-pounder rifle on spar deck on Sumter. Continued firing on Fort Wagner with good effect. Fort Wagner replying, but Fort Sumter and Battery Gregg firing briskly, most of the shots, however, passing just over the ship. During the engagement ship was struck twice, once on plating starboard side, once on deck forward the smokestack without material damage. Expended 170 XI-inch shell (10 and 7 second), 15 150-pounder rifle percussion shell, 25 50-pounder percussion. At 2:45 flagship made signal, ceased firing. At 2:50 beat retreat and withdrew from action, giving Fort Wagner two broadsides while underway. Experienced much difficulty in keeping broadside bearing on the fort, owing to strong breeze from the southward during the engagement. From 4 to 6, rebel batteries firing on our troops. At 5 p. m. *Catskill* and *Montauk* opened fire on Wagner, shelling Cumming's Point and Fort Wagner. At 6:30 *Catskill* and *Montauk* ceased firing; batteries and our troops continued firing.

July 30.—From midnight to 8 firing between our troops and rebel batteries. At 10 a. m. cleared ship for action. At 10.40 got underway. At 11.32 opened on Cumming's Point from port battery, the enemy replying from Battery Gregg and Fort Sumter. From meridian to 4: At anchor under the guns of the rebel batteries, engaging Battery Gregg with port broadside. At 12 the *Catskill* withdrew from action. Firing at Battery Gregg at extreme elevation on weather roll with 15-second fuzes, with good effect, the shell bursting in and over the battery. Firing from 150-pounder rifle with percussion shell, the enemy firing slowly from Battery Gregg. At 12:15 fired spar-deck rifle at Fort Sumter. At 1:45 steamed out of range. During the action expended 329 XI-inch shell and 37 rifle 150-pounder shell. Ship was struck twice.

Abstract log of the U. S. S. Patapsco, Lieutenant-Commander Badger, U. S. Navy.

July 29, 1863.—At 11:45 a. m. commenced shelling Fort Wagner in company with the *Ironsides* and *Passaic*. Expended 15 XV-inch shells.

July 30.—At 3:30 p. m. cleared ship for action. At 4 commenced shelling Forts Wagner and Gregg. At 6:45 ceased firing; at 7 anchored. Expended 18 XV-inch shells.

August 1.—From 8 to midnight: At 9:50 beat to quarters, commenced shelling Wagner and Gregg. At 11:30 ceased firing. At 11:50 went to picket station. Expended 7 XV-inch shells.

Abstract log of the U. S. S. Passaic, Lieutenant-Commander Simpson, U. S. Navy.

July 29, 1863.—At 10:45 a. m. got underway and steamed opposite Fort Wagner. At 10:57 commenced firing from XV-inch and rifled gun. From meridian to 4 p. m.: Firing at Fort Wagner. At 12:45 disabled rifle gun. Fired twice from the XV-inch gun, then ceased firing. At 1:30 commenced firing XV-inch gun; fired 3 times. At 3 got underway and steamed out of range. Fired from XV-inch gun one shot, 12 shells; rifle fired one shot and 9 shells.

August 1.—At 10:45 p. m. beat to quarters, got underway in company with *Montauk* and steamed up toward Fort Wagner. A brisk fire was going on between our forces and the rebels. Secured everything for action, deck plates and fighting hatches. At 11:20 the firing ceased; returned to our anchorage. At 11:50 came to anchor, removed deck plates and fighting hatches.

Abstract log of the U. S. S. Montauk, Commander Fairfax, U. S. Navy.

July 29, 1863.—At 5:20 opened fire on Fort Wagner. At 6 came to anchor near the *Ironsides*. Expended in the action this p. m. 5 XV-inch shells, 19 XI-inch shells.

August 1.—At 4:45 anchored in main Ship Channel. Our forces firing on the enemy. At 10:30 the enemy apparently attacking in force. Got underway and steamed to the N. N. W. Opened fire at 10:50 p. m., being in position. Ceased firing at 11:20 and returned to our former anchorage. Expended 3 XI-inch shells.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the need of steamers for towing the ironclads.

No. 42.]

FLAG-STEAMER DINSMORE,
Off *Morris Island*, July 29, 1863.

SIR: The frequent calling for temporary presence of monitors at different points renders it important to have one or two side-wheel steamers of great power for towing, otherwise a vessel is taken from the blockade. Such would also be useful in communication between this and Port Royal, where our depot is.

I have concluded to cover the deck of the monitors with sand bags for action, and have asked for a number from the Bureau of Equipment, which I beg may be forwarded with dispatch; also a lot of coal bags; it is too rough at this anchorage to coal the monitors, etc., in any other way.

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

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Captain Green, U. S. Navy, senior officer off Charleston, S. C., regarding certain vessels of his command.

FLAG-STEAMER DINSMORE,
Off Morris Island, July 29, 1863.

SIR: Yours of 28th has been received. I will endeavor to let you have the *Ottawa* and other vessels some part of the day, in order to acquire a knowledge of the shoal water.

The *Dai Ching* is to relieve the *Cimarron* as soon as prepared.

I regret having to draw so largely on the blockading force, but have no alternative. The last information from Wassaw rendered a reinforcement necessary last night. At Port Royal, too, our position is menaced.

However, the nights are now light, and in a few days the *Memphis* will be back. The *Mercedita* has arrived at Port Royal and I have asked for other vessels.

The *Flag* should soon return, and, I hope, the *Flambeau* soon.

We are all a little overtaxed just now, but must endeavor to compensate by a little more exertion for a short while.

You can anchor or not, as you choose.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain J. F. GREEN, U. S. Navy,
Senior Officer Present off Charleston Bar, South Carolina.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Chaplin, U. S. Navy, commanding U. S. S. Dai Ching, to relieve the U. S. S. Cimarron, off Georgetown, S. C.

FLAG-STEAMER DINSMORE,
Off Morris Island, July 29, 1863.

SIR: The admiral wishes you to proceed to-morrow morning to relieve the *Cimarron*, off Georgetown. You will start at an early hour, proceed with all possible dispatch, and inform Lieutenant Commanding Dexter, of the *Cimarron*, that he will use all expedition to reach the bar here before sundown, and he will report to Captain J. F. Green, of the *Canandaigua*, for duty on the blockade to-morrow night, and the next morning he will come inside the bar and report at the flagship. Lieutenant Dexter will give you such information as he has with regard to affairs upon his station.

Very respectfully, your obedient servant,

GEORGE W. RODGERS,
Chief of Staff.

Lieutenant-Commander J. C. CHAPLIN,
U. S. S. *Dai Ching*.

Report of Captain Rowan, U. S. Navy, commanding U. S. S. New Ironsides, regarding the firing from that vessel and damage sustained in the bombardment of Fort Wagner and Battery Gregg; South Carolina.

U. S. S. NEW IRONSIDES,
Off Morris Island, July 29, 1863.

ADMIRAL: Enclosed is a report of firing done by this vessel to-day during the bombardment of Fort Wagner and [Battery] Gregg; also a copy of our carpenter's report of damage sustained during the fire.

Very respectfully,

S. C. ROWAN,
Captain, Commanding.

Rear-Admiral JNO. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

[Enclosure.]

The following is the substance of the reports above referred to:

Number of rounds fired by *New Ironsides*, July 29, 1863; distance, 1,400 yards; object, Fort Wagner—XI-inch and 150-pounder rifle shell. Twenty-five rounds at Fort Sumter; distance, 2,500 yards; 50-pounder rifle shell. Two rounds at Fort [Battery] Gregg; distance, 1,900 yards; 150-pounder rifle shell. Hits by the enemy, 2.

ROBESON,
Ordnance Officer.

One shot struck on the deck on the starboard side, close by the sheet anchor, splitting a carline below, but doing no other damage. Another shot struck on the plating, doing no damage.

BISHOP,
Carpenter.

Report of Captain Rowan, U. S. Navy, commanding U. S. S. New Ironsides, regarding the firing from that vessel July 30, 1863.

U. S. S. NEW IRONSIDES,
Off Morris Island, July 30, 1863.

SIR: I have the honor to make the following report of the firing of this ship this day, during the engagement with the rebel Battery Gregg, on Cumming's Point:

Date.	Rounds fired.	Hits by enemy.	Distance.	Object.	Remarks.
1863. July 30	329	2	Yards. 1,800	Battery Gregg.....	50-pounder rifle.
30	1	.....	2,250	Fort Sumter.....	

I am, very respectfully, your obedient servant,

S. C. ROWAN,
Captain, Commanding.

Rear-Admiral JNO. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron.

[Enclosure.]

U. S. S. NEW IRONSIDES,
Off Morris Island, July 30, 1863.

SIR: I have the honor to report the following amount of damage sustained by this ship, during the bombardment of the rebel Battery Gregg this day.

One shot hit direct above No. 6 port, on upper edge of iron plating, slightly cracking it on the inside; this broke the shot into fragments, pieces of it glancing up, going through woodwork, and striking the chain round the turret, cut it in two.

Another shot passed over from port side, aft the turret, went through main stanchion, and cut main rail in two.

I am, very respectfully, your obedient servant,

T. H. BISHOP,
Carpenter.

Captain S. C. ROWAN,
Commanding New Ironsides.

[Telegram.]

JULY 30, 1863—8 a. m.

The enemy firing musketry from [Fort] Wagner and interferes with my working. Can you not help me to subdue him?

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

JULY 30, 1863.

I have just ordered a monitor and a gunboat into action.

DAHLGREN,
Admiral.

General GILLMORE.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding general matters pertaining to his command.

No. 44.]

FLAG-STEAMER DINSMORE,
Off Morris Island, July 30, 1863.

SIR: The position of affairs is not materially changed since the date of my last dispatch (July 25), except that our advanced batteries (600 yards from Wagner) are in operation and will receive frequent additions to its armament. I have contributed four rifle cannon with a detachment of seamen (say 120), under Captain Parker, and will land more when I have the men to spare.

Every day two or three of the ironclads join in and sweep the ground between Wagner and Cumming's Point, or else fire directly into Wagner, the only objection to which is that it is drawing largely on the endurance of our cannon. However, I have no doubt the Bureau of Ordnance will enable me to meet this difficulty.

The enemy also seek in every way to distract our attention. The night before last there was an alarm from Stono about a ram, and last

night a deserter to the camp stated that the ironclad at Savannah was to move. I had sent the *Nahant* to check this, but as the rumor added several gunboats, and the *Unadilla* alone was with the *Nahant*, it seemed better to make sure, so I sent down the *Weehawken* in tow of the *Conemaugh*.

The turrets received a shot occasionally with the usual result, and the *Ironsides* has been struck repeatedly by X-inch shot (1,200 to 1,400 yards) without material impression. A shot from Fort Sumter in passing the spar deck glanced from the edge of it and by the concussion damaged the beam below, with knees connecting. If the depth of water would only permit her to approach, I would sweep the ground clean with her powerful broadside.

It is to be remembered that Wagner is the key to Sumter, wherefore the enemy will spare no effort for the defense, and will protract any result to the last.

There are many little things that would aid me here. For instance, the electric light which Professor Way exhibited here, and which Professor Henry (Smithsonian Institution) knows of; it would either illuminate at night, if needed, or would serve to signal, the eclipse of its flame being perfect; then some small iron boats for one or two men to scout at night.

I have the honor to be, very respectfully, your obedient servant,
JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Report of Rear-Admiral Dahlgren, U. S. Navy, requesting the exclusive use of the U. S. supply steamer Arkansas.

No. 46.]

FLAG-STEAMER DINSMORE,
Off Morris Island, July 30, 1863.

SIR: The *Arkansas* has just stopped here for dispatches.

I beg leave to suggest that it would conduce much to the convenience of supply for this squadron if the *Arkansas* were directed to confine herself to it. On this trip she has been unable to go farther than Doboy, leaving six vessels unsupplied with fresh provisions at lower stations.

I have the honor to be, very respectfully, your obedient servant,
J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Captain Green, U. S. Navy, senior officer off Charleston, S. C., enjoining vigilance in view of the expected appearance of the Confederate steamer Sumter.

FLAG STEAMER DINSMORE,
Off Morris Island, July 30, 1863.

SIR: On the 20th instant your attention was called to the fact that the *Sumter* might soon be expected on our coast, with intent to pass our blockade.

The Navy Department has just furnished me with an additional list of vessels which are reported to have a similar errand in view.

The greatest vigilance will therefore be exercised, and if the least attempt is made to escape by any vessel which is overhauled, fire is to be opened on her until she is completely disabled.

Pursuit is also to be maintained along the channels; the forts will hardly fire on blockade runners; and if they do, it is not likely to do much harm by night.

In the case of the *Sumter*, she is to be pursued even into the harbor, at all risks, by day or night, and destroyed.

It appears to me, also, that on many occasions a boat or two from each vessel might scout the channels, and by a shot or two give notice to our own vessels of steamers attempting to pass in.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain JOSEPH F. GREEN,
Senior Officer Present, off Charleston, S. C.

P. S.—I transmit the extracts received from the Navy Department for your perusal, after which please return them.

Report of Lieutenant-Commander Barnes, U. S. Navy, commanding U. S. S. Paul Jones, of arrival at New York.

U. S. S. PAUL JONES,
Off New York Navy Yard, July 30, 1863.

SIR: I have the honor to report that in obedience to the orders of Rear-Admiral Dahlgren, commanding South Atlantic Blockading Squadron, I left Charleston Bar in this ship on the evening of the 26th instant, arriving at this station this morning.

I am, very respectfully, your obedient servant,

JOHN S. BARNES,
Lieutenant-Commander, U. S. Navy.

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

Order of Commander Reynolds, U. S. Navy, senior officer at Port Royal, S. C., to Commander Beaumont, U. S. Navy, commanding U. S. S. Nantucket, to proceed to Wassaw Sound.

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., July 31, 1863.

SIR: You will be taken in tow by the *Prometheus* when you are ready for sea, and you will proceed to Wassaw and relieve Commander Downes, who will give you a copy of his instructions from the admiral and all the information which he possesses concerning the situation at Wassaw.

You can communicate with me by way of Fort Pulaski, from whence to this place there is a telegraph.

Very respectfully, your obedient servant,

WM. REYNOLDS,
Commander and Senior Officer.

Commander J. C. BEAUMONT,
Commanding U. S. S. Nantucket.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Captain Green, U. S. Navy, regarding special service.

U. S. S. AUGUSTA DINSMORE, *July 31.*

DEAR SIR: I have some special service for Mr. Winn and wish him to select a light boat suitable for it.

Please let him look at the boats of the outside vessels and send in to me the boat which he selects.

Very truly, yours,

JNO. A. DAHLGREN,
Rear-Admiral.

Captain GREEN,
Senior Officer, etc. [off Charleston Bar].

Report of Acting Master Polleys, U. S. Navy, commanding U. S. S. Madgie, regarding the impaired condition of that vessel.

U. S. S. MADGIE,
St. Catherine's Sound, Georgia, August 1, 1863.

SIR: I have the honor to make to you the following report in regard to the condition of this ship:

When I joined her some two months since she was leaking at the rate of 2 inches per hour in smooth water; in a seaway, much more. The leak has steadily increased till at present she leaks from 4 to 6 inches. On the 26th instant I received permission to examine her bottom from Lieutenant Kittredge, senior officer present. On the morning of the 28th I put her on the beach, with tackles at the mast-head to keep her upright, so that I could examine the offshore side and then list her over to examine the inshore side. On the starboard or offshore-side I found about twenty or thirty sheets of copper off that had probably been off since she was ashore on Cape Lookout some sixteen months since. She has so flat a floor that we could not well get at it, but by cleaning the grass off with brooms we found that where the copper was off her bottom was a perfect honeycomb, it is so badly eaten by the worms. I send you a sample of her bottom planking and keel enclosed in a box. She has no shoe on and no copper on the bottom of her keel that we could see. On the port side the copper was not off so bad, but where it was off is badly worm-eaten; in one place clear through to the timbers, leaving a hole 4 inches square, over which I put a patch of board and canvas. It is astonishing to me how she has kept afloat so long. In all my experience of twenty-five years at sea I have not seen a vessel's bottom in so bad a condition. When we heeled her offshore the water came out of her bottom like out of a sieve. The iron extension that the rudder is shipped on is only held by one bolt, the others having rusted off. Otherwise she is in good condition as regards sails, rigging, anchors, chains, etc., with a good and efficient battery. I don't think she is safe to go to Port Royal without a tug in company. We have only the deck pumps to keep her free, as the donkey pump has given out and the engineer reports he is not able to repair it, and her engine is so bad that she will not steam ahead in a head sea and will only go 3 knots in still water.

Enclosed you will find the reports of the carpenter, engineer, etc. We are lying at present without fires, being out of coal.

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

W. H. POLLEYS,
Acting Master, Commanding.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Commander Reynolds, U. S. Navy, senior officer at Port Royal, S. C., regarding the movements of vessels.

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., August 2, 1863.

SIR: The ammunition bark *George W. Hall* arrived last evening in tow of army steamer *Peabody*, with 2,130 barrels of powder and 500 barrels XV-inch cartridges and 2,300 shell.

The bark struck on the shoals off Cape Lookout, and put into Beaufort leaking. The *Peabody* took all her powder on board. The quartermaster sent to have the *Peabody* discharged and last night 700 barrels were put back into the bark again and the *Peabody* went to sea with the rest.

I enclose a copy of the invoice of the bark. Whether any of her shell are damaged by water I do not know. The captain did not say that any of them were damaged. In smooth water he says that his leakage is trifling.

The *Dai Ching's* channels are to be repaired to make her masts secure, which Mr. Small says he can complete by Wednesday morning.

Perhaps the *Aries* could supply her place until then.

Mr. Danby reports that he hopes to have the *Wissahickon* ready, if all goes well in shrinking on the band, by Wednesday evening.

The *Chippewa* has gone to Calibogue to-day and will be at anchor in that sound to-night, where she will be as efficient protection to Hilton Head as if anchored over there, if not more so. The *Mercedita* will be at anchor at Hilton Head, and thus far that shore has never been without one or more vessels.

The *Nahant* and *Cimarron* have just arrived.

The *Prometheus* has also arrived with the little coal schooner in tow. She has coal enough left to take her to Charleston and back. I have commenced to put coal in coal schooner to send to *Madgie* and *Stettin* to-morrow. The *Powhatan* came in with *Cimarron* just before sunset and will go to sea to-night if she can get a pilot.

Nahant came up all the way without a tow. Commander Downes does not find her speed increased much. She made 3½ knots coming. The divers have not yet finished with her.

At 8 p. m. the ordnance schooner *Mary E. Smith* is just ready to go out in tow of *Fair Haven*, who thinks he will try to get out to-night.

Very respectfully, your obedient servant,

WILLIAM REYNOLDS,
Commander and Senior Officer.

Rear-Admiral DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, regarding signals from the flagship.

FLAG-STEAMER DINSMORE,
Off Morris Island, August 3, 1863.

When signals are made by the flagship to vessels outside, they are to be repeated and enforced by the senior officer outside.

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Report of Captain Green, U. S. Navy, senior officer off Charleston, S. C., acknowledging information regarding blockade runners.

U. S. STEAM SLOOP CANANDAIGUA,
Off Charleston, S. C., August 3, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of the 30th ultimo, relating to the blockade of this port, accompanied with a list of and extracts referring to vessels reported to be in readiness and in course of preparation to violate this blockade; and to inform you that a copy of your communication, and also of that of the 21st ultimo, respecting the "Sumter, etc.," have been forwarded to each of the commanding officers of vessels employed outside on the blockade.

I beg leave to remark that there are but two vessels, viz, the *Marblehead* and *Ottawa*, now detailed for blockade service outside whose draft will admit of their chasing inside the harbor, and that more vessels of this draft will be needed on the approaching dark nights.

There were indications last night of something attempting to come out, but the short period of darkness probably prevented it, if the attempt was made.

Picket boats have been occasionally sent from the ships at night, but as they have no refuge in squally or bad weather excepting our own vessels, it has not generally been practiced.

The crews of the *Housatonic* and this ship are so much reduced by deficiency of complement, sick, and boats' crews sent inside on duty nightly, that I do not think it prudent to reduce them any further if it can be avoided. * * *

Very respectfully, your obedient servant,

J. F. GREEN,
Captain and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, for an increase in the wages of the crews of the monitors.

NAVY DEPARTMENT, August 3, 1863.

SIR: As the service of the crews of the monitors engaged in the attack on the fortifications of Charleston Harbor is of a peculiarly arduous character, in consequence of the nature of the vessels in which they are employed, their wages will be considered as increased by one-fourth from the 1st ultimo. This increase will continue so long as the

peculiar service lasts, and is to be confined to the enlisted men serving in the monitors engaged in the attack.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding the U. S. S. Atlanta.

NAVY DEPARTMENT, August 3, 1863.

SIR: Send the *Atlanta* to Philadelphia. The Department will order the *Sangamon* down to replace her.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant Devens, U. S. Navy, to proceed to Fortress Monroe with dispatches to the Department.

[U. S. S. AUGUSTA] DINSMORE,
Off Morris Island, August 3, 1863.

SIR: You will put to sea without delay and proceed to Fortress Monroe as speedily as possible. When you arrive there send the following telegram:

AUGUST 3, 1863.

Our stock of coals exhausted and a supply can not be forwarded too soon. The *Aries* has letters for Bureau of Navigation.

Very respectfully,

J. A. DAHLGREN.

HON. GIDEON WELLES,
Secretary of the Navy.

A dispatch is herewith transmitted which you will forward to the Bureau of Navigation.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Commanding.

Lieutenant DEVENS,
Commanding U. S. S. Aries.

Order of the Secretary of the Navy to Acting Master Moses, U. S. Navy, commanding U. S. bark Fernandina.

NAVY DEPARTMENT, August 4, 1863.

SIR: As soon as the U. S. bark *Fernandina* is ready for sea proceed with her to Port Royal, S. C., and report to Rear-Admiral Dahlgren,

or the senior commanding officer present, for duty in the South Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Master EDWARD MOSES,
Commanding U. S. bark Fernandina, Portsmouth, N. H.

Abstract log of the U. S. S. Montauk, Commander Fairfax, U. S. Navy.

August 4, 1863.—Sent a boat to the ironclad *Patapsco* for pilot. At 9:30 a. m. stood to the N. N. W. until within 1,700 yards of Cumming's Point battery and about 1,300 yards of Fort Wagner, both of which we engaged for one and a half hours, firing at an interval of six minutes. Expended 15 XI-inch shell, also 15 15-pound charges of powder. At 11:10 ceased firing and steamed to the S. S. E.

Report of Commander Balch, U. S. Navy, commanding U. S. S. Pawnee, regarding the readiness of that vessel for special service off Morris Island, South Carolina.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, August 4, 1863.

ADMIRAL: I have the honor to report that the *Pawnee*, under my command, is now ready for the service for which you directed her to be prepared.

I can bring nine broadside guns to bear, viz, 8 IX-inch Dahlgren guns, 1 100-pounder Parrott rifle, and by resorting to the expedient of coming-up the mizzen rigging I can add the 50-pounder Dahlgren rifle, thus making ten guns in broadside, which includes my whole battery.

Your order of the 27th ultimo implies the necessity for a light draft with a heavy broadside, and I have thought it proper to report the arrangement as now made and take your orders as to whether I shall add the 50-pounder Dahlgren rifle to the nine broadside guns already fitted.

I deem it proper to report that there will be some disadvantages in adding the tenth gun to the broadside, prominent among which are an increased draft of water aft and an increased sluggishness in the action of the helm. To this we have attributed the difficulty of steering the *Pawnee*, and especially has this difficulty been felt since I placed some 270 fathoms of chain cable as a protection to our boilers and machinery abaft the center.

The following was the ship's draft before transporting the guns: Forward, 8 feet 8 inches, aft, 11 feet 2 inches; difference, 2 feet 6 inches. After transporting the guns: Forward, 8 feet 4 inches; aft, 11 feet 6 inches; difference, 3 feet 2 inches. List, by having nine guns in broadside, 12 inches.

I beg leave, respectfully, to add that I have not filled any sand bags, for the reason that I was anxious not to increase the ship's draft till she had passed the bar. I shall have to run the guns forward when it becomes necessary to do so. I learned from your chief of staff that I could get sand bags filled off Morris Island.

I find it impossible to send the topmasts down unless by cutting away the trestletrees. I can, however, house them, and they might be secured as fishes for the lower masts. The lower yards, I suggest, should remain aloft, as also the topsail yards, the latter lashed securely to the toprims and so secured as to prevent their falling on deck and disabling guns and men.

I, however, deem it proper to report that I have made preparations for sending down the lower and topsail yards, but unless they are sent on shore here, I should advise that they be kept aloft.

I respectfully suggest that consideration be given to the fact that the tides are now dropping off, and that it would be well to have the *Pawnee* outside the bar at Stono without delay if her services will be required before the next spring tide, which will be in about eleven days.

The consideration extended to me, in permitting me to share in the service you have in view for the *Pawnee*, I very highly appreciate, and I again desire to express my wishes to remain aboard the *Pawnee*.

I am, very respectfully, your obedient servant,

GEORGE B. BALCH,

Commander and Senior Officer Present.

Rear-Admiral JOHN A. DAHLGREN, U. S. Navy,

Commanding South Atlantic Blockading Squadron.

Report of Lieutenant-Commander Gibson, U. S. Navy, commanding U. S. S. Seneca, of the arrival of that vessel at Murrell's Inlet, South Carolina.

U. S. GUNBOAT SENECA,

Off Murrell's Inlet, South Carolina, August 4, 1863.

SIR: I have the honor to report that I arrived here on the morning of the 25th ultimo.

Four schooners are in sight within the inlet, one of which has sails bent and appears to be in a condition for sea.

Several steam works are in the vicinity, either cotton gins or salt works.

I have 57 tons of coal on board. The surgeon of the vessel is absent on shore on Morris Island, and the stock of medicines is short and insufficient for the wants of the sick.

I presume you have been informed that a master's mate and seven of the crew of this vessel, also the launch, were left with the squadron off Morris Island.

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

WILLIAM GIBSON,

Lieutenant-Commander.

Rear-Admiral J. A. DAHLGREN,

Commanding South Atlantic Blockading Squadron.

Letter from the Secretary of the Navy to Brigadier-General Seymour, U. S. Army, agreeing to furnish cannon for the Army transport Arago.

NAVY DEPARTMENT, August 5, 1863.

SIR: Your communication of the 29th ultimo has been received.

This Department would be very willing to furnish cannon for the *Arago* upon a requisition from the War Department.

According to section 6 of article 25 of the act for the better government of the Navy, approved July 17, 1862 (copy herewith enclosed), it would seem that the *Arago*, when in the service of the United States, is authorized to make captures on precisely the same terms and with the same emoluments to her captain and crew, as if he were a regularly commissioned officer of the Navy and had command of a man-of-war.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Brigadier-General T. SEYMOUR, U. S. Volunteers,
West Point, N. Y.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, transcribing memorandum from the Bureau of Medicine and Surgery, regarding issue of whisky.

NAVY DEPARTMENT, *August 5, 1863.*

SIR: The Department regrets that it should have been considered necessary, as stated in one of your dispatches, to allow the men whisky whilst under action. I enclose herewith a memorandum from the Chief of the Bureau of Medicine and Surgery on the subject. The Department approves of the views therein expressed, and desires that they may be carried out as far as practicable. A ship load of ice will be sent out to you.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JNO. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure.]

[NAVY DEPARTMENT,]
Bureau of Medicine and Surgery, August 4, 1863.

I am of opinion the issue of whisky to men under the circumstances mentioned by Fleet Surgeon Clymer is neither wise nor conducive to anything more than a merely temporary result of no beneficial character, though I dissent with diffidence from so judicious and intelligent an officer.

The issue of whisky to men exhausted by labor and heat proves a momentary comfort, and stimulates, it is true, but the depression soon recurs to make its repetition necessary. Whisky is a simple stimulant, and nothing more. It appears to me a judicious plan to follow in the fleet operating before Charleston would be as follows:

When the men are turned out in the morning, let them go into the water; immediately on coming out, issue a draft of strong coffee; breakfast at the usual hour, with coffee; dinner at the usual hour, when coffee, iced and sweetened, or tea, prepared in like manner, may be served for drink. Supper, if possible in these long days, at a later hour. As it is understood the Department proposes to supply ice liberally, tea or coffee of good strength, and iced, might be allowed as a common drink for the men. A bath before turning in at night might prove refreshing, and aid the sailor to recover his energies by sound sleep. Liquor should only be served out in special cases, when the judgment of the medical officer suggests its use.

Oatmeal mixed with water is familiar to seagoing men and engineers as a means of assuaging or diminishing thirst. The ship's decks should be kept as dry as possible, that the sailor, in profuse perspiration from hard work, should have a place to rest himself, where he would not be exposed to rheumatism or cold.

Frequent changes of clothing would conduce as much to the comfort of sailors in hot weather as they do to all persons.

W. WHELAN,
Chief of Bureau.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding measures of protection in view of expected movements of blockade runners and the equipment of the Laird ram.

No. 58.]

FLAG-STEAMER DINSMORE,
Off Morris Island, August 5, 1863.

SIR: I have received the extracts from consular dispatches, forwarded by the Department July 20.

It is not probable that many of the vessels therein named will succeed in reaching Charleston. My attention was principally drawn to the notice that a ram, building at Lairds', was launched on the 4th July at Liverpool, and at once transferred to dock for equipment, which, I observe from other quarters, is progressing rapidly. As this violation of all good faith may have some influence on this blockade, I hope the Department will be able to send here very soon the *Puritan* or *Dictator*, either of which will neutralize the expectations of the enemy.

In case neither vessel can be ready in season, the probable effect of a hostile ram on the blockade here can be only to interfere with our supplies; the outer vessels will be driven off, but the interior blockade could be maintained and our operations proceed, provided there were a sufficient stock of provisions and coal on hand for the sea and land forces. I would therefore recommend:

First. That measures be taken to forward a large quantity of coal, rations, ammunition, etc., which can be landed on Folly and Morris islands, so as to be independent even of Port Royal.

Second. That this be proceeded with at once, and completed in the next thirty days.

Port Royal, having a full depth of water, may be more difficult to secure, but is by no means impossible of maintenance with a resolute garrison, two or three ironclads, and some obstructions in the channel.

As the enemy would, no doubt, collect his cruisers about this ram, it may be that the isolated vessels at other points will be driven off. Still, in this way, I think that the blockade of the harbor could be maintained within, and the operations against Charleston carried to a conclusion.

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

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding deficiency of officers in the squadron.

No. 59.]

FLAG-STEAMER DINSMORE,
Off Morris Island, August 5, 1863.

SIR: I beg leave to inform the Department that there are so few officers in the vessels of the squadron as to produce great inconvenience, and I would therefore request that some be sent here for duty.

I have the honor to be, very respectfully, your obedient servant,
J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Order of Rear-Admiral Dahlgren, U. S. Navy, regarding the light-ship off Rattlesnake Shoal.

FLAG-STEAMER DINSMORE,
Off Morris Island, August 5, 1863.

The light-ship now stationed off Rattlesnake Shoal is ordered to be removed from its present moorings and anchored off the mouth of the Ship Channel.

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, enjoining vigilance against surprise from the enemy.

FLAG-STEAMER DINSMORE,
Off Morris Island, August 5, 1863.

It is rumored that the enemy have a ram near Fort Johnson and have removed a line of buoys in the harbor. Whether the suspicion be correct or not, it is proper to guard against any surprise.

Therefore the utmost vigilance must be used to detect any movement and the vessels kept ready for attack at the first notice of the enemy's approach.

The advance monitor should be underway or ready to slip and the picket boats feel well around so as to detect the least move.

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Extract from report of Commander Reynolds, U. S. Navy, senior officer at Port Royal, S. C., regarding general matters.

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., August 5, 1863.

SIR: * * * Two hundred and fifty marines arrived this morning in *Arago*; go up in the *Prometheus*.

The work on *Nahant* is going forward.

* * * * *

The provisions that came out of the *Atlanta* became so offensive that it had to be surveyed and much of it thrown overboard.

Very respectfully, your obedient servant,

WILLIAM REYNOLDS,
Commander and Senior Officer Present.

Rear-Admiral DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Charleston.

P. S.—With the marines who go up to-morrow per *Fair Haven*, I shall send two, three, or four weeks' supply, according to the capacity of the steamer to take it, in order that there may be no embarrassment on that score. They are provided with tents and everything for going ashore.

Report of Rear-Admiral Dahlgren, U. S. Navy, requesting the restriction of foreign vessels of war from access to Confederate ports.

No. 61.]

FLAG-STEAMER DINSMORE,
Off Morris Island, August 5, 1863.

SIR: To-day the British steamer *Plover* appeared off this port, and the commander expressed to me his wish to send a boat to the city. I returned the reply that I should offer no objection.

The occasion seems opportune for asking your attention to the subject. In general, it is the practice for national vessels to pass an ordinary blockade, and until very recently this was the condition of affairs here. But active operations are now in progress against the defenses of Charleston, and it seems to be entirely inadmissible that neutral parties should be permitted to pass within the limits of those operations.

Much may be disclosed that will be of material service to the enemy, and neutral convenience should therefore give way to the belligerent right. I do not mean to charge that officers of a foreign flag would commit such an infraction of right as to convey information, but there may be individuals in any vessel who might not be sufficiently careful or scrupulous.

It would on all accounts be advisable that under existing circumstances no vessels of war should be allowed to pass our lines at this place.

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

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Capture of a launch and crew, August 5, 1863, from the U. S. S. Wabash, by the C. S. S. Juno.

Report of Rear-Admiral Dahlgren, U. S. Navy.

No. 64.]

FLAG-STEAMER DINSMORE,
Off Morris Island, August 8, 1863.

SIR: On the night of the 5th one of the launches designed to guard the right flank of our shore batteries, having been drawn out into the

harbor in observation of a rebel steamer, was suddenly attacked by the latter. Eight of the crew were picked up and stated that the launch had been sunk.

Yesterday a flag of truce came out from the enemy with a communication for General Gillmore. Captain [J. F.] Green, the senior officer outside, reports to me that the officer informed our boat that the launch had not been sunk, but was captured, with Acting Master Haines and 12 men.

This leaves only two men missing. The eight men who were received by our boat were all positive that they were fired at from the steamer when they were in the water, and as this was in violation of the usages of war, I addressed a communication to General Beauregard on the subject, requiring that whoever should be convicted of the fact should be punished, otherwise I would not be able to prevent retaliation by our men. As yet, I have received no answer.

Ensign B. H. Porter deserves mention from me for the energy, courage, and intelligence with which he performed the duty assigned him of observing the enemy, and also for picking up the eight men who had got out of the launch in some way.

I have the honor to be, very respectfully, your obedient servant,
JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Report of Lieutenant-Commander Williams, U. S. Navy, commanding U. S. S. Powhatan.

U. S. S. POWHATAN,
Off Charleston, S. C., August 7, 1863.

SIR: I regret to report that yesterday morning, on my arrival from Port Royal, I was informed that Acting Master Edward L. Haines, of this ship, was missing, the boat he was in charge of having been run down the previous night by a rebel steamer, and that in all probability he had been either killed by the enemy's fire or drowned.

The only information of the affair which I have has been gathered from the crew of this ship's launch, which boat Mr. Haines had charge of, but exchanged with Master's Mate Howland, and took the *Wabash's* boat, for the purpose of pulling farther up the harbor to reconnoiter.

I have the honor to be, sir, very respectfully, your obedient servant,
E. P. WILLIAMS,
Lieutenant-Commander, Commanding.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Lieutenant-Commander Carpenter, U. S. Navy, commanding U. S. S. Catskill.

U. S. IRONCLAD CATSKILL,
Off Morris Island, August 9, 1863.

SIR: In obedience to your order of August 3, I have to state that after dark on the evening of August 5, I anchored abreast of Fort Wagner and sent out the tug and four picket boats, the tug to lay 200 or 300 yards above me between the Moultrie House and Fort Sumter, two picket boats in charge of Master Hogue to keep in sight and close to

her, and the other 2 inshore between Wagner and our batteries. A boat which came up from the *Ironsides* with Ensign Porter went to Cumming's Point, and about 10 o'clock signalized that a steamer was coming out. I went to quarters, hove up my anchor, and remained so nearly an hour, but could see nothing; went around the tug and saw that the boats were near her, and then went ahead of the tug and anchored again. Ensign Porter, who was at the upper picket boat, came on board and reported this steamer, describing her, and that she was lying under Sullivan's Island, but as the moon was up, thought she could not possibly get out without being seen. He then left, to return to Cumming's Point, with orders to tell the tug to lay more astern of me, when I saw a dark object go rapidly past her, and some distance inshore, which I knew must be a steamer. Went to quarters, hove up my anchor, hailed the tug, and told her to get out of my line of fire; made signals to the boats to come alongside. As they made no alarm signal, fired a shell at the steamer, fearing that it might be dangerous to our own boats, but I then saw her turn and go toward the Moultrie House light; then fired a second time just as my anchor was up, after which I lost sight of her. Drifted up with a strong flood tide, I should think, near the block buoy, or three-fourths of a mile. Sent the tug in direction of the boats, with orders to return with them as soon as she found them, as my pilot said we could not with safety go over there, being on the shoal in Swash Channel. In a short time the tug returned with Ensign Porter and one launch, reporting that the other had been run down; that he had picked up 8 men, pulled about there for twenty minutes, and that there were no more of her crew about there. I then concluded it best to send the tug to report the circumstances to you and steam down to my previous anchorage, which I did. Everything remaining quiet, at daylight I returned.

Very respectfully, your obedient servant,

C. C. CARPENTER,

Lieutenant-Commander, Commanding Catskill.

Rear-Admiral J. A. DAHLGREN,

Commanding South Atlantic Blockading Squadron.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to General Beauregard, C. S. Army, regarding an alleged violation of the usages of war.

FLAG-STEAMER DINSMORE,

Off Morris Island, August 6, 1863.

SIR: Last night one of your steamers succeeded in running down a boat of this squadron, and it is stated by several of our men that they were fired at in the water after the steamer had passed over the boat. Of course it was obvious to everyone that under the circumstances our men were entirely helpless.

Such a practice is entirely in violation of every rule of civilized war, and I call upon you to punish whoever can be convicted of having perpetrated such an act, otherwise it will be impossible for me to prevent retaliation by our men whenever the opportunity may occur.

I am, very respectfully, your obedient servant,

JOHN A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

General G. T. BEAUREGARD,

Commanding Confederate Forces, Charleston, S. C.

[Endorsement.]

CHARLESTON, *August 8, 1863.*

Respectfully referred to Flag-Officer Tucker, to whom it should have been addressed originally.

THOMAS JORDAN,
Brigadier-General, etc.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting Confederate letters denying the charge of violation of the usages of war.

No. 111.]

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, August 29, 1863.

SIR: I herewith transmit, for the information of the Department, communications from General G. T. Beauregard, general commanding Department South Carolina, Georgia, and Florida, and Flag-Officer Tucker, commanding officer of the Confederate States forces afloat, received by flag of truce, in relation to firing upon boat party on the night of the 5th August, an account of which I have already forwarded to the Department.

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

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosures.]

HDQRS. DEPT. OF S. C., GEORGIA, AND FLORIDA,
Charleston, S. C., August 22, 1863.

SIR: Your letter, touching an alleged violation of the usages of war, in firing on certain men of your force while in the water off this harbor, was referred by me to Flag-Officer Tucker, commanding officer of the Confederate States forces afloat, whose reply will be sent out at the same time with this, and I trust will be found satisfactory.

Respectfully, your obedient servant,

G. T. BEAUREGARD,

General, Commanding.

Rear-Admiral JNO. A. DAHLGREN,

Comdg. U. S. Naval Forces, off Charleston Harbor, S. C.

FLAGSHIP CHICORA,
Charleston Harbor, August 10, 1863.

SIR: Your communication of the 6th instant to General Beauregard, C. S. Army, complaining that after the capture of the launch belonging to your squadron, that the men were "fired at in the water," has been referred to me.

I am happy to be able to state, from information received from the Confederate States naval officer in command at that time, that the men were not fired at in the water.

I highly appreciate your desire to conduct the war upon civilized principles, and it affords me great pleasure to join you in so laudable a desire.

Very respectfully, your obedient servant,

JOHN R. TUCKER,

Flag-Officer, Comdg. U. S. Naval Forces, Charleston Harbor.

Rear-Admiral JOHN A. DAHLGREN, U. S. NAVY,

Commanding U. S. Naval Forces off Charleston.

Extract from report of Acting Master Haines, U. S. Navy.

PHILADELPHIA, *October 29, 1864.*

SIR: I have the honor to report that on the 5th of August, 1863, the U. S. steam sloop *Powhatan*, Lieutenant-Commander E. P. Williams, commanding, left her station off Charleston, S. C., and proceeded to Port Royal, S. C., leaving me with the fleet in charge of her first launch and a crew of 24 men, armed with small arms, the launch having a 12-pound howitzer; I was assisted by Master's Mate Charles [H.] Howland, of same ship. My orders were to proceed on board of U. S. S. *Canandaigua* and remain until dark, then to take my station inside the bar as a picket boat. At 5 o'clock p. m. I left the *Canandaigua* and was taken in tow by U. S. steam tug *Rescue*, as was also one of the launches of U. S. S. *Housatonic*. We went alongside of U. S. S. *Wabash* and took in tow her first and second launches, they being armed similar to my own launch. The *Wabash's* launches were commanded by an acting master's mate, and he remained in her second launch. I, being senior officer, took command of the *Wabash's* first launch, leaving Master's Mate Howland in command of the *Powhatan's* launch.

Before taking my station, I reported to Rear-Admiral J. A. Dahlgren. He ordered me to report to the officer commanding the U. S. monitor *Catskill*, she being the guard ship for that night. The admiral informed me that two or three of the enemy's steamers were in the habit of coming down to Cumming's Point every night, and if they came within range, to fire upon and sink them if possible, and that Ensign B. H. Porter would be out in a small boat, and to be careful not to fire at him.

In reporting to commander of U. S. S. *Catskill* (monitor) he ordered me to pull a short distance above her, toward Fort Sumter, and anchor the launches under my command in line, and in sight of each other, and signalize by firing and displaying lights any danger that might occur. I took the lead of the line toward the fort as my station. About 11 o'clock p. m. Ensign Porter came alongside and reported that a steamer had come down to Cumming's Point and was now lying close in, and that he thought she was a blockade runner. Leaving me he pulled for the *Catskill*. I immediately got my anchor and let my launch drop up toward Cumming's Point, in order to get a view of the reported steamer. Soon after getting underway I made out a steamer standing down the channel close to Morris Island. I immediately opened fire on her from my howitzer, and made signals as agreed upon to the fleet, at the same time pulled my boat toward shoal water, to avoid colliding with her. Finding I could not escape, I determined to board

and try to take her, at the same time expecting answers from the other launches, or *Catskill*, they being in sight. I succeeded in boarding her under a heavy fire of musketry. After a short resistance we were compelled by the superior numbers of the enemy to surrender. She proved to be the C. S. S. *Juno*, manned by a crew of 50 men, and protected outside and in by cotton bales. She also had a torpedo projecting from her bow for the purpose of blowing up any vessel she might strike. She immediately returned to Charleston Harbor, with my launch in tow, much injured from the collision, and transferred us to C. S. ironclad *Chicora*, Captain Tucker, commanding. On the following afternoon we were sent to Charleston jail, where I found two of my boat's crew who were knocked overboard from the *Juno*, and swam to Sullivan's Island, where they were taken prisoners. * * *

On 10th of August, 1863, from Charleston we were sent to Columbia, S. C. (excepting Seaman Amos A. Kane, who was retained in Charleston by the Confederate authorities). * * *

On the 15th of August we were sent to Richmond. My men were confined on Belle Isle, near Richmond, Va., and I was sent to Libby prison (the man Kane arriving in Richmond, Va., about 15th September, 1863). About the 30th of September I learned that my men were all exchanged, except Seaman E. R. Clark, who died while a prisoner on Belle Island [Isle], near Richmond, Va. * * *

On the 7th of May, 1864, I was sent to Macon, Ga., where we were confined in an open stockade without shelter until we built sheds ourselves, after several supplications for the materials. * * *

On the 28th of July I was sent from Macon to Charleston, S. C., with first 600 officers, for the purpose of placing us under fire. On arriving in Charleston we were confined in the jail yard; part of the officers were without shelter of any kind. From the jail yard we were sent to a dirty, filthy work-house, infested with all manner of vermin, and the only means whereby we could escape these torments was to give our parole, which resulted in a change of quarters to the Roper Hospital, a very comfortable building. * * * On 30th of September, 1864, was sent from Charleston to Richmond for the purpose of exchange.

On the 18th of October, 1864, was sent from Richmond by flag of truce to Annapolis.

During all of my imprisonment I have been treated more like a criminal than a prisoner of war.

The following is a list of the men captured with me: Charles Fellick, coxswain; Alex. Moring, Robert Armstrong, John Kolcbue, John Hammond, George Boardois, seamen; Henry Hockslein, Nathan A. Bailey, ordinary seamen; Charles H. Saulsbury, Amos A. Kane, landsmen; Edward R. Clark, seaman; and one man whose name I have forgotten, having lost the list during my imprisonment.

I am happy to report that I was promptly obeyed and bravely supported by all of my crew.

I have the honor to be, your most obedient servant,

EDWARD L. HAINES,
Acting Master, U. S. Navy.

Hon. GIDEON WELLES,
Secretary U. S. Navy, Washington, D. C.

Statement of First Assistant Engineer Tomb, U. S. Navy, of the U. S. S. Juno.

C. S. S. JUNO,
Charleston, S. C., August 8, 1863.

The *Juno* had a large spar, with a 65-pound torpedo attached, and was sent down on picket duty below Fort Sumter at night. We had a cotton bale strapped to the stem, a few feet above the water line, to act as a fender if we had a chance to strike one of the enemy's ships. Lieutenant Philip Porcher was in command; master, C. Tucker; pilot, William Burk; engineer in charge, James H. Tomb; assistant engineer, C. Johnson. We laid below Fort Sumter, waiting, and had just started the engines ahead when a large launch came toward us and hailed us, ordering us to surrender, and the next moment fired into us from a 12-pounder howitzer in the bow. We immediately headed for her, striking her about amidships; but not having much headway on the *Juno*, the launch swung around to port, just forward of the wheel, and then boarded us. The *Juno* had no guns outside of a few small arms. All the engineer division with the balance of the crew fired upon them as they came over the rail. The officer in charge of the launch surrendered. As he came over the rail he had his sword in one hand and one of his boots in the other. One of my firemen got hold of the boot and I ordered him to return it. We marched them all aft below as prisoners. At this time there were three or four floating on the port side swimming. Lieutenant Porcher wished to pick them up, but the position of the ship was such we were afraid to stop the engines and had to continue into the harbor.

The next morning, when taking the launch over to the flag-officer to make our report, the officer, an acting master in the United States Navy, had little to say; but the coxswain, who was seated near me, remarked loud enough for his officers to hear him: "This comes from placing an officer in charge of a boat who gets you into trouble, but can't get you out." The officer said nothing.

JAMES H. TOMB,
First Assistant Engineer, U. S. Navy.

Report of Commander Parker, U. S. Navy, regarding movement of vessels through the obstructions.

U. S. NAVAL BATTERY,
Morris Island, South Carolina, August 6, 1863.

SIR: I have the honor to report to you that the English boat stood up the main Ship Channel, well inside of all buoys, to the right of all stakes (after leaving Sumter), about 8 yards, and passed through the second opening from the left of obstructions.

A steamer which came down the harbor at this time passed through the second opening from the right of obstructions.

Very respectfully, your obedient servant,

FOXHALL A. PARKER,
Commander, U. S. Navy.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy, referring to the removal of obstructions.

No. 65.]

FLAG-STEAMER DINSMORE,
Off Morris Island, August 6, 1863.

SIR: I shall be very glad to use the services of Messrs. Hayden and Maillefert in removing obstructions when the opportunity occurs. Meanwhile I would ask if they are able to make examinations of what has been placed under water?

I have the honor to be, very respectfully, your obedient servant,
J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding general matters.

No. 66.]

FLAG-STEAMER DINSMORE,
Off Morris Island, August 6, 1863.

SIR: I have to inform you that the 200 men sent by the *Aries* have arrived, but not having received your communication of July 28, directing her return to Boston, I dispatched her in haste to Hampton Roads, in order that the want of coal here might be known as quickly as possible.

I shall not fail to employ contrabands when they can be had, but at this time nothing is so scarce here.

The *Mahaska* has arrived. General Gillmore has also received reinforcements, and in a week or ten days we shall be in active operations again. Meanwhile the batteries ashore are progressing, and the vessels retard the operations of the enemy by daily firing.

Major Zeilin has arrived with 260 marines, with which, with about the same number here, I shall organize a regiment.

I have the honor to be, very respectfully, your obedient servant,
J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Instructions from Rear-Admiral Dahlgren, U. S. Navy, regarding the organization, as a regiment, of the marines attached to the squadron.

FLAG-STEAMER DINSMORE,
Off Morris Island, August 7, 1863.

1. The marines of this squadron will be organized as a regiment under the command of Major Zeilin,

2. Who will indicate to me the least number of marines that can execute the duties of the several ships having guards; all the rest will be detailed to join the regiment.

3. Major Zeilin will suggest such division of the regiment into companies, and other details, for drill, etc., as may be necessary for the most prompt and efficient preparation of the regiment for immediate service.

4. He will also submit from time to time requisitions to meet probable wants.

5. The dress of the men should be such as to enable them to execute their duties most efficiently in this hot climate, and I will sanction any suggestion that will conduce thereto. The proper protection of the head is to be attended to.

6. The regiment is to be divested of all luggage that can possibly be spared, and always be prepared to move on instant notice; rapidity of movement is one of the greatest elements of military power.

7. The men are to be accustomed to carry cooked rations, and such parts of the rations will be supplied as will be best adapted to the purpose.

8. Any of the vessels that may be applied to will supply rations, clothes, arms, ammunition, or other facilities required to execute the orders which may be given by me to this regiment, which is to be entered on the log and certified by the commanding marine officer.

9. It is my wish that the men shall also be accustomed to use charges of buckshot when close action is expected, particularly in an assault.

10. The white belts on dark clothes offer too good a mark, their color must be changed.

11. Contrabands will be attached to the regiment whenever they can be had, so as to cook for the men, pitch and strike tents, and perform all the duties that can relieve the marines and leave them free for marching, fighting, etc.

12. There will be a detail of boats from the vessels of the squadron sufficient to land the regiment conveniently. About half crews will be furnished for these boats.

13. Four boats will be selected to cover their landing, with complete crews, in each of which will be a howitzer, with a crew of twelve men and a field carriage.

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Report of Acting Master Van Alstine, U. S. Navy, giving information regarding the fitting out of a blockade runner at Savannah, Ga.

U. S. S. STETTIN,

St. Simon's Sound, August 7, 1863.

SIR: I have the honor to report that on the night of the 4th I took from Jekyll Island two persons who had made their escape from Savannah. They are both from the North. One named J. H. Calef, from Salisbury, N. H., and the other John Culver, from New London, Conn.

These persons have been doing business in Savannah as tanners, and are quite intelligent men. They represent that a steamer is fitting out in Savannah loading with cotton, and to carry out a large number of armed men to be put on board of a vessel at Nassau or Havana, if they succeed in getting through the blockade. I have sent them to Port Royal in the *Oleander*.

The affairs at the island remain the same.

I am, very respectfully, your obedient servant,

C. J. VAN ALSTINE,

Acting Master, Commanding.

Rear-Admiral J. A. DAHLGREN,

Comdg. South Atlantic Blockading Squadron, off Charleston.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Williams, U. S. Navy, commanding U. S. S. Powhatan, for the towing of the monitors to Charleston Harbor.

FLAG-STEAMER DINSMORE,
Off Morris Island, August 7, 1863.

SIR: You will proceed with dispatch to Wassaw and tow the *Weehawken* to Port Royal if she has not already left.

On reaching Port Royal you will tow the *Nahant*, *Montauk*, and *Weehawken* to this place, where I shall expect you to arrive not later than Thursday morning (early), without fail.

You will report at each place to the senior officer and show this order.

If there is any work in hand on the above-named monitors, it is to be closed up, so as to enable you to leave Port Royal as appointed above; and if all three are not ready by that time you will depart with two.

It is presumed, with a steamer like the *Powhatan*, and the assistance of the steam of the monitors, there will be no difficulty in towing the three vessels some 6 or 7 knots per hour.

On your way to Wassaw you will stop at Port Royal and show this order to Captain Reynolds, so that the work on the ironclads may be closed up. Be careful to show this to Captain Reynolds.

Respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander E. P. WILLIAMS,
Commanding U. S. S. Powhatan.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Brigadier-General Gillmore, U. S. Army, regarding the mode of attack upon Charleston.

FLAGSHIP DINSMORE,
Off Morris Island, August 8, 1863.

GENERAL: I have just received yours* marked "Confidential," and have directed the three turret vessels to be here on Thursday morning. A large steamer leaves at once to tow them.

Last night it was my intention to confer with you on the subject generally of the attack, so that the fire of the vessels may be directed rightly, but business interfered.

I am still inclined to the mode suggested in a former letter, but will of course cooperate directly on Sumter if you wish.

An attack in front, with four or five thousand men in reserve, can not fail. Equally true is it that the fall of Sumter includes Wagner.

Very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Commanding.

General Q. A. GILLMORE,
Commanding Department of the South.

* Not found.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Acting Master Curtis, U. S. Navy, to forward telegram to the Department requesting coal.

FLAG-STEAMER DINSMORE,
Off Morris Island, August 9, 1863.

SIR: You will proceed with the *Memphis*, making all dispatch, directly to Fortress Monroe. There you will have telegraphed directly to the Navy Department the following:

AUGUST 9—6 p. m.

A vessel with coal is lost. I have very little on hand and wish immediate supply by steamers.

J. A. DAHLGREN.

You will be careful to forward with all dispatch the accompanying letter to the Navy Department. It is important that it should reach immediately.

This done you will return here with dispatch.

Respectfully, etc.,

J. A. DAHLGREN.

Acting Master CALEB A. CURTIS,
Commanding Officer of U. S. S. *Memphis*.

Report of Rear-Admiral Dahlgren, U. S. Navy, urging an immediate supply of coal, in view of the loss of coal bark Faith.

No. 70.]

FLAG-STEAMER DINSMORE,
Off Morris Island, August 9, 1863.

SIR: I have the honor to inform the Department that our operations here are likely to be suspended for want of coal. I am just informed that the bark *Faith*, with 500 tons of coal, has gone ashore and bilged off Port Royal, with very little prospect of saving much of the coal. Besides this, there has been but one arrival here of coal, a schooner with 269 tons, which went but a short way toward supplying the steamers. The *Faith* was thirty-five days on the passage.

It only remains for me to urge an immediate supply by steamers, or the consequences may be most perplexing, just, too, at the moment when we are about to resume active operations.

There are about 500 tons unexpended, including the arrival above mentioned, and several steamers are out.

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

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Report of Rear-Admiral Dahlgren, U. S. Navy, advising, as a health measure, certain additions to the regular ration.

No. 71.]

FLAG-STEAMER DINSMORE,
Off Morris Island, August 9, 1863.

SIR: I am admonished by the daily recurrence of disability among the men, which diminishes their number rapidly, that some more than ordinary measures are required to sustain them under the increasing labor of operations in this enervating climate. Scurvy is now added

to the list of diseases, and to-day the fleet surgeon recommends the return of the *Marblehead* to the North, because to remain here would break down the whole of the crew.

I would therefore respectfully submit to the Department a recommendation to add certain articles of diet to those already provided by the regular ration:

1. Fresh vegetables daily, whether the meat be fresh or salt; potatoes, cabbage, onions, lemons, etc.
2. A bakery of fresh bread, for which some vessel can be provided with a regular baker.
3. A ration of ice.

The Department may be assured that any expenditure due to these additions will be amply repaid by the diminution of disease, and the increased efficiency of those not yet absolutely reduced to the sick list.

I shall make requisitions on the proper bureau for the above, but also urge the action of the Department, because the effect of these measures has a general bearing on our operations.

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

JNO. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Pendergrast, U. S. Navy, giving information received from refugees regarding Confederate ironclads under construction at Savannah, Ga.

U. S. S. WATER WITCH,

Ossabaw Sound, South Carolina, August 9, 1863.

SIR: I have received two refugees from Savannah on the 5th instant. They inform me that there are two ironclads building; one is on the stocks, the other has one-half of her armature on one side.

I understand that the *Savannah*, or *Everglade*, is now at Thunderbolt, loaded with cotton, with the intention of running the blockade at the first opportunity.

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

AUSTIN PENDERGRAST,

Lieutenant-Commander and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,

Comdg. S. Atlantic Blockading Squadron, off Morris Island.

Order of the Secretary of the Navy to the commandant navy yard, New York, regarding the U. S. steamers Lehigh and Home.

NAVY DEPARTMENT, August 10, 1863.

SIR: Send the *Lehigh* to Charleston as soon as she is ready, in tow of the steamer *Home*, a vessel just purchased for the Department by Rear-Admiral Gregory.

Very respectfully, etc.,

GIDEON WELLES,

Secretary of the Navy.

Rear-Admiral HIRAM PAULDING,

Commandant Navy Yard, New York.

Order of the Secretary of the Navy to Acting Master Reynolds, U. S. Navy, commanding U. S. S. Philadelphia.

NAVY DEPARTMENT, *August 10, 1863.*

SIR: Proceed with U. S. S. *Philadelphia*, with all practicable dispatch, off Charleston, S. C., and report to Rear-Admiral Dahlgren for duty.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Master SILAS REYNOLDS, U. S. Navy,
Commanding U. S. S. Philadelphia, Baltimore, Md.

Order of the Secretary of the Navy to Acting Master Dwyer, U. S. Navy, commanding U. S. brig Bainbridge.

NAVY DEPARTMENT, *August 10, 1863.*

SIR: Proceed with the U. S. brig *Bainbridge* to Port Royal, S. C., and report to Rear-Admiral John A. Dahlgren for duty in the South Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Master T. J. DWYER, U. S. Navy,
Commanding U. S. Brig Bainbridge, New York.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Brigadier-General Gillmore, U. S. Army, regarding plans for a night attack upon Fort Sumter.

FLAG-STEAMER DINSMORE,
Off Morris Island, August 10, 1863.

GENERAL: I have for some time included the idea of a night attack on Sumter in my plans.

The reconnoissance for this purpose is made nightly and one of the monitors has been within half a mile of the work. The report of last night is not yet made, as the officers are asleep.

The calcium light may be of service; that will be best known by a trial of it.

The first day of fire will indicate the best mode of proceeding.

I am told that Battery Gregg saw one of the monitors last night and fired several times.

I have received two mortar schooners (XIII-inch) which will soon be tried.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral.

General GILLMORE,
Commanding Department of the South.

Order of Rear-Admiral Dahlgren, U. S. Navy, regarding precautions against contagious diseases.

FLAG-STEAMER DINSMORE,
Off Morris Island, August 10, 1863.

The weather most trying to our men and most likely to engender the fevers of this region is upon us.

Commanding officers and others will therefore be careful to expose the men to the sun as little as possible.

The medical officers will report to me promptly, through their commanding officers, the first sign of contagious disease, so that suitable measures may be taken. This is not, of course, in any way to interfere with their maintaining communication with the fleet surgeon or adhering to the regulations prescribed by the Bureau of Medicine.

JNO. A. DAHLGREN,
Rear-Admiral, Comd'g. South Atlantic Blockading Squadron.

Report of Major Zeilin, U. S. Marine Corps, regarding number of marines available for duty under his command.

U. S. FRIGATE WABASH, *August 10, 1863.*

SIR: As you directed, I herewith furnish a statement of the number of marines in the squadron, so far as I can ascertain, who can be spared from duty on shipboard in order to operate with the battalion recently arrived from the North and under my command:

Vessel.	Number.	Vessel.	Number.
Wabash	47	South Carolina	10
Vermont	37	Flag	11
Ironsides	40	Pawnee	20
Housatonic	10	Memphis	10
Powhatan	40	Mahaska	10
Canandaigua	10		

Total..... 245

Battalion..... 257

Whole number..... 502

This statement is exclusive of officers and inclusive of sick.

I am, sir, very respectfully,

J. ZEILIN,
Major, Commanding Battalion.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

[Endorsement.]

It is intended that this detail shall leave only so many marines in each vessel as suffice for police duty.

J. A. DAHLGREN,
Rear-Admiral, Commanding.

Report of Commander Reynolds, U. S. S. Navy, senior officer at Port Royal, S. C., regarding coal.

U. S. SHIP VERMONT,
Port Royal Harbor, South Carolina, August 10, 1863.

SIR: There was on hand yesterday morning in this harbor the following quantity of coal, viz:

Samuel E. Adams	tons..	22
Vapor.....	do...	50

Very respectfully, your obedient servant,

WM. REYNOLDS,
Commander and Senior Officer Present.

Rear-Admiral DAHLGREN,
Commanding South Atlantic Blockading Squadron.

The coal in the *Vapor* is to be divided between the monitors. In addition, there is a quantity of coal on shore at Bay Point belonging to the Army, which the quartermaster has allowed me to take. It can, however, be got off only at high water by means of scows.

Order of the Secretary of the Navy to Acting Ensign Winton, U. S. Navy, commanding U. S. S. Crocus.

NAVY DEPARTMENT, August 11, 1863.

SIR: Proceed with the U. S. steam tug *Crocus*,* to Port Royal, S. C., and report to Rear-Admiral John A. Dahlgren for duty.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Ensign J. L. WINTON,
Commanding U. S. Steam Tug Crocus, New York.

Report of Rear-Admiral Dahlgren, U. S. Navy, requesting the construction of vessels for submarine explosions.

No. 76.]

FLAG-STEAMER DINSMORE,
Off Morris Island, August 11, 1863.

SIR: I think the opportunity may occur where explosions may be made useful under water; wherefore, I would ask to have a vessel constructed of corrugated iron (Francis), fashioned like a boat, but closed perfectly on the top, so that it could be submerged very quickly. There might be air vessels at each end, which, when exhausted, would float the top of the magazine even with the water, when air was allowed to enter, would cause the vessel to sink.

With such a contrivance a quantity of powder could be brought to bear upon obstructions, which would dislocate any nice arrangements.

* For reports of loss of the U. S. S. *Crocus*, see Series I, volume 9, p. 162.

It may be that Francis could fit three or four of his metallic boats in this way and send them to me speedily.

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

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Telegram.]

AUGUST 11, 1863—2:35 a. m.

Please open as soon as possible. The enemy's fire is very heavy.

GILLMORE,

General.

Admiral DAHLGREN.

[Reply.—Telegram.]

AUGUST 11, 1863.

All right.

DAHLGREN,

Admiral.

General GILLMORE.

Abstract log of the U. S. S. Catskill, Commander Rodgers, U. S. Navy.

August 11, 1863.—From midnight to 4 a. m.: Heavy firing by the rebel batteries, answered by ours. At 2:31 a. m. got underway in obedience to signal from flagship. Captain G. W. Rodgers and Pilot Haffards came on board and we proceeded up to Battery Wagner; went to quarters and commenced firing on Wagner at 2:45. Expended 6 five-second and 3 ten-second XI-inch shell. Continued firing at Battery Wagner until 5:45, when we ceased and steamed down toward the flagship and anchored. Expended 10 XI-inch shells and 5 XI-inch shrapnel. Distance from 1,000 to 1,600 yards. At 7:45 we and the *Passaic* proceeded upon picket duty. Batteries firing occasionally on both sides.

Abstract log of the U. S. S. Patapsco, Lieutenant-Commander Badger, U. S. Navy.

August 11, 1863.—At 4:10 a. m. beat to quarters and fired 4 XV-inch shells and 1 shell from the rifle at Gregg and Wagner. Received 1 shot through the smokestack from Wagner.

Order of Rear-Admiral Dahlgren, U. S. Navy, to the senior officer off Charleston, regarding the duty of certain vessels.

FLAG-STEAMER DINSMORE,

Off Morris Island, August 11, 1863.

SIR: Lieutenant Stuyvesant has been ordered to the temporary command of the *Marblehead* until Lieutenant-Commander R. W.

Scott resumes command, when he will return to his vessel. You will direct the *Marblehead* to leave at daylight to relieve the *Lodona*, which vessel will return here and report to me inside the bar. Lieutenant Remy has been ordered to report to me for special service.

Very respectfully,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain J. F. GREEN,
U. S. S. *Canandaigua*, Senior Officer outside Charleston Bar.

Report of Commander Reynolds, U. S. Navy, Senior Officer at Port Royal, regarding general affairs.

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., August 11, 1863.

SIR: I expect to send the monitors to sea to-morrow morning, so that they can go out with the ebb tide about 9 o'clock. The *Powhatan* is to tow one or two, if the *Cimarron* should not be ready to take one by that time, and the *Flambeau* the *Nahant*. The *Wissahickon* will leave about the same time if she can. It is supposed she will be ready this evening. The *Nahant* and *Montauk* are coming alongside this ship this afternoon to have the base rings for the pilot houses put on. The *Conemaugh* brought up the *Weehawken* yesterday, and as we had learned by the *Oleander* that the *Stettin* had more than 120 tons as ballast, I have given the *Conemaugh* orders to go down to the *Stettin* and take coal enough from her to enable her to go and lay at Wassaw to look out for the *Everglade*.

A coal bark has been signaled as below, but detained by health officer, which I hope won't be long. The *Prometheus* needs repairs, which can not be made for some days yet, and I am taking everything out of her and putting it into *Haze*.

I will endeavor to send up by *Haze* everything that has been written for that has not gone. I have just learned accidentally that the awning stanchions for *Dinsmore*, which went by the *Prometheus*, were not taken out of her. They will be put in the *Haze*.

All the coal afloat has been given to the monitors, and the other vessels and this ship have been helping themselves from the quartermaster's pile on Bay Point, without which unexpected acquisition we should have been high and dry.

Mr. Danby had informed me that by keeping the vessels until Wednesday evening he could not put any more work on them, so I had determined to send them off Wednesday morning with early ebb tide, but if I can get hold of the coal bark, I shall keep them until afternoon, to put more coal into them (*Nahant* and *Weehawken*). The *Montauk* has 60 or 70 tons on board.

The *Mercedita* went to sea to-day, having received orders from Navy Department to proceed to Philadelphia.

8 p. m. I have sent one watch to coal the *Weehawken* all night from bark *Ironsides*, so that she may leave in the morning with the morning tide.

The *Nahant* has just come alongside for her base ring and will commence to coal at daylight. I shall send the other watch to her. She will not get out till afternoon in tow of the *Cimarron*.

Another coal bark was signaled from the *Mohawk*, but I have no report from her yet.

The steamer *Curlew* arrived with her men and ordnance. She wants coal to enable her to go back.

The *Lamplighter* is in with a cargo of "increase and repair" stuff. I will send you a list of her cargo to-morrow. I have received your directions about filling the sand bags, and will do my utmost to fill and dispatch them.

Very respectfully, your obedient servant,

WILLIAM REYNOLDS,
Commander and Senior Officer Present.

Rear-Admiral DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Lieutenant [William S.] Andrews is getting his signal arrangement completed and will go up in the *Nahant*.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding monitors, with request for an increased number.

No. 77.]

FLAG-STEAMER DINSMORE,
Off Morris Island, August 12, 1863.

SIR: The communication of 7th August, in reference to publication of matter by correspondents in the squadron, has just reached me, and shall be promptly attended to.

I do not know, however, of any correspondent in this squadron except the editor of the Baltimore American, who came to me accredited as a special agent of the Post-Office, and leave for passage from the Navy Department. Of this gentleman I have no reason to suppose that he would commit the impropriety complained of by the Department.

As for the injury referred to about the decks of monitors, they have been easily reparable, and have not impaired their immediate efficiency for battle. The Department may be assured that no effort will be wanting on my part to derive from the monitors all they are capable of. Their powers, too, are carefully husbanded, for the maintaining of our own position inside depends entirely on these vessels.

I hope the Department will reinforce me with other monitors as soon as possible, for I do not know how soon I may be in contact with Sumter with the present force, which is less than on a former occasion, by one monitor (at Wassaw) and the *Keokuk*, which, though of less endurance, was well fitted for some work.

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

JNO. A. DAHLGREN,
Rear-Admiral, Commanding South Atlantic Blockading Squadron.

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

Report of Major Zeilin, U. S. Marine Corps, regarding the incompetency of the battalion under his command for the duty assigned.

HEADQUARTERS MARINE BATTALION,
Morris Island, South Carolina, August 13, 1863.

SIR: As commanding officer of this battalion it is my duty, however averse to my inclination, to represent to you the state of this command. Sufficient sacrifice of life has already been made during this war, in unsuccessful storming parties, to make me anxious at least to remove responsibility from myself, in case of a recurrence of these affairs.

I wish to state that the force of marines, collected at New York from the various posts, the receiving and other ships then at home, and now united with the marines of the South Atlantic Squadron for operation ashore on Morris Island, is incompetent to the duty assigned it. The causes of this incompetency will suggest themselves in the following:

The Marine Corps is accustomed to act in small detachments on board of ship and ashore, and opportunities rarely offer to have more than one company together, and therefore when several detachments are united, it is absolutely necessary that they should have time to become organized and drilled as a battalion and to know their officers and their duties on a larger scale. Many of these men are raw recruits, and, as I intimated, every garrison, receiving [ship], and even sea-going ships at the North, has been stripped to get these few together; and until they are exercised for some time under their present officers, with whom they are unacquainted, it would be very dangerous to attempt any hazardous operation requiring coolness and promptness on their part; and no duty which they could be called upon to perform requires such perfect discipline and drill as landing under fire. As few of these have ever seen an enemy in any position, they would doubtless fall into great confusion despite the best efforts of their officers. All this was well known to the Commandant of the Marine Corps when he was called upon to furnish, as he was, in the most sudden manner, and his opinion was decidedly averse to risking so much with such material.

Though a man be a good soldier individually, as many of our men are, yet he must be accustomed to act with others in a body which he knows and is used to, before he can be relied upon for any undertaking like the present; but to expect this of recruits is not reasonable. The officers are willing to go cheerfully into any duty or danger they may be called upon to face were there a chance of success. They are making every effort, but their reports, which unite with the result of my observations, are that while we have some good "company men," the great majority are little acquainted with even company drill, and all the veriest militia as a battalion. To any other than a naval officer who is fully acquainted with the circumstances of employment of our arm of the service, this would indeed be a mortifying acknowledgment; but to him one can only express their great regret. Blame rests on no one; the exigencies of the service require unusual numbers of men; the old soldiers are mostly at sea, and drafts from shore stations must be filled by new men; men were detailed for this battalion that had not been drilled one week.

Again, few opportunities occur here for drill. This morning we tried it in the hot sun on the narrow beach; several broke down and one is very sick. I had the drill dismissed. At night the drill officers

can not sufficiently distinguish objects to drill properly; the small intervals from sunset and from dawn to sunrise only are available for drill; this time is too short and is necessarily occupied in part with other camp duties.

Unaccustomed to living ashore, the men are very bad at caring for themselves in cooking and the various collateral duties of soldiers in this position; hence they are out of sorts, sick, and intractable. Having moved and transferred too frequently, and separated from their baggage, much has been lost, and in this consists yet another source of inefficiency.

But, sir, I have said enough. I report to you, my commanding officer, this, the opinion of myself and officers, and in this respect I deem my duty done.

I am, sir, very respectfully, yours,

J. ZEILIN,
Major, Commanding.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Commander Balch, U. S. Navy, regarding a reconnoissance in the Stono River.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, August 14, 1863.

ADMIRAL: I have the honor to report all quiet in these waters.

I went up the Stono this morning in the *Pawnee*, the *Huron* in company, as far as Tom Grimball's, but discovered no new batteries. I deem it proper to report that we saw on approaching the anchorage near Grimball's three boats, which pulled up the river in the direction of Fort Pemberton in great haste. What their object could have been otherwise than scouting, I am at a loss to know.

We remained at anchor nearly three hours, and returned to our former anchorage in Stono Inlet.

I beg leave to state that I should have sent, by the *Oleander*, Surgeon W. T. Hord, who has been ordered to the *Wabash*, but in view of the fact that we have a large sick list, and furthermore, that I am obliged to keep the *Huron* up Folly River, where it is exceedingly inconvenient to avail myself of the services of the medical officer of the *Huron*, I have deemed it proper to report these facts, and ask if I shall send Dr. Hord before his relief arrives. If so, I shall be pleased to learn it through the telegraph, and he can be sent forthwith.

I am, very respectfully, your obedient servant,

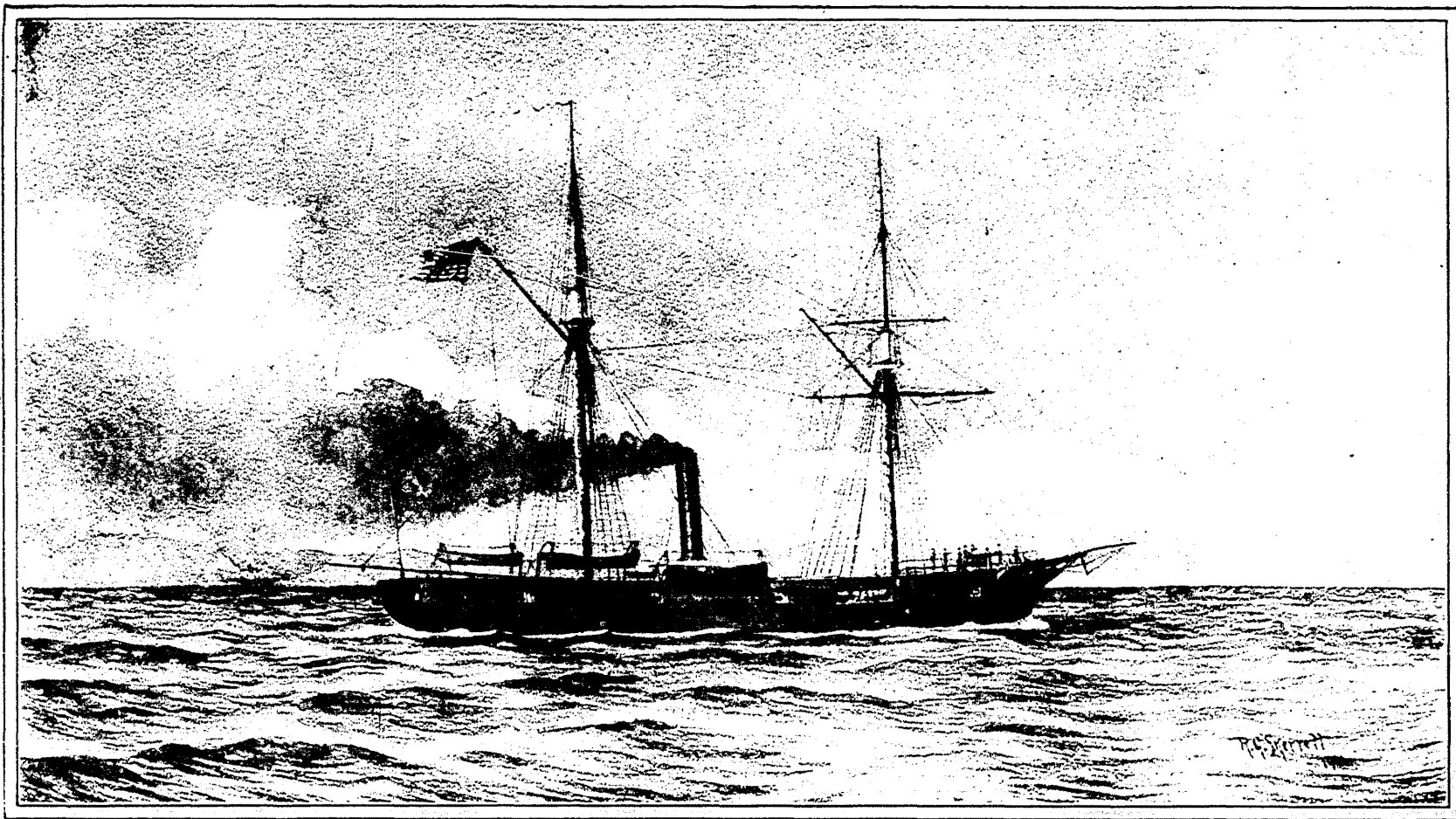
GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, to the senior officer off Charleston, S. C., regarding the recognition of the birthday of the Emperor of the French.

FLAG-STEAMER DINSMORE,
Off Morris Island, August 14, 1863.

SIR: To-morrow being the anniversary of the birthday of the Emperor of the French, the vessels outside will hoist the French flag



UNITED STATES STEAMER HURON.

at the fore at the same time with our colors. Should the French corvette fire a salute at noon the *Wabash* will fire a salute of twenty-one guns at the same time.

Very respectfully,

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain J. F. GREEN,

Senior Officer, off Charleston Bar.

Abstract log of the U. S. S. Mahaska, Commander Creighton, U. S. Navy.

August 7, 1863.—Off Charleston, S. C. Occasional firing from Fort Sumter. At 5 p. m. proceeded up toward Fort Sumter; beat to general quarters and at 5:15 opened fire on Forts Wagner and Gregg. Fired 32 shell into the fort but received no response from the enemy. At 6 stopped firing and proceeded down the bay and stood out for the bar.

August 8.—At 4:20 p. m. stood up for Fort Gregg, in company with gunboats *Ottawa* and *Marblehead*. At 4:30 opened fire from port battery on Forts Wagner and Gregg. The enemy replied with 2 shots only, the first passing over and dropping 25 yards astern, second passed over and fell on our port beam. Two of our batteries opened on Fort Gregg, the latter replying. At 6:15 the admiral signaled. Ceased fire and proceeded down and crossed the bar; anchored on the blockade. Expended 98 shell on Fort Gregg.

August 13.—Firing from the batteries on Morris Island. At 2:45 p. m. opened fire on Fort Sumter. After firing 6 shot disabled the elevating screw of No. 1 pivot gun; proceeded to the flagship.

August 14.—At 11:30 a. m. got underway in company with the *Ottawa*, *Wissahickon*, and *Dai Ching*; proceeded toward Fort Sumter. At 10:45 opened fire from our 100-pounder rifle upon Fort Sumter; fired 11 shell. The fleet also fired from long-range guns. At 11:45 the admiral made signal; ceased firing, and at 12 anchored off the flagship. From 8 to midnight, firing between our batteries and Fort Wagner.

Abstract log of the U. S. S. Ottawa, Lieutenant-Commander Whiting, U. S. Navy.

August 8, 1863.—At 3:30 p. m. general signal to all vessels inside; got underway and steered up to flagship, received orders to engage batteries on upper end of Morris Island. At 4:30 commenced action with Battery Gregg.

August 13.—At 3 p. m. got underway and commenced firing at Fort Sumter with our two pivot guns. At 4:30 ceased firing and stood toward Pumpkin [Hill] Rip Channel.

August 14.—At 10:46 commenced firing at Fort Sumter with 150-pounder rifle. At 11:30 a. m. ceased firing.

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

August 13, 1863.—From 4 to 8: Got underway and stood in for Charleston bar. At 6:20 came to anchor inside the bar. From 8 to

meridian: At 10:15 got underway and stood out over the bar for the Swash Channel; 11:40 opened fire on Fort Sumter; expended 5 150-pounder shell, Schenkle fuze. At 3:30 Captain Davis returned from the flagship; steamed in toward Fort Sumter, in company with the *Ottawa*, *Dai Ching*, and *Mahaska*; opened fire at 1 p. m. on Fort Sumter with 200-pounder rifle. Expended 2 150-pounder shell, Schenkle fuze.

August 14.—From 8 to meridian: Got underway and stood in and opened fire on Fort Wagner; at 11:45 flagship made signal; ceased firing. At 11 came in collision with the *Mahaska*, carrying away the end of the bowsprit. Expended 5 150-pounder Schenkle shell, percussion, 4 200-pounder Schenkle shell, percussion. At 12:20 came in collision with the *Dai Ching*, she carrying away part of the hammock rail forward and awning stanchion. At 12:30 anchored.

Abstract log of the U. S. S. Dai Ching, Lieutenant-Commander Chaplin, U. S. Navy.

August 13, 1863.—At 2:30 p. m. acting flagship *Mahaska* made signal 980. Captain went on board. At 3 returned, got underway, and took position in line and opened fire on Sumter. Fired 8 shots from 100-pounder.

August 14.—Stood up the harbor toward Sumter. At 11:20 a. m. commenced action, firing on Fort Sumter. Expended 7 100-pounder Schenkle shell.

Abstract log of the U. S. schooner Racer, Acting Master Phinney, U. S. Navy.

August 13, 1863.—At 9 a. m. tugboat came alongside; put sails and rigging on board, sent spars away, and was towed up to within 3,000 yards of Fort Wagner. At 7:30 came to anchor. At 9:20 commenced firing mortar at Fort Wagner at intervals of ten minutes. At 1:20 p. m. flagship signaled to cease. At 4:20 was signaled from flagship to open fire again on Fort Wagner. At 6 ceased firing in obedience to signal from flagship. Fired during the day 28 shell and 52½ pounds of powder, using from 23 to 25 second fuzes.

August 14.—At 9 a. m. commenced firing on Fort Wagner in obedience to signal from flagship. At 12 meridian ceased firing in obedience to signal from flagship. Fired 16 shell using 294½ pounds powder.

August 15.—At 10:15 a. m. tugboat came alongside, having on board Fleet Captain Rodgers, who gave orders to commence firing at Fort Wagner. Firing 13 shell and using 238 pounds of powder. At 1 p. m. ceased firing in obedience to signal from flagship.

Abstract log of the U. S. schooner Dan Smith, Acting Master Dean, U. S. Navy.

August 14, 1863.—At 4:30 a. m. the crew employed clearing the ship for action. At 8:30 a towboat came alongside and towed us into position. At 11:15, by signal from the flagship, opened fire at Fort Wagner with the mortar. Expended 93 pounds mortar powder, 5 shells,

and 5 fuzes. At 12:15 ceased firing by signal from the flagship. At 12:45 being too close in, dropped out of range.

August 15.—At 10 a. m. Captain Rodgers came on board and gave us orders to open on Fort Wagner and Fort Gregg. At 10:25 opened fire according to orders. At 10:50 ceased firing. A steamer came alongside to take away our sails and rigging. At 11:20 opened fire again; ceased at 12:15 p. m. Expended 190 pounds 8-ounce mortar powder, 10 shell and fuzes.

Order of Rear-Admiral Dahlgren, U. S. Navy, to the senior officer off Charleston, to pass H. I. M. S. Grenade through the blockade.

FLAG-STEAMER DINSMORE,
Off Morris Island, August 15, 1863.

SIR: I have received a note from Captain J. Bayot, commanding H. I. M. S. *Grenade*, off Charleston Bar, asking permission to pass up to Charleston, through Sullivan's Island Channel, for the purpose of communicating with his consul.

You will afford him the opportunity of doing so, and offer no obstruction to his passage for that purpose.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain J. F. GREEN,
Senior Officer Present, off Charleston.

P. S.—Will Captain Green be good enough to send the enclosed communication to the *Grenade* by an officer?

Respectfully,

MOREAU FORREST,
Flag-Lieutenant.

Letter from the commanding officer of H. I. M. S. Grenade to Rear-Admiral Dahlgren, U. S. Navy, requesting permission to communicate with the French consul at Charleston.

Translation.]

ON BOARD LA GRENADE,
Charleston, August 14, 1863.

ADMIRAL: I have the honor to request that you will grant me the privilege of crossing the line of blockade with my boat.

Needing to communicate with the French consul, I should like to proceed to Charleston to this end on the first favorable day after Monday, going by way of Sullivan's Channel.

Allow me, admiral, to thank you for the kindness you have shown us, in forwarding our letters.

I am, with great respect, admiral, your very humble servant,

J. BAYOT,
Lieutenant, Commanding La Grenade.

Rear-Admiral J. A. DAHLGREN,
Commanding U. S. Squadron, Charleston.

Letter from the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, agreeing to restrict the passage of vessels into blockaded ports.

NAVY DEPARTMENT, August 15, 1863.

SIR: Your number 61 has been received in which you state that the British steamer *Plover* appeared off Charleston and expressed a wish to send in a boat, to which you offered no objection, and give your views upon the subject of neutrals passing within the limits when active military operations are in progress.

I concur in the views expressed, and should deem it advisable that no vessel be permitted to pass into a port during active operations, nor communication permitted.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JNO. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Charleston.

Order of Rear-Admiral Dahlgren, U. S. Navy, to the crews of the monitors regarding measures for their comfort.

FLAG-STEAMER DINSMORE,
Off Morris Island, August 16, 1863.

I am gratified in being able to give you assurance that the Navy Department is not unmindful of your service.

In reply to my representations, the honorable Secretary of the Navy has been pleased to order:

1st. An increase of 25 per cent to your pay, to take effect from the 1st ultimo.

2d. Ice to be sent for your use.

3d. A vessel also to be sent in which you will be allowed to recruit when the service of the monitors allows.

With these evidences of the consideration of the Navy Department, I am sure you will continue to do your duty as you have done it, uncomplainingly.

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

To the CREWS OF THE MONITORS.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the readiness of the vessels for action.

No. 88.]

FLAG-STEAMER DINSMORE,
Off Morris Island, August 16, 1863.

SIR: Since my last nothing of consequence has occurred.

The work in the trenches continues to progress, and they were to have been ready to open fire on the 14th, but have been delayed for a few days from various causes.

The vessels are ready to the extent of their power, one monitor being absent at Wassaw and the *Atlanta* nearly ready at Port Royal.

Just at this moment Captain Balch telegraphs from Stono that the enemy have exploded some torpedoes near the *Pawnee*, with no result save the loss of the launch; others have been captured. When his report reaches me I shall be able to give better information on the subject.

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

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Destruction by a torpedo of the launch of the U. S. S. Pawnee.

Report of Commander Balch, U. S. Navy.

U. S. STEAM SLOOP PAWNEE,

Stono Inlet, South Carolina, August 16, 1863.

ADMIRAL: A torpedo exploded under the stern of the *Pawnee*, at midnight, and totally destroyed the launch; but did not injure the ship; another torpedo went off within 30 yards of the ship at 4 a. m. Two other torpedoes were captured by the *C. P. Williams*, mortar schooner. We captured a boat with a platform for 10 torpedoes.

I have but 22 tons of coal, and the Army has none here at present to spare.

Very respectfully, your obedient servant,

GEO. B. BALCH,

Commander and Senior Officer Present

Rear-Admiral JOHN A. DAHLGREN,

Commanding South Atlantic Squadron, off Morris Island.

Report of Commander Balch, U. S. Navy, commanding U. S. S. Pawnee, forwarding drawings of torpedoes.

U. S. STEAM SLOOP PAWNEE

Stono Inlet, South Carolina, August 20, 1863.

ADMIRAL: I have the honor, herewith, to enclose drawings of torpedoes which were sent down on the night of the 16th instant for the purpose of blowing up this ship.

I have to report that four exploded and two were captured by the mortar schooner *C. P. Williams*, as reported by telegraph.

I have one of them on board the *Pawnee*, as a curiosity, which I shall be happy to send you if you desire it.

They are ingenious and exceedingly simple, and I respectfully suggest that they may be one of the means that the enemy has thought fit to use in the desperate attempt to burn the shipping in Stono, and for which, I learn, volunteers were asked in a late Savannah paper. I trust all their other attempts may prove no more successful, though I regret much the loss of my launch.

I beg leave to report that two boats, a four-oared gig and a dingey, were brought to me yesterday, having been picked up in the breakers off Bird Key, [South Carolina]. They belong, I think, to one of the ironclads. I will send them up the first opportunity. I have the honor to report all quiet in the Stono.

I beg leave to call your attention to the request I made in my letter of the 14th instant, in regard to sending Surgeon W. T. Hord to the *Wabash* in obedience to your orders. Not having received any further instructions in the case, I feel anxious to know if you wish him to leave before his relief reports.

I am, very respectfully, your obedient servant,

GEORGE B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, off Morris Island.

Report of Rear-Admiral Dahlgren, U. S. Navy, forwarding drawings of torpedoes.

No. 101.]

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, August 24, 1863.

SIR: I beg leave to enclose for the information of the Department drafts of torpedoes sent down the Stono River on the night of the 16th instant for the purpose of destroying the vessels attached to this squadron on that station.

The drafts have been forwarded to me by Commander G. B. Balch, commanding U. S. S. *Pawnee*, who informs me that two of the torpedoes were secured by the mortar schooner *C. P. Williams*, four having exploded, one of them destroying the *Pawnee's* launch.

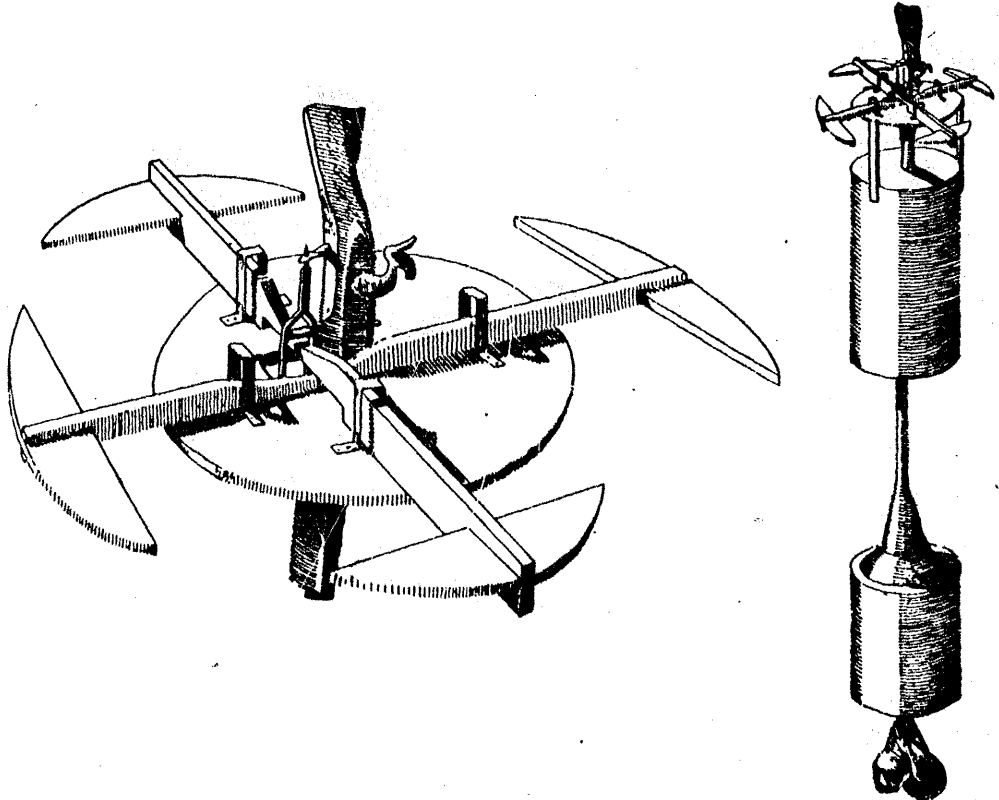
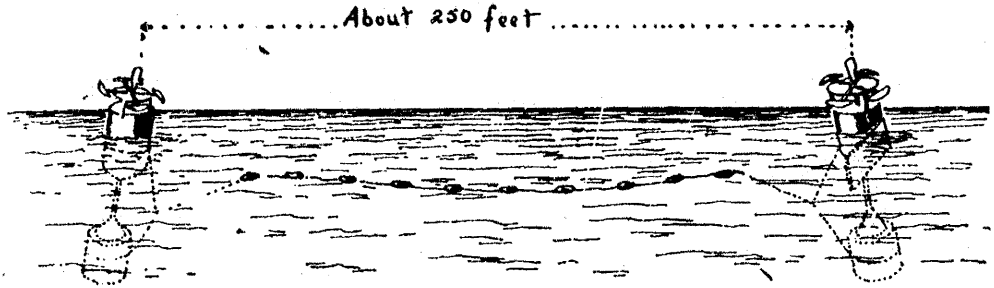
He also states that he has learned that volunteers were asked for in a late Savannah newspaper to engage in this expedition to burn the shipping in Stono.

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

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

[Enclosure.]



TORPEDO.

Dimensions.—Whole length 10 feet; length magazine 18 inches; length of shaft 3 feet 6 inches; length of float 2 feet 4 inches; from top of float to trigger 10 inches; from trigger to end of musket stock 11 inches; diameter of float and magazine 15 inches; length of trigger arms 2 feet 1 inch; contained 60 pounds of powder.

Report of Commander Balch, U. S. Navy, commending Ordinary Seaman Jackson.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, September 10, 1863.

ADMIRAL: I have the honor to transmit the accompanying report* from Acting Master S. N. Freeman, commanding the mortar schooner *C. P. Williams*, in relation to the bravery and coolness of John Jackson (ordinary seaman), attached to that vessel; and by which bravery and coolness, as exhibited by John Jackson, I believe a very serious damage to the *C. P. Williams* was prevented.

I had the honor, verbally, to bring his conduct to your notice in giving an account of the attempt of the rebels to injure the force in

* Not found.

the Stone by torpedoes, and I take pleasure in forwarding the annexed communication to testify my admiration of the bravery, coolness, and skill of John Jackson (ordinary seaman), and I trust you may deem his services worthy of being rewarded by a medal.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Morris Island.

Abstract log of U. S. schooner C. P. Williams, Acting Master Freeman, U. S. Navy.

August 16, 1863.—At 4:45 a. m. saw what appeared to be two cans floating toward us. When quite near made them out to be two torpedoes connected by a line. Sent a boat and secured them. At 6 a. m. hauled them on shore and removed the caps, then towed them off again to the vessel. The caps were removed by John Jackson, ordinary seaman, of this vessel. At 11 a. m. the senior officer visited the vessel and examined the torpedoes. Sent one to the *Pawnee* and took the other ashore; removed 90 pounds of powder from it and brought it aboard again.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Gibson, U. S. Navy, commanding U. S. S. Seneca, to proceed to duty in Doboy Sound, Georgia.

FLAG-STEAMER DINSMORE,
Off Morris Island, August 17, 1863.

SIR: You will proceed to Port Royal with the vessel under your command and report to Commander William Reynolds, where you will be supplied with provisions.

This done, you will go to Doboy Sound and relieve the U. S. S. *Wamsutta*, Acting Volunteer Lieutenant J. W. Kittredge, who is ordered to proceed to Port Royal for repairs.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander WILLIAM GIBSON,
Commanding U. S. S. Seneca.

Bombardment of Forts Sumter, Gregg, and Wagner, S. C., by vessels of the squadron and naval battery on Morris Island, in cooperation with army operations, August 17 to 23, 1863.

Orders of Rear-Admiral Dahlgren, U. S. Navy, regarding the commencement of the movement.

FLAG-STEAMER DINSMORE,
Off Morris Island, August 14, 1863.

Order for Friday.

A joint operation has been agreed on by General Gillmore and myself, which it is expected will commence to-day.

The *Passaic* will be the flagship.

The signal for movement will be made at an appointed hour.

The monitors with 8-inch rifles, *Passaic* and *Patapsco*, will take position at 2,000 yards from Sumter.

The other monitors (*Weehawken*, *Catskill*, *Montauk*, and *Nahant*) will close in with Wagner, silence its fire, and then advance along the beach toward Gregg, keeping a fire in reverse in Wagner, sweeping the ground north of it to Gregg, and if possible keeping down the fire of Gregg.

The *Ironsides* will assist in either or both of these objects as circumstances may dictate in the judgment of her commander.

The gunboats having rifles will take position about 3,800 yards from Sumter, closing subsequently, if it should be advisable by reason of diminished fire from Sumter or Wagner. They will not keep so closely together as to improve the chances of the enemy's fire.

The two mortar boats will throw their shells into Wagner or Sumter as events may determine.

In firing at Wagner it may be well to land the shells (with long fuzes) upon the bombproofs or burst them overhead. The latter will be preferable if practicing at Sumter.

The flag will make as few signals as possible, still a vigilant eye is to be kept for such, and if a red flag is shown from the turret, then every effort is to be directed by all upon Sumter unless certain vessels are specially designated.

The marine battalion with boats, howitzers, etc., will be ready to land at signal, and will assemble at some convenient point.

The naval battery in the lines will cooperate with the other batteries as may be requested by General Gillmore.

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Report of Lieutenant-Commander Bacon, U. S. Navy, commanding U. S. S. Commodore McDonough, regarding the position to be assumed by that vessel.

U. S. S. COMMODORE McDONOUGH,
Light-House Inlet, August 14, 1863.

SIR: I respectfully state that as I find that I shall be able to reach the rebel batteries near Fort Johnson with my rifled guns, by moving a short distance up the creek separating Black from Morris Island, and as General Gillmore thinks that we can do good service there by annoying the enemy during the attack on Fort Sumter, I will take that position, if agreeable with your wishes.

Very respectfully, your obedient servant,

GEORGE BACON,
Lieutenant-Commander, U. S. Navy.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, U. S. Navy.

[Telegram.]

MORRIS ISLAND, *August 16, 1863—7 p. m.*

I shall open on Sumter at daybreak. Can you open on Wagner as early as that?

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

OFF MORRIS ISLAND, *August 16, 1863—9: 30 p. m.*

The monitors will begin to move at 6, and will open soon afterwards. If it is an object with you, I will open earlier, but the tide is very bad before 6 o'clock for the monitors.

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

MORRIS ISLAND, *August 16, 1863—9: 50 p. m.*

If I find the fire from Wagner too hot, I will stop firing from my advanced batteries until monitors get in action with Wagner. I can serve my left guns in spite of Wagner.

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

MORRIS ISLAND, *August 17, 1863—1 p. m.*

What do you think of our morning's work?

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

U. S. FLAG-STEAMER DINSMORE,
Off Morris Island, S. C., August 17, 1863—1:10 p. m.

Sumter appeared to be damaged a good deal. What is your opinion?

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

MORRIS ISLAND, S. C.—*1:45 p. m.*

Are your ironclads out of action for the day or are they going in again?

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

U. S. FLAG-STEAMER DINSMORE,
Off Morris Island, S. C.—2 p. m.

If the fire from Wagner disturbs you, I will send some monitors up to silence her again. As I understand, that is what you desire.

DAHLGREN,
Admiral.

General GILLMORE. _____

[Telegram.]

MORRIS ISLAND, S. C., *August 17, 1863—2:30 p. m.*

One of my officers reports that the enemy are mounting a heavy gun on the sea face of Wagner.

GILLMORE,
General.

Admiral DAHLGREN. _____

[Telegram.]

U. S. FLAG-STEAMER DINSMORE,
Off Morris Island, S. C., August 17, 1863—3 p. m.

I will send some monitors up to stop it as soon as the men have had a little rest.

DAHLGREN,
Admiral.

General GILLMORE. _____

[Telegram.]

MORRIS ISLAND, S. C., *August 17—3:10 p. m.*

I am satisfied with the fire this morning. The gorge wall of Sumter is filled with shot holes.

GILLMORE,
General.

Admiral DAHLGREN. _____

[Telegram.]

U. S. FLAG-STEAMER DINSMORE,
Off Morris Island, S. C., August 17, 1863—3:30 p. m.

I have sent two monitors up to keep them quiet in Wagner.

DAHLGREN,
Admiral.

General GILLMORE. _____

[Telegram.]

MORRIS ISLAND, S. C., *August 17—10:50 p. m.*

To save Sumter the enemy may attempt a sortie in the a. m. Can you get monitors in position as early as to-day. I propose the same programme for to-morrow as we had to-day.

GILLMORE,
General.

Admiral DAHLGREN.

Order of Rear-Admiral Dahlgren, U. S. Navy, for the preparation of vessels for repelling an expected sortie of the enemy.

U. S. FLAG-STEAMER DINSMORE,
Off' Morris Island, August 17, 1863.

General Gillmore informs me that a sortie may be expected in the morning from the enemy with a view to check his operations and save Sumter. The *Passaic* and *Weehawken*, assisted by the *Ironsides*, will therefore be in position punctually by early daylight, and prevent any attempt of the enemy at a sortie, and will open upon Fort Wagner and silence it as was done this morning. The light-draft wooden gunboats will also take up position and open on Wagner immediately upon crossing the bar.

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

[Telegram.]

U. S. FLAG-STEAMER DINSMORE,
Off' Morris Island, S. C., August 18, 1863—1: 30 a. m.
A detachment of ironclads will be in position at daylight.
DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

U. S. FLAG-STEAMER DINSMORE,
Off' Morris Island, S. C., August 18, 1863—9 a. m.

Will you please request the correspondents of the press not to give the details of the death of Captain Rodgers, as the information may be of assistance to the enemy.

DAHLGREN,
Admiral.

Colonel [JAMES F.] HALL.

Report of Rear-Admiral Dahlgren, U. S. Navy.

No. 89.]

FLAG-STEAMER DINSMORE,
Off' Morris Island, August 18, 1863.

SIR: Yesterday was begun another series of operations against the enemy's works.

Early in the morning General Gillmore opened all his batteries upon Fort Sumter, firing over Fort Wagner and the intermediate space. About the same time I moved up the entire available naval force, leading with my flag in the *Weehawken*, followed by the *Catskill*, *Nahant*, and *Montauk*; the *Passaic* and *Patapsco* in reserve for Sumter; the *Ironsides* in position opposite to Wagner, and the gunboats named in the margin at long range.

Canandaigua, Captain J. F. Green.
Mahaska, Commander J. B. Creighton.
Cimarron, Commander A. K. Hughes.
Ottawa, Lieutenant-Commander W. D. Whiting.
Wissahickon, Lieutenant-Commander J. L. Davis.
Dai Ching, [Lieutenant-Commander] J. C. Chaplin.
Lodona, [Acting Lieutenant] E. Brodhead.

As the tide rose, the *Weehawken* was closed to about 450 yards of Wagner; the other three monitors followed, and the *Ironsides* as near as her great draft of water permitted. After a steady and well-directed fire, Wagner was silenced, about 9:20 a. m., and that of our own vessels was slackened in consequence.

Meanwhile, the fire of our shore batteries was working effectually upon the gorge of Sumter, which appeared to have been strengthened in every possible manner.

At this time the flag was shifted to the *Passaic*, which, with the *Patapsco* (both having rifle guns), steamed up the channel until within 2,000 yards of Fort Sumter, when fire was opened on the gorge, angle, and southeast front of the work. The *Patapsco* fired very well, and is believed to have struck the southeast front nine consecutive times. To all this Sumter scarcely replied; Wagner was silenced, and Battery Gregg alone maintained a deliberate fire at the *Passaic* and *Patapsco*.

It was now noon; the men had been hard at work from daybreak and needed rest, so I withdrew the vessels to give them dinner. During the afternoon our shore batteries continued the fire at Sumter, with little or no reply from the enemy, and I contented myself with sending up the *Passaic* and *Patapsco* to prevent Wagner from repairing damages. The fort replied briskly, but in a brief time left off firing.

I am not able to state with exactness the result of the day's work, but am well satisfied with what a distant view of Sumter allowed me. Our entire power is not yet developed, as it will be daily, while the enemy is damaged without being able to repair.

The officers and men of the vessels engaged have done their duty well, and will continue to do so. All went well with us save one sad exception—Captain Rodgers, my chief of staff, was killed, as well as Paymaster Woodbury, who was standing near him. Captain Rodgers had more than once asked me on this occasion if he should go with me as usual, or resume command of his vessel, the *Catskill*, and he repeated the query twice in the morning, the last time on the deck of the *Weehawken*, just while preparing to move into action. In each instance I replied, "Do as you choose." He finally said, "Well, I will go in the *Catskill*, and the next time with you."

The *Weehawken* was lying about 1,000 yards from Wagner, and the *Catskill*, with my gallant friend, just inside of me, the fire of the fort coming in steadily. Observing the tide to have risen a little, I directed the *Weehawken* to be carried in closer, and the anchor was hardly weighed when I noticed that the *Catskill* was also underway, which I remarked to Captain Colhoun. It occurred to me that Captain Rodgers directed the movement of the *Weehawken*, and was determined to be closer to the enemy, if possible. My attention was called off immediately to a position for the *Weehawken*, and soon after it was reported that the *Catskill* was going out of action, with signal flying that her captain was disabled. He had been killed instantly.

It is but natural that I should feel deeply the loss thus sustained, for the close and confidential relation which the duties of fleet captain necessarily occasion impressed me deeply with the worth of Captain Rodgers. Brave, intelligent, and highly capable, devoted to his duty and to the flag under which he passed his life. The country can not afford to lose such men. Of a kind and generous nature, he was always prompt to give relief when he could. I have directed that all respect be paid to his remains, and the country will not, I am sure, omit

honor to the memory of one who has not spared his life in her hour of trial.

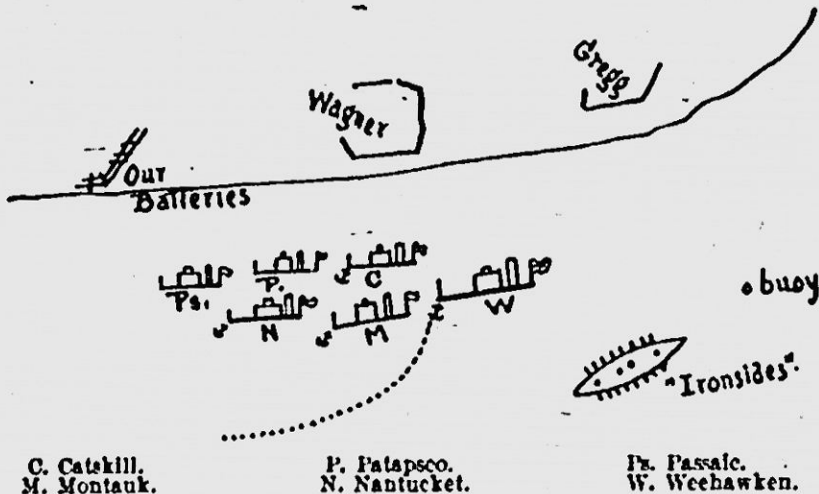
I have the honor to be, very respectfully, your obedient servant,
JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Extract from staff journal of Rear-Admiral Dahlgren, U. S. Navy.

U. S. FLAG-STEAMER DINSMORE,
Off Morris Island, August 17, 1863.

At 5:30 [a. m.] admiral and staff left the *Dinsmore* and went on board the *Weehawken*, where his flag was hoisted at 5:45. Captain Rodgers, chief of staff, then went to assume command of his old vessel, the *Catskill*. At 6:15 *Weehawken* underway. At 6:35 all the monitors underway, standing up for Wagner; our batteries on shore firing pretty briskly both at Sumter and Wagner. At 6:40 anchored in the *Weehawken* abreast of Wagner and about 1,000 yards distant.



About 6:45 the *Weehawken* fired the first shot at Wagner. At 6:49 Wagner replied. At 6:50 *Weehawken* fired XV-inch gun. At 6:52 the *Ironsides* opened fire on Wagner. At 6:54 *Montauk* opened fire. At 7 Wagner fired a stand of grape. Wagner now firing very rapidly and using every conceivable form of projectile imaginable, from a Minié ball to a solid X-inch shot. One shot struck us and broke in a thousand pieces. At 7:14 *Ironsides* underway. At 7:15 *Nahant* opened fire on rebels. At 7:30 Moultrie opened fire and the shot passed over us some distance. Evidently a rifled gun. At 7:40 the *Catskill* came up, anchored just inside of us, and at 7:41 opened fire upon Wagner. The firing from the batteries on shore and from the four monitors and *Ironsides* was now very heavy and Fort Wagner was covered by a cloud of dust and smoke. At 8:35 shifted our berth nearer in and opened again on Wagner, she firing still; Gregg paying attention principally to the *Ironsides*; Moultrie firing occasional shots, all striking beautifully for so long a range. One struck the *Ironsides* fair on

her deck. At 9:15 *Catskill* moved down the harbor with a signal flying, which, on account of the smoke, could not be seen. On asking of the *Patapsco* what it was, she answered "Captain of *Catskill* is disabled." Could learn no further particulars. Wagner was now completely reduced and Gregg working but slowly. At 9:30 ceased firing from *Weehawken* and got underway for the purpose of shifting the admiral's flag to the *Passaic*. As we moved down orders were given to the monitors without rifle guns to maintain a slow, effective fire on Wagner and keep them from again manning the guns. One of them had been turned over. Wagner silenced, Moultrie ceased firing, and Gregg firing only at long intervals.

At 10:10 the admiral stepped from the deck of the *Weehawken* to that of the *Passaic* and his flag was hoisted. Underway at once and standing up the channel, passing the *Ironsides*, followed by the *Patapsco*. At 10:30 *Passaic* fired from her rifle at Sumter, extreme elevation. The shot struck the fort and exploded inside and from the dusty color of the cloud must have struck the fort in reverse. At 10:35 Battery Gregg opened with great precision and energy, the ball passing but a few feet above our decks and in line of the pilot house. Three shot came within less than five minutes from this battery. At 10:42 Fort Moultrie opened on us. Shot striking close but not hitting. At 10:50-51 two shot struck *Passaic* from Gregg, one carrying away the tripod of the flagstaff on the pilot house, the other striking the turret and breaking. The last one appeared to be a cored shot, judging from a piece found on deck. *Patapsco* also opened with her rifle on Sumter and struck every time. At 10:51 we fired rifle at Sumter and XV-inch at Gregg. Firing kept up by both *Passaic* and *Patapsco* on Sumter, every shot telling. The other monitors and wooden gunboats shelling Wagner and Gregg. At 11:15 Sumter opened on us from her parapet guns (two) and in a short time firing quite rapidly. At 11:05 the *Catskill* returned to her position and opened again on Wagner. Moultrie had ceased firing. At 12:10 p. m. got underway and moved down to give the men dinner. Passed within hail and ordered other vessels to go to dinner also. Learned, when within hail of the *Catskill*, that early in the fight a shot from Wagner had struck her on the top of the pilot house, had broken the plates, which were forced into the pilot house, instantly killing Captain G. W. Rodgers and Paymaster J. G. Woodbury and wounding the other two men in the pilot house. *Passaic* anchored near the *Canandaigua*. Directed Captain Green to signal to the other gunboats (wooden) to discontinue action and go to dinner. The *Cimarron* was aground on the bank. Sent a tug to her assistance. At 12:30 admiral and staff left the *Passaic* and at 12:45 the blue flag was hoisted at the main on the *Dinsmore*.

The wooden gunboats opened about 8 o'clock, Captain Creighton, of the *Mahaska*, being the senior officer on them at the time. The *Canandaigua* did not get inside until about 11:30. Their fire was of great effect. At 4 the *Passaic* and *Patapsco* engaged Fort Wagner and Battery Gregg. At 4:10 Wagner returned the fire of the two monitors. At 5:30 *Ottawa*, *Dai Ching*, *Wissahickon*, *Lodona*, *Seneca*, *Mahaska*, went outside to resume their stations on the blockade. At 6:40 the *Passaic* and *Patapsco* ceased firing and came out of action, shore batteries firing quite slowly afterwards. *Seneca* went to Port Royal, to proceed thence to Sapelo to relieve *Wamsutta* for repairs.

Report of Lieutenant-Commander Gibson, U. S. Navy, commanding U. S. S. *Seneca*.

U. S. GUNBOAT *SENECA*,
Doboy Sound, Georgia, September 22, 1863.

SIR: I observe in reading your published official report, dated August 18, 1863, of the general attack by land and sea on Fort Sumter, that the *Seneca* is not mentioned in the list of gunboats engaged "at long range." I had returned from Murrell's Inlet that morning, and acted at once on the principle that I could not err by joining the bombarding fleet. I should have been engaged among the earliest had I not been detained by offering my services to lead the way over the bar for the *Canandaigua*, which vessel had the jack flying at the fore (the offer being declined), and afterwards, at the request of Captain Green, visiting the *Dinsmore*, to seek his pilot. I could not report to you, of course, until the ironclads were withdrawn from action.

You will doubtless remember my chagrin, manifested in conversation with you, at being ordered off again, and to this quiet station, at so interesting a time.

I trust that I can not be wrong in asking, in behalf of the officers and crew of this vessel, who are burning for more active service, a recognition of our occasional mite, in the reduction of Charleston, especially on a day made sadly memorable to the service, and personally to myself, by the loss of one of the best and best-beloved officers in the Navy.

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

WILLIAM GIBSON,
Lieutenant-Commander.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting reports.

No. 91.]

FLAG-STEAMER *PHILADELPHIA*,
Off Morris Island, August 19, 1863.

SIR: I enclose herewith, for your information, notes taken by Flag-Lieutenant Moreau Forrest during the engagement of the 17th instant, and also copies of reports* showing state of marine battalion, and from commanding officer of *Catskill*.

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

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

[Enclosure.]

Notes of the engagement on Monday, August 17, 1863.

At 5:30 a. m., the admiral and his staff, Fleet Captain George W. Rodgers, Flag-Lieutenant Moreau Forrest, and Ensign La Rue P. Adams, left the U. S. S. *Dinsmore*, and at 5:40 flag was hoisted aboard

* See also p. 434, report of Zeilin to Dahlgren.

the U. S. ironclad *Weehawken*. Fleet Captain George W. Rodgers then left to take command of the U. S. ironclad *Catskill*.

6:15—Flag[ship] underway and steaming up the channel to the buoy abreast Fort Wagner.

6:35—All the monitors underway, steaming up the channel.

6:40—Flag[ship] anchored a little below, and about 700 yards from Wagner.

6:45—Flag[ship] opened with XI-inch shell at Wagner.

6:48—First shot from Wagner at flag[ship] passed over.

6:49—*Weehawken* opened with XV-inch shell.

6:52—*Ironsides* opened; fire a little high; at this time the shore batteries were delivering a telling fire on Sumter.

6:54—*Montauk* opened a little astern of flag[ship].

6:60—Wagner firing grape and musketry at the monitors.

7:03—Wagner struck flag[ship's] deck.

7:05—Wagner fired twice, one striking flag[ship], the other passing through the smokestack of *Ironsides*.

7:12—*Ironsides* apparently underway, as if to shift berth or insure swinging the right way.

7:16—*Nahant* opened fire.

7:18—Another shot through *Weehawken's* smokestack.

7:15—Signaled to *Ironsides*, "Firing too high."

7:29—Moultrie opened at *Ironsides*, making very good practice.

7:40—*Catskill* anchored a little inshore of the flag[ship].

7:42—*Catskill* opened.

8:00—*Mahaska* opened.

8:05—All the wooden gunboats in action.

8:06—Moultrie struck on top of *Ironsides'* deck.

8:08—*Passaic* opened.

8:20—*Patapsco* opened.

8:25—Flag[ship] underway, and having shifted berth nearer to the battery, anchored.

8:35—*Catskill* underway, moving a little farther off.

8:50—*Catskill* made signal, "Captain is disabled," and went out of action.

9:20—The firing from Wagner ceased.

9:30—Flag[ship] ceased firing, the gunboats still firing slowly.

10:00—Flag[ship] underway and moving toward *Passaic*, to which vessel the admiral shifted his flag; the enemy's sharpshooters keeping up a brisk fire.

10:05—The flag being hoisted on the *Passaic*, the *Passaic*, accompanied by the *Patapsco*, headed up the channel and rounded to about 1,800 yards from Sumter.

10:30—*Passaic* opened with rifle, etc., struck the top of Sumter.

10:32—Gregg opened on flag[ship], shot passing over.

10:42—Moultrie opened on flag[ship] and *Patapsco*.

10:44—*Patapsco* opened on Sumter, making fine practice.

10:50—Flag[ship] struck twice by Gregg.

11:05—*Catskill* resumed position, firing slowly at Wagner and Gregg.

11:15—Sumter opened.

12:00—*Montauk* made signal that her small gun was disabled.

12:10—Came down from action to go to dinner, and ordered the others vessels to do the same; as we passed the *Catskill*, learned that

Fleet Captain George W. Rodgers and Assistant Paymaster Woodbury had been killed.

At 12:40 p. m., hoisted the flag aboard the *Dinsmore*.

Very respectfully,

MOREAU FORREST,
Flag-Lieutenant.

Rear-Admiral JNO. A. DAHLGREN, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

Report of Lieutenant-Commander Carpenter, U. S. Navy, commanding U. S. S. Catskill, transmitting report of casualties.

U. S. IRONCLAD CATSKILL,
Off Morris Island, August 17, 1863.

SIR: I have the honor to submit to you the following report of the action to-day:

About 7:30 [a. m.] steamed up abreast of Fort Wagner and anchored, Captain Rodgers, chief of staff, in charge; opened fire on the works, which was returned heavily. About 8:30 a shot struck the top of the pilot house, fracturing the outer plate, and tearing off an irregular piece of the inside plate of about one square foot in area, and forcing out several of the bolts by which the two thicknesses are held together, pieces of which struck Captain George W. Rodgers and Acting Assistant Paymaster J. G. Woodbury, killing them instantly, also wounding the pilot, Mr. Penton, and Acting Master's Mate Truscott, after which I hove up the anchor, steamed down to the tug *Dandebion*, transferred them to her and returned, taking position astern of the *Weehawken*, continued the fire until signal was made to withdraw.

We were struck in all thirteen times. The smoke box of XV-inch gun is gradually becoming weaker, the angle iron around the bottom and eight or ten bolts having been broken off to-day, the other side being so badly sprung that the bolts can not be replaced. The inside bearing of the after truck of XI-inch gun came off at the first discharge, and was temporarily repaired so as to use the gun, but found the axle to be broken; used it with a slide.

Enclosed I send the report of Dr. Abbott, of this vessel.

I am, very respectfully, your obedient servant,

CHAS. C. CARPENTER,
Lieutenant-Commander.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

[Enclosure.]

U. S. IRONCLAD CATSKILL,
Off Morris Island, August 17, 1863.

SIR: I respectfully report the following casualties which occurred on board this vessel during the engagement this day with Fort Sumter and the Morris Island batteries. These injuries were all caused by a single shot, which struck the top of the pilot house and shattered the inner plating.

Killed.—Commander George W. Rodgers, Acting Assistant Paymaster Josiah G. Woodbury.

Wounded.—Pilot Abner C. Penton, wound of scalp, slight; Acting Master's Mate Peter Truscott, concussion, slight.

Very respectfully, your obedient servant,

SAML. W. ABBOTT,
Assistant Surgeon.

Lieutenant-Commander C. C. CARPENTER,
Commanding U. S. Ironclad Catskill.

Report of Commander Parker, U. S. Navy, commanding naval battery on Morris Island.

U. S. NAVAL BATTERY, *August 17, 1863.*

SIR: I have the honor to inform you that I fired to-day from this battery 170 shells and 125 solid shot, the greater portion of which struck the face of Sumter or its parapet.

By making officers and men cover when shot or shell were passing over the battery, I avoided, through the mercy of a kind Providence, all casualties. The officers who were with me, Lieutenant Brower, Ensign Wallace, and Acting Ensign Owens, and the men, deserve great credit for their laborious exertions of fifteen hours under a burning sun.

Very respectfully,

FOXHALL A. PARKER,
Commander.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Captain Bowan, U. S. Navy, commanding U. S. S. New Ironsides, transmitting report of injuries sustained by that vessel.

U. S. S. NEW IRONSIDES,
Off Morris Island, August 21, 1863.

SIR: I enclose herewith the report of Mr. Bishop, carpenter of this ship, showing the damage sustained by the fire of Forts Wagner and Gregg during the action of the 17th instant.

I also enclose the report* of Lieutenant Robeson, ordnance officer, of the firing at Wagner, Gregg, and Sumter on the 17th, 18th, 19th, and 20th instant.

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

S. C. ROWAN,
Captain, Commanding.

Rear-Admiral DAHLGREN,
Commanding South Atlantic Blockading Squadron.

[Enclosure.]

U. S. S. NEW IRONSIDES,
Off Morris Island, August 16 [17], 1863.

SIR: I have the honor to make the following report respecting the injuries received by this ship in the action of to-day.

*Not found.

I count in all 31 hits, though I think we were struck several times below the water line. The plating received 19 shots, 11 others struck the woodwork, and 8 passed through the smokestack. No material damage was done to the armor, though in four places the iron was so much crushed in as to crack it. The backing, except in one place, where the width of the ceiling just forward of No. 6 port on the starboard side is driven in about three-quarters of an inch, shows no sign of having been started.

The forward shutter of No. 3 port on the starboard side was shot off and lost overboard, having been struck on its upper edge, near the pivot on which it swung. One shot came through the woodwork on the starboard quarter into the cabin and passed down into the wardroom, tearing out a large piece of the clamp in one of the cabin state-rooms, ripping up the coamings of the wardroom hatch; and splintering the beam underneath. One of the wheel ropes which reeves through the beam barely escaped being cut away by this shot. Another shot struck the deck unprotected by sand bags, just abaft the partners of the mizzenmast, going through the planking and glancing off as it met the iron underneath. The iron, however, was crushed down to the depth of an inch and a half, and partially broken. The deck pump on the starboard quarter was carried away, and the shot striking the sand bags glanced forward and remained on deck, but the knee supporting the beam underneath the place where the sand bags lay, was split and one of the carlines broken.

All these hits were made by X-inch solid shot which seemed to have been fired with exceedingly heavy charges, some of them at a distance of not more than from 900 to 1,000 yards.

Very respectfully, etc.,

T. H. BISHOP,
Carpenter.

Captain S. C. ROWAN,
Commanding U. S. S. New Ironsides.

Report of Lieutenant-Commander Simpson, U. S. Navy, commanding U. S. S. Passaic.

U. S. IRONCLAD STEAMER PASSAIC,
Off Morris Island, August 20, 1863.

SIR: During the action of the forenoon of the 18th instant, when this vessel, assisted by the *Ironsides* and the *Weehawken*, was engaged with Fort Wagner, a shot from the enemy (apparently X-inch), at the distance of about 900 yards, struck the pilot house of this vessel, taking effect at one of the peepholes.

This vessel was fitted in New York, with the jacket or sleeve outside the old pilot house, and the space between the two was filled in with melted lead; this lead was squeezed out by the force of the blow of the shot, and was forced, with considerable velocity, into the pilot house, inflicting several trifling wounds on my face and arm, and causing the sleeve of my coat to present the appearance of having been peppered with buckshot.

One piece of lead, in form a hemisphere, lodged in the lining of my coat sleeve, breaking the skin of my arm, and producing a bruise of 2 or 3 inches in diameter.

The quartermaster in the pilot house was also slightly injured by a blow on the shoulder.

I beg leave to add that I make this report in obedience to your order, without which I should not have made any official mention of the injury that I received.

I am, sir, very respectfully,

E. SIMPSON,

Lieutenant-Commander, Commanding.

Rear-Admiral J. A. DAHLGREN,

Commanding South Atlantic Blockading Squadron.

General order of Rear-Admiral Dahlgren, U. S. Navy, announcing the death of Captain George W. Rodgers, U. S. Navy.

FLAG-STEAMER PHILADELPHIA,

Off Morris Island, August 18, 1863.

It is with sincere sorrow that I announce to the officers and men of this command the death of Captain George W. Rodgers, the captain of fleet.

He fell, as a brave man, at his post in battle, and for the flag to which he had devoted his whole life.

Every respect will be paid to his remains, and I am sure you will all feel that a gallant and excellent officer has been taken from us, when he could be illy spared.

JOHN A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,

Off Morris Island, S. C., August 19, 1863—6:30 a. m.

The admiral wishes you to move up and engage Fort Wagner—firing deliberately.

IRONSIDES.

[Telegram.]

AUGUST 19, 1863—11 a. m.

One of the Whitworth guns is useless, and Captain Parker mistrusts the other. If you could replace one or both of them with VIII-inch guns and 300 or 400 rounds of ammunition for each gun, it would help us greatly.

GILLMORE,

General.

Admiral DAHLGREN.

[Reply.]

AUGUST 19, 1863—11:15 a. m.

I will have them replaced immediately.

DAHLGREN,

Admiral.

General GILLMORE.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Off Morris Island, S. C., August 19, 1863—3:40 p. m.

I am going up to feel Sumter with the monitors. If the enemy's fire is very heavy, please let your batteries be active.

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

MORRIS ISLAND, *August 19, 1863.*

All right; it shall be done.

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

MORRIS ISLAND, S. C., *August 19, 1863—6:30 p. m.*

I am now pushing my approaches to Wagner, and need cover against sorties. I think I can destroy the traverse and dismount the heavy gun on the sea face of Wagner with the assistance of a powerful fire from the *Ironsides*. If that big gun was out of the way, could a couple of monitors lay within 400 or 500 yards of Sumter all the time, day and night? A deserter says there are at least twenty Quaker guns on the parapet of Sumter.

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Off Morris Island, S. C., August 19, 1863—9:10 p. m.

You can have the fire of the monitors any time you want it. The guns of Wagner do not prevent my lying near Sumter. I have just returned from examining the state of the gorge. It is very much pierced over its whole extent by ragged holes, large and deep. There seems to be some débris at the foot, but the wall is not breached, nor could I see that the continuity of its upper edge was broken. It has been well pommeled, but will endure more.

DAHLGREN,
Admiral.

General GILLMORE.

Order of Rear-Admiral Dahlgren, U. S. Navy, in preparation for an expected sortie of the enemy against the military approaches.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, August 20, 1863.

The general is apprehensive of a sortie to destroy his approaches, and expects it generally a little before and about daybreak. He requests my aid to check such a move.

Therefore the *Ironsides* will be in position at said times and open fire to disturb such an operation, if contemplated. It is also useful to prevent the enemy from repairing Wagner and mounting guns. The general states that they are engaged in getting an additional heavy gun on the sea front.

If other vessels can be spared to assist the *Ironsides* they will be so directed.

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Off Morris Island, S. C., August 20, 1863—1 p. m.

I came in with the expectation of seeing you this a. m., but find the distance greater than I imagined. I will try to see you this evening—landing in the usual way.

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

MORRIS ISLAND, S. C., *August 20, 1863—1:30 p. m.*

I will send you a horse or will go on board and see you if you wish it.

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Off Morris Island, S. C., August 20, 1863—1:35 p. m.

I would be very much obliged if you will come on board, as I am not well this a. m. My boat is at the landing now to bring you off.

DAHLGREN,
Admiral.

General GILLMORE.

[Telegrams.]

AUGUST 21, 1863—9 a. m.

My approaches to Wagner are suspended, on account of the annoyance from the enemy's sharpshooters. Can you not stop it?

GILLMORE,
General.

Admiral DAHLGREN.

[Reply.]

AUGUST 21, 1863—9:15 a. m.

I will try to do so.

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

MORRIS ISLAND, S. C., *August 21, 1863—11:30 a. m.*

The fire from Wagner is seriously affecting the work in our batteries. Will you send some monitors up to keep it down?

GILLMORE,
General.

Admiral DAHLGREN.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Brigadier-General Gillmore, U. S. Army, regarding requested cooperation of the monitors.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, August 21, 1863.

DEAR SIR: I should be happy to send ironclads in, but at this stage of the tide the guns of the *Ironsides* will not bear, and if the powers of the monitors be expended, as is the case, in this manner, they may be unfit for the main attack on Sumter, which I contemplate commencing to-night. If the fire of the gunboats will be of assistance to you, I will send them in with pleasure.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Brigadier-General Q. A. GILLMORE,
Commanding Department of the South.

[Telegram.]

AUGUST 21, 1863--2 p. m.

The fire from Wagner is very galling.

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

MORRIS ISLAND, *August 21, 1863—2:30 p. m.*

I am going to send all the newspaper reporters to Hilton, and keep them there. Will you do the same with those you have in the fleet? Please stop the *Cambria* and *City of Richmond*, now going out, and order them to wait further orders.

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Off Morris Island, S. C., August 21, 1863—3:30 p. m.

It would be rather difficult for me to do so, as one of them is a special agent of the Post-Office Department, and his presence here sanctioned

by the Navy Department. I have sent the gunboats up, and will urge the *Ironsides* in if possible.

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

MORRIS ISLAND, S. C., *August 21, 1863—4 p. m.*

Fort Wagner has opened heavily, and enemy's sharpshooters are very lively.

PARKER,
Captain.

Admiral DAHLGREN.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Off Morris Island, S. C., August 21, 1863—9:45 p. m.

I am now going to move up with the monitors, and will open fire on Sumter about 11:30. Please give the necessary directions to prevent the monitors being fired into.

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

MORRIS ISLAND, S. C., *August 21, 1863—10:15 p. m.*

I will see to it.

GILLMORE,
General.

Admiral DAHLGREN.

Letter from Brigadier-General Gillmore, U. S. Army, to Rear-Admiral Dahlgren, U. S. Navy, regarding the service of the monitors.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Morris Island, S. C., August 21, 1863.

MY DEAR SIR: In reply to your letter of this date, I have to say that I consider the present service of the monitors against Fort Wagner much less important than their efficient service against Fort Sumter and the interior defenses of Charleston Harbor. I will try to get along without them now.

The barbette fire of Fort Sumter is very much impaired, and by to-morrow noon there will be nothing there to interfere with the near approach of the monitors to that place. I will write you again this evening or to-morrow on this subject.

Very respectfully, your obedient servant,

Q. A. GILLMORE,
Brigadier-General, Commanding.

Rear-Admiral JOHN A. DAHLGREN,
Comdy. South Atlantic Blkdy. Squadron, off Morris Island.

[Telegram.]

OFF MORRIS ISLAND, *August 22, 1863—3:40 a. m.*

I have just returned from above. The *Passaic*, which was some distance in advance, got ashore. It took so much time to get her off that when I was informed of the fact I would have had but little time to make the attack before daylight, so it was unavoidably postponed for to-night.

DAHLGREN,
Admiral.

General GILLMORE.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Brigadier-General Gillmore, U. S. Army, regarding the service of the ironclads.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, August 22, 1863.

SIR: The attempt last night to batter Sumter was defeated by one of those accidents that are not to be guarded against.

The *Passaic* grounded far in advance and at some distance from aid. And I regret to say that it was entirely due to Mr. Nye refusing to go in her as pilot; some persuasion was used, but without effect. He was resolute in his reason.

When the vessel was known to be afloat, much delay occurred, the other monitors being still at some distance; that too little of the night was left, and I reluctantly had to postpone the operation.

I just have your telegram, stating that the fire of Wagner is heavy and likely to dismount your guns. You ask me to prevent this, which, of course, I will be glad to do.

It should be understood, however, that this course is likely to expend the force of the ironclads so much as to render other active operations on my part impossible; so that I shall not be able to operate after Sumter and Wagner are reduced, because the guns will be worn out and become dangerous, the men broken down by day and night work, and the armor much battered.

The *Ironsides* is a powerful but most impracticable vessel. Her great draft prevents approach to the main object; at the same time her ports only allow of elevations of 4 to 4½ degrees. Then her ends are not armored, and between Wagner, Sumter, and Moultrie she is always enfiladed by one or more of them.

There are seven monitors; of these one must guard the enemy's ironclad at Wassaw; another is under repair at Port Royal. Of the five here, one has a gun disabled, leaving only four fully available.

Every time they go into an operation, the capacity of the guns in them to fire is expended, and probably one-half of this has gone already.

The fire of Sumter is of no account. But most of the guns have been sent to Moultrie, and I can not get near to one without equally approaching the other, so that there is no diminution of the fire which was encountered in April, but a great decrease on our side, for Du Pont had all seven monitors, while I have but four in full order.

I desire now to begin directly on Sumter, but can not do so if the ironclads are to be otherwise employed. So that it remains to choose between this as well as further operations toward Charleston when Sumter falls, or to expend power daily on Wagner.

Will it not be well, therefore, for us to agree definitely, which choice shall be made; for, after Sumter is taken, further progress will be arrested if the monitors are used up either in armament or otherwise.

Very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Brigadier-General Q. A. GILLMORE,

Commanding Department of the South.

Order of Rear-Admiral Dahlgren, U. S. Navy, regarding the order of attack.

FLAG-STEAMER PHILADELPHIA,

Off Morris Island, August 22, 1863.

In case the operation of last night is repeated to-night, the following will be the order:

The monitors will assemble about the Wagner buoy or *Ironsides* at 12 punctually.

Ensign Porter will place his boat at buoy No. 3 at midnight, and when he sees a light flashed from the monitors below him will answer by another flash.

The monitors will move together up the channel for a position near Fort Sumter, following the *Passaic* in close order, and anchor in a line abreast, across the channel, the *Passaic* being on the extreme left.

The *Ironsides* will assist as far as she possibly can, either by firing on Wagner or in other ways. The same signals will be used as were arranged for the night of the 21st instant.

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

[Telegram.]

MORRIS ISLAND, S. C., August 22, 1863—6:45 a. m.

I have just received your message stating that you had postponed your attack till to-night. I think that with both the monitors and my batteries in operation Sumter would not be able to fire a gun at you even in the daytime.

GILLMORE,

General.

Admiral DAHLGREN.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,

Off Morris Island, S. C., August 22, 1863—7 a. m.

It is not of Sumter that I am apprehensive, but of Moultrie. Most of the guns of Sumter have no doubt been removed to Moultrie, so that there will be no difference as regards force of fire. I am rather inclined to endure this than to have a monitor ashore to defend or destroy, which would change the whole course of operations.

DAHLGREN,

Admiral.

General GILLMORE.

[Telegrams.]

AUGUST 22, 1863—10 a. m.

Wagner has opened a heavy fire on our works. Unless the navy succeed in silencing them there is great danger of their dismounting our guns.

GILLMORE,
General.

Admiral DAHLGREN.

[Reply.]

AUGUST 22, 1863—10:20 a. m.

I will send up two or three monitors at once.

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

MORRIS ISLAND, S. C., *August 22, 1863—10:25 a. m.*

Thanks. Colonel Turner telegraphs me from the front that unless the navy open speedily two of our guns will certainly be dismounted.

GILLMORE,
General.

Admiral DAHLGREN

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Off Morris Island, S. C., August 22, 1863—10:30 a. m.

Orders have been given and the monitors are now moving in.

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

OFF MORRIS ISLAND, *August 22, 1863—1:05 p. m.*

Is the fire of the ironclads effectual in silencing the sharpshooters at Fort Wagner?

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

MORRIS ISLAND, *August 22, 1863—2:35 p. m.*

Between the gunboats and our batteries Wagner's fire has been considerably kept under.

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

MORRIS ISLAND, S. C., *August 22, 1863—5:45 p. m.*

Please send that vessel back. They are inspecting our works with glusses.

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Off Morris Island, August 22, 1863—5:45 p. m.

She appears to be going back now.

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

MORRIS ISLAND, S. C., *August 22, 1863—7:10 p. m.*

Will you be ashore this evening?

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Off Morris Island, S. C., August 22, 1863—7:15 p. m.

I intended to do so, but my time was so completely taken up that it was impossible to get off. I had my barge manned and was just getting in it when the flag of truce detained me. I regret it very much, as I had matters of importance to talk over with you

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

MORRIS ISLAND, *August 22, 1863—8:30 p. m.*

Are you going to attack to-night?

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

OFF MORRIS ISLAND, *August 22, 1863—8:45 p. m.*

Yes, if the weather permits. I have sent you some communications received by flag of truce for you. I have issued an order that no flag will be received by the fleet in any but the Sullivan's Island Channel, unless you desire to communicate in this one.

DAHLGREN,
Admiral.

General GILLMORE.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding an unsuccessful night attack upon Fort Sumter.

No. 95.]

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, August 22, 1863.

SIR: The condition of affairs is of that nature that only a little more means are needed for an important result.

The shore batteries have so ravaged Sumter that if I had seven complete monitors the work on it would be over in two or three days. But the cooperative measures that were required to bring this about have so drawn on my means that I can not attain the purpose.

Of seven monitors, one must guard the ironclad at Savannah, and one (*Catskill*) is at Port Royal for repair.

Of the five here, the *Montauk* has a gun disabled. Captain Downes reports that the smoke box just holds together; and the 8-inch rifle of the *Patapsco* is cracked at the muzzle, so that the *Passaic* and *Weehawken* are alone entirely complete.

Last night I attempted a night attack on Sumter. It failed because the *Passaic* grounded about a half a mile from Sumter, and by the time she was off the night was too far spent to get in position and do much work. Now, I am hesitating between an open attack by daylight, or renewing the night affair. The difficulty by day is that most of the guns of Sumter have been sent to Moultrie, and in approaching Sumter you are about the same distance from Moultrie, so that there are as many if not more guns now bearing than in April. Still, I would try it with even five complete monitors, and probably will, as it is.

Then, the calls from shore tax me heavily, for the trenches can not be advanced nor even the guns kept in play, unless the ironclads keep down Wagner, and yet in doing so the power of the ironclads is abated proportionally.

Please, therefore, send me ironclads, if you have them.

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

JNO. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Reynolds, U. S. Navy, transmitting report of injuries to the U. S. S. *Catskill*.

U. S. SHIP VERMONT,

Port Royal Harbor, South Carolina, August 22, 1863.

SIR: I forward herewith a copy of Messrs. Danby and Faron's report in regard to the damages on the *Catskill*, the repairs that will be necessary, and the length of time that it will take to replace one gun.

Very respectfully, your obedient servant,

WILLIAM REYNOLDS,

Commander and Senior Officer Present.

Rear-Admiral DAHLGREN,

Commanding South Atlantic Blockading Squadron.

P. S.—Mr. Hughes went home on sick leave. Mr. Faron, foreman, is acting in his place.

[Enclosure.]

U. S. NAVAL MACHINE SHOP,
Port Royal, S. C., August 22, 1863.

SIR: In obedience to your order we have examined the extent of the damage done to the *Catskill*.

We find that seven shots have taken effect upon the deck, which will require seven plates to be taken out and new ones put in their place.

That the concussion box of the XV-inch gun was jarred off from its seat, which will have to be renewed.

That the shot which struck the top of the pilot house broke the inner plate, which will have to be repaired by putting on an extra plate.

The above repairs can be done in eight days.

The time required to take out and put in another gun on the monitors will be four days.

If the extra work on the *Catskill*—such as the pilot-house sleeve, the base ring, etc.—is done, it will require twelve days additional.

Very respectfully, your obedient servant,

ROBERT DANBY,
Fleet Engineer, South Atlantic Blockading Squadron.

ROBERT FARON,
Superintendent Monitor Repairs.

Commander WILLIAM REYNOLDS,
Senior Officer.

Report of Commander Parker, U. S. Navy, forwarding copy of report of the operations of the naval battery on Morris Island.

U. S. S. DON,
Potomac Flotilla, February 13, 1865.

SIR: I enclose herewith a copy of a report made to Rear-Admiral Dahlgren, of the operations of the naval battery on Morris Island, which through some inadvertence was not forwarded.

I have the honor to request that it may be placed on the files of the Department.

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

FOXHALL A. PARKER,
Commander, Commanding Potomac Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Parker, U. S. Navy, commanding naval battery on Morris Island.

CAMP EDGEWOOD,
Morris Island, South Carolina, August 23, 1863.

SIR: I have the honor to report to you that, agreeably to instructions from General Gillmore, the naval battery under my command opened upon Fort Sumter with two 8-inch Parrott and two 80-pounder Whitworth guns upon the 17th instant, since which period we have been engaged from daylight to dusk of each day up to the present time.

The whole number of Parrott shells expended amounts to 703, of which 373 struck the fort, 252 fell short or went over it, and 78 tumbled.

From the Whitworth guns 222 solid projectiles were fired, of which 98 hit and 124 missed the fort.

Upon the 19th instant one of the Whitworths was entirely disabled by the reinforce bands starting forward, and upon the 21st I discontinued firing from the other, as the shot were continually jamming in the bore, in ramming home one of which four men were killed by a premature explosion of the charge.

Although shot and shell were constantly passing over and around us, through the mercy of God they harmed us not.

The officers and men under my command have done their whole duty to the country and to the Navy, and to-day, as a reward for their labors, have the proud satisfaction of beholding Fort Sumter a shapeless mass of ruins, with its last gun * dismantled and fallen amid the débris.

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

FOXHALL A. PARKER,

Commander, U. S. Navy.

Rear-Admiral DAHLGREN,

Commanding South Atlantic Blockading Squadron.

Abstract log of the U. S. S. *Seneca*, Commander Gibson, U. S. Navy, commanding.

August 17, 1863.—From 4 to 8 a. m.: Our batteries on Morris Island and the whole fleet inside the bar. Ironclads and gunboats are in action with Forts Sumter, Wagner, and Gregg. At 10:35 a. m. called all hands to quarters for action. Steamed in and opened fire on Forts Wagner and Gregg at 11:20 a. m. Expended 3 XI-inch shell, 20-second and 3 15-pound charges. At 12 meridian steamed out of action, and at 12:20 p. m. came to anchor near the flagship. About 1 p. m. half-masted our colors, in company with the fleet, for the death of Commander George W. Rodgers, fleet captain, killed on board the *Catskill* in to-day's action.

Extract from diary of Rear-Admiral Dahlgren, U. S. Navy.

August 15, 1863.—General Gillmore still unwell; also finds the quality of his powder various and uncertain; asks me for some, and it is given, of course.

Nothing but the will has kept me up. I made an effort to go ashore to see General Gillmore. Found him in bed; not weakened, however. He thought of Monday to begin; more troops arriving.

August 17.—Was a field day. As agreed on, the shore batteries opened early in the morning, but deliberately. It was about 6 when the monitors began. I, leading in the *Weehawken*, anchored 1,000 yards from Wagner. The fort replied. When the tide rose I closed to 450 yards, and about 9:30 the fort ceased. The other monitors blazed away, the *Ironsides* and the gunboats at long range.

* It was afterwards discovered that one serviceable gun remained in the fort.

The *Catskill* had anchored just on port bow of *Weehawken*, her length inside, under Captain G. W. Rodgers, fleet captain. When the *Weehawken* was moving in, I noticed that the *Catskill* was moving too, and remarked it to Captain Colhoun, supposing that Rodgers wished to get closer than I was; then my attention was taken off, looking at the fort, until it was reported that the *Catskill* was going out of action. Then it was signaled that the captain was disabled. As I went down I heard he was killed. A shot striking the pilot house drove off splinters of iron, killed him and the paymaster, and wounded the pilot and quartermaster. When Wagner ceased I passed to the *Passaic* and steamed up to 2,000 yards of Sumter, *Patapsco* along. Opened on the fort, which replied feebly. Our rifle shot hit. At noon hauled out of action.

All this time the shore batteries were doing work, slowly but surely.

The day passed over and the results looked promising. I went to bed a very weary man, but was waked about midnight by a telegram from General Gillmore that a sortie was probable. Would the gunboats stop it?

August 18.—Sent up the *Ironsides* and two monitors at early light, to keep the enemy in check.

The new flagship arrived. I went on board in time to catch our first gale. Too rough to fire.

August 19.—Sent the *Ironsides* to pelt Wagner. General Gillmore says that the Whitworths are disabled. Will I replace them?

In the evening I went to *Passaic* and steamed up to look at Sumter. Pretty well used up, but not breached.

August 20.—Went into the creek to meet General Gillmore. Sumter begins to show [injuries] under the continued fire. *Ironsides* hammering Wagner. General Gillmore came on board. He is quite satisfied with the progress.

This morning the gorge is beaten in at the top and below, so as to make invisible the arches within.

August 21.—The success of operations has been mainly due to their being unexpected at this season. Morris Island is so low that only the prominent parts are not under water in strong gales. During the last northeaster, General Gillmore tells me, the men at work in the trenches stood 18 inches in the water and had to wait for it to fall. Under ordinary circumstances very little digging shows water. The hills of the south end (Wagner) and one or two other spots alone are well above the sea. No doubt the Confederates thought we would wait for fine weather. Sumter is now completely dilapidated at the gorge, and many shells have gone through the farther walls. So I decided to try a hand at completing the work and assembled the captains of ironclads to explain my plan. Fixed it, however. At 10:30 were to move. The hour came; I went to the *Weehawken*; she had not started anchor. Simpson alone understood and acted rightly, hence the catastrophe.

Just as I was abreast of Gregg, "all well," comes the scout and says the *Passaic* is aground. So here is a nice mess. No one knows where. I took instant measures, but so much time had been lost by the time she was off—and I knew it—that there was too little of the night left. So I had to abandon the attempt.

Abstract log of the U. S. S. *New Ironsides*, Captain Rowan, U. S. Navy.

August 17, 1863.—From midnight to 4 a. m. rebel batteries and our batteries continue shelling each other. From 4 to 8 a. m.: Light breezes from northward and westward, with passing clouds. At 5 got underway and steamed in range of Fort Wagner. At 6 the *Weehawken* (bearing the admiral's flag), *Passaic*, *Patapsco*, *Catskill*, *Nahant*, and *Montauk* got underway and steamed in range of rebel batteries. At 7 fired No. 1 gun at Cumming's Point. Firing starboard battery at Fort Wagner, with an occasional shot from No. 1 and No. 2 guns at Battery Gregg, as the guns would bear. Fort Wagner striking the ship frequently from two X-inch guns mounted on the sea face of the battery. Gregg and Fort Sumter also keeping up a brisk fire, occasionally striking the ship. At daylight our batteries opened on Fort Sumter. At 8 No. 3 shutter was carried away by a heavy shot from Fort Wagner; shutter being struck near pivot, was broken off and fell overboard. Firing in rotation from Nos. 1 and 2 guns. The enemy keeping up a brisk fire from Batteries Gregg, Wagner, and Fort Sumter. At 9:30 the enemy ceased firing from Fort Wagner. At 10:15 fired Nos. 1 and 2 guns at Fort Sumter; shot fell short, as the ports would not admit sufficient elevation. At 10:45 opened on Fort Wagner with port broadsides, as the gun would bear. Army batteries firing on Fort Sumter during the watch, enemy replying from Gregg and James Island. Received about 30 shots, principally from Fort Wagner. At 12:30 fired the starboard broadside at Fort Wagner, ceased firing, and at 1 p. m. came to anchor, Fort Sumter bearing per compass N. W. by N., distant 3 miles; Morris Island beacon, W. by N., distant 1 mile. During the action received about 30 shots, principally from Fort Wagner, of which 14 struck the plating, starboard side; 2 cracked the plate, but did not penetrate. Received X-inch shot abaft iron bulkhead on starboard side, breaking bulkheads and furniture in cabin and wardroom and breaking beams and wheelropes; same shot knocked away coamings of wardroom hatch on gun deck. Smokestack badly riddled by shot and fragments of shot and shell glancing from the sides. During the action expended 385 XI-inch shells and 43 rifle 150-pounder shells. At 1:30 lowered colors at half-mast, Captain George W. Rodgers having been killed during the engagement. At 4 the *Patapsco* and *Passaic* opened fire on Cumming's Point. Rebel batteries and our army shelling each other.

August 18.—Firing between our battery and rebel batteries continued. At 5:15 a. m. the *Passaic* and *Weehawken* got underway and steamed up toward the rebel works in company with this ship. At 8:15 a. m. opened on Fort Wagner with starboard broadside, firing, as the guns would bear, in rotation at a distance of 1,200 to 1,400 yards. *Passaic* and *Weehawken* also engaging Fort Wagner, firing slowly. At 9:45 ceased firing, having expended 98 XI-inch shell and 20 rifle 150-pounder shell. Batteries firing on each other throughout the day.

August 19.—Firing between batteries continues. At 6:45 a. m. flagship made signal "I wish you to move up and engage Fort Wagner, firing deliberately." From meridian to 4, moderately fresh breezes from northward and eastward and clear. At 8 hove up starboard anchor and steamed up toward Fort Wagner. At 9 came to anchor, Fort Sumter N. W. $\frac{1}{2}$ W., distant 3,500 yards; Fort Wagner distant 1,500 yards. There being a fresh breeze from the northward and eastward, the ship lay with her stern inshore and weather broadside would bear on Battery Wagner. Our army batteries firing on Fort

Sumter, enemy replying from James Island and occasionally from Cumming's Point. Meridian to 4 p. m.: At anchor under guns of rebel battery. At 1 ship began to swing to the ebb tide and at 1:30, the port broadside bearing on Battery Wagner, opened with 10-second shell, firing slowly in rotation. Enemy did not return our fire. At 2:25 ceased firing, having fired 64 rounds from port broadside. Army and navy batteries on shore firing on south face of Fort Sumter with good effect. Parapet of fort much cut up and wall badly shattered. From 4 to 6: The admiral shifted his flag on board the *Passaic* and stood toward Fort Wagner. At 5:30 p. m. hove up port anchor; as we were getting underway Fort Sumter fired three shots at us from rifle gun. At 10:30 p. m. rebel batteries shelling our troops, our army batteries threw a few shell.

August 20.—Midnight to 8 a. m., firing between our batteries and the rebel batteries continued. From 8 to meridian: Light breezes from eastward and passing clouds; hove up starboard anchor. At 9:30 beat to quarters and ran out port battery; steamed up slowly toward Fort Wagner; continued underway about 1,500 yards from Fort Wagner, moving engine slowly to keep the ship in position. Army and navy batteries firing on Fort Sumter, enemy replying from James Island and Battery Gregg. At 11:20 fired two shots from after spar-deck rifle at rebel steamer communicating with Fort Moultrie; steamer immediately turned back and steamed out of range. Meridian to 4 p. m.: At 1:15 enemy opened fire on our advance batteries with field-pieces from Fort Wagner, firing rapidly down the beach. Immediately started engine and steamed up toward Fort Wagner. At 1:25 came to with port anchor 1,450 yards from Fort Wagner, 3,400 yards from Sumter. Immediately opened with port broadside on Fort Wagner. At 1:45 Fort Wagner silenced; the enemy driven into their bombproofs. Sharpshooters firing from Fort Wagner, our shore batteries continuing the bombardment of Fort Sumter; the enemy returning the fire from James Island and Battery Gregg. Firing continued between batteries on shore till close of the day.

August 21.—Meridian to 6 p. m.: *Patapsco* firing on Cumming's Point and Sumter. Our army shelling rebel forts. Fort Wagner, distant 1,300 yards. Opened with port battery, firing deliberately in rotation. Enemy did not reply from Fort Wagner, being driven into their bombproofs. Fort Sumter shooting over us from barbette guns. At 7 struck by XI-inch solid shot on port bow forward of iron bulk-head, shot passing through the side, breaking port sheet compressor and cutting sheet chain in two. Knocked away wooden stanchion, struck the opposite side without penetrating. At 7:30 ceased firing, having fired 114 rounds from port battery.

August 22.—From 4 to 8 a. m.: Monitors *Patapsco* and *Weehawken* shelling Fort Wagner and Fort Gregg; these forts shelling our troops, James Island batteries firing slowly. At 7:30 a flag of truce passed between our army and Fort Wagner. The U. S. S. *Brooklyn* came from the S. W. and anchored outside the bar. From 10 to meridian: Beat to quarters and steamed up to engage Wagner. At 11:40 opened on Wagner with starboard broadside, firing 5-second shell. *Patapsco* and *Weehawken* also engaged. Wagner did not reply. Shore batteries bombarding Wagner. Meridian to 4 p. m.: Firing deliberately at Wagner. At 1:45 ceased firing; fired 182 rounds from starboard broadside. From 6 to 8 p. m., no firing from either side this watch.

Abstract log of the U. S. S. *Montauk*, Lieutenant-Commander Badger, U. S. Navy.

August 17, 1863.—From midnight to 4 a. m., the enemy and our forces on Morris Island kept up a continuous firing during the watch. At 5:20 a. m. got underway and proceeded to join the line of battle. At 6:40 opened fire with both guns at Forts Wagner and Gregg. At 7:20 received a heavy shot on side armor. All our vessels engaged throwing shell into Forts Wagner and Gregg. The batteries on shore actively participating in same. The fleet and batteries on shore actively engaged shelling the enemy's works. At 11:30 the trunnion of the XI-inch gun broke, thereby completely disabling the same. Ceased firing and withdrew from action, having expended 50 15-pound and 12 35-pound charges of powder; also 50 XI-inch and 12 XV-inch shell. At 1 p. m. set the colors at half-mast in respect to the memory of Commander George W. Rodgers, fleet captain, killed this morning on board the *Catskill*, while engaging Fort Wagner. From 4 to 6 p. m., firing continued between our batteries and the enemy's; the *Passaic* and *Patapsco* engaging Fort Wagner.

August 18.—From midnight to 4 a. m. only 2 shot fired from the enemy's batteries on James Island. At 7 a. m. the *New Ironsides*, *Weehawken*, and *Passaic*, as also the gunboats *Lodona*, *Dai Ching*, *Ottawa*, *Wissahickon*, and *Mahaska* stood in to engage the enemy's batteries. From 8 to meridian: Mortar schooners engaged shelling Forts Wagner and Gregg. At 11:45 the ironclads and wood gunboats withdrew from action.

August 19.—From midnight to 4 a. m., occasional firing from the enemy's batteries on James Island. From 4 to 8 a. m.: At daylight discovered an army transport ashore on the light-house breakers. At 7:30 the *Ironsides* underway, anchoring abreast of Fort Wagner. Our batteries on Morris Island opened fire on Fort Sumter at daylight. From 8 to meridian: Sharp firing from both our own and the enemy's batteries. At 9 Fort Moultrie fired two shot at the *Ironsides*. From 8 to midnight occasional firing from the enemy's batteries on James Island.

August 20.—At daybreak our batteries opened fire, which was sharply returned by the enemy's batteries on James Island. At 10:30 the *New Ironsides* and gunboats *Lodona* and *Cimarron* stood up and engaged the enemy's batteries on Morris Island. Our army batteries actively engaged. At 1 p. m. the enemy opened fire upon Fort Wagner, the enemy firing from James and Morris islands. From 4 to 6 p. m., the bombardment of Sumter still continuing; enemy returning a heavy fire from James Island. From 8 to midnight the enemy fired a few shot from Forts Wagner and Gregg at our forces on Morris Island. At 12, midnight, a strange boat hove in sight. On answer to our hail replied, "Friends without the countersign." They were taken on board and proved to be deserters from the Eighth North Carolina rebel regiment stationed on Sullivan's Island.

August 21.—At 12:30 a. m. the *Ironsides* fired two shots, then sent up one rocket, after which fired several shots. At 12:35 discovered black smoke and the outlines of a steamer. Went to quarters, hove up anchor, but saw nothing more of the steamer. Came to anchor again at 1:15 and piped down. Heavy firing from the enemy's batteries on Morris Island throughout the watch. At 4:10 steamed down the channel and came to anchor. Heavy and continuous firing from our

batteries on shore. At 11:30 our forces on Morris Island sent out a flag of truce to Fort Wagner; firing on both sides ceased. At 11:50 flag of truce returned and firing was resumed on Sumter. At 3:15 p. m. the gunboats *Dai Ching*, *Cimarron*, and *Mahaska* opened fire on the enemy's batteries on Morris Island, our army batteries actively cooperating. At 5:55 the *New Ironsides* opened fire on the enemy's works. At 6:30 all the wooden gunboats withdrew from action. At 7:10 the *Ironsides* ceased firing.

August 22.—At 5:30 a. m. the *Patapsco* and *Weehawken* opened fire on Forts Wagner and Gregg. At 7 our forces on Morris Island sent a flag of truce to Fort Wagner. At 10:30 flagship made signal to commence action on Fort Wagner; cleared ship for action. At 10:50 stood up toward Fort Wagner and at 11:30 opened fire on the same. At 1:15 p. m. we withdrew from action; anchored near the flagship at 1:45. Expended 20 XV-inch shell and 20 35-pound charges.

Abstract log of the U. S. S. *Nahant*, Commander Downes, U. S. Navy.

August 17, 1863.—From 4 to 8: Cleared for action at 6:30 and stood up the channel in line of battle; opened fire at 7:10. From 8 to meridian: At 8 the XV-inch gun was temporarily disabled. At 10 ceased firing and cleaned and cooled the guns. At 10:30 reopened fire. At 12 ceased firing and withdrew from action, having fired 61 XI-inch shell with 15-pound charges and 30 XV-inch shell with 35-pound charges while engaged with Fort Wagner.

August 18.—At 6 a. m. the *New Ironsides* stood up for Fort Wagner in company with the ironclads *Weehawken* and *Passaic*. At 7:45 they opened fire on the fort. Gunboats *Dai Ching* and ——— steamed up and opened fire on Wagner. Shore batteries firing since daylight. From 8 to meridian: Firing continued from the *New Ironsides*, *Weehawken*, and *Passaic*, also from five of our gunboats. Occasional firing from our batteries and the rebel batteries throughout the day.

August 19.—From 8 to meridian, steady fire upon the rebels from one low battery, which is replied to by Batteries Gregg and Wagner.

August 20.—From 4 to 8 a. m., rapid firing from our shore batteries, answered slowly by the rebels. From 8 to meridian: The *Ironsides* anchored abreast of Wagner. Gunboats *Lodona* and *Cimarron* shelled Wagner, our shore batteries firing mostly at Sumter; feeble response from the rebels. From 12 to 4 p. m.: The *Ironsides* opened fire and continued it with effect upon Wagner. From 4 to 6 p. m., heavy firing from our batteries upon Sumter and the rebel batteries on James Island.

August 21.—Commences and until 4 a. m. heavy firing from our shore batteries at Sumter and James Island. From 4 to 8 a. m., United States shore batteries firing sharply upon Fort Sumter and the rebel batteries on James Island. From 8 to meridian: Still heavy firing between our batteries on James Island. At 10 the ironclad *Patapsco* steamed up channel and fired 4 shots at Sumter; then returned. At 11:30 shore batteries ceased firing. Sent in a flag of truce. Reopened fire at 11:45. At 3:40 p. m. 3 gunboats opened fire on Wagner and Gregg. Occasional firing from shore batteries at close of the day.

August 22.—At 5:30 a. m. the ironclads *Weeharoken* and *Patapsco* opened fire on Fort Wagner. The *Brooklyn* arrived and anchored off the bar. At 9:30 the flagship made signal. In company with the *Ironsides* and *Montauk*, at 11:15, steamed up channel, anchored off Fort Wagner, and at 11:45 opened fire on it. At 12:30 p. m. the concussion box of the XV-inch gun partly carried away. At 1:30 ceased firing and stood down to the fleet anchorage. Expended at Wagner 28 XI-inch shell and 15-pound charges powder; 17 XV-inch shell and 35-pound charges powder.

Abstract log of the U. S. S. *Passaic*, Lieutenant-Commander Simpson, U. S. Navy.

August 17, 1863.—Midnight to 4 a. m., during the entire watch our batteries kept up a continual bombardment of the rebel batteries with mortars, to which the rebels did not reply. Admiral came alongside and gave some orders. *Montauk* and *Ironsides* steamed up opposite Battery Wagner, and at 6:45 commenced firing. At same time the *Nahant* took her station and commenced firing. At 7:30 got underway and took our station opposite Battery Wagner and at 7:55 commenced firing XV-inch gun at Wagner. From 8 to meridian: At 10:20 ceased firing and retired; the admiral shifted his flag to this ship. Got underway and stood up slowly toward Sumter. Engaged Fort Sumter with rifled gun, receiving the fire of Forts Moultrie and Sumter, Batteries Gregg and Wagner. At 10:50 returned the fire of Gregg with XV-inch gun; at 11:35 ceased firing. At 11:45 came to anchor, received 2 shots on turret from Sumter. Fired 14 XV-inch shell, 9 150-pounder Parrott shell. At 11.40 the admiral shifted his flag from this vessel on board the *Augusta Dinsmore*. From meridian to 4 p. m.: At 3:20 p. m. got underway and steamed up abreast of Fort Wagner, 800 yards distant, the ironclad *Patapsco* in company. Commenced firing XV-inch gun slowly at Fort Wagner, the battery in the meantime returning our fire briskly and striking our turret several times with great force; also one X-inch shot struck our side armor on starboard side amidships, breaking the plating. At 5:45 p. m. ceased firing.

August 18.—At 6:25 a. m. called all hands to quarters and fired XV-inch gun, to which the enemy did not reply; ceased firing. At 8:15 Battery Wagner opened fire at us. Called all hands to quarters and commenced firing from XV-inch gun. At 10:10 ceased firing, having silenced the fort and having fired 18 times from XV-inch gun. In this engagement we were struck several times on the turret. One shot struck the deck.

Abstract log of the U. S. S. *Patapsco*, Commander Stevens, U. S. Navy.

August 17, 1863.—From 8 to meridian: At 8:15 opened fire on Fort Wagner and Cumming's Point. At 10:30 the admiral shifted his flag to the *Passaic*; she and this vessel attacked Fort Sumter. At 12 ceased firing and withdrew. Expended 10 XV-inch shell and 8 rifle. From meridian to 4: At 3:30 commenced shelling Fort Wagner. From 4 to 8: At 6 ceased firing and proceeded to our old anchorage. Expended since noon 17 XV-inch shells and 2 XV-inch shrapnel and 9 rifle shell.

August 21.—From 8 to meridian: At 10 got underway. At 10:40 opened fire on Fort Sumter. At 11:45 ceased firing; returned to anchorage. Expended 9 rifle shell (Schenkler). At 12:45 p. m. Captain Badger left the ship and Commander Thomas H. Stevens came on board to take command.

August 22.—At 5:30 a. m. opened fire on Fort Wagner; ceased firing at 7:45. Expended 6 rifle and 5 XV-inch shell.

Abstract log of the U. S. S. *Catskill*, Commander Rodgers, U. S. Navy, and Lieutenant-Commander Carpenter, U. S. Navy.

August 17, 1863.—At 5:30 a. m. the batteries on shore opened fire. The admiral hoisted his flag on board the *Weehawken*. At 6:30 the *Weehawken* got underway, followed by the *Montauk*, *Nahant*, and *Ironsides*. At 6:40 hove up anchor and waited until 7 for Captain Rodgers to come on board, when we steamed up toward Wagner. From 8 to 12 meridian: Engaged with Battery Wagner. At 8:20 p. m. a shot struck the top of the pilot house, shivering the inner plate and detaching three fragments of iron 3 by 5 inches in size, which, striking Captain G. W. Rodgers and Paymaster J. G. Woodbury, killed them instantly; also wounding Pilot A. C. Penton and Acting Master Peter Truscott slightly. Got underway immediately and steamed down toward the *Dinsmore*. The tug *Dandelion* met us and we transferred the dead and wounded to her and then returned to station and let go anchor at 10:10. Expended 25 XI-inch shell and 18 XV-inch shell.

Abstract log of the U. S. S. *Canandaigua*, Captain Green, U. S. Navy.

August 17, 1863.—At 3:45 a. m. saw an empty boat floating by. Sent sixth cutter and brought it alongside. Proved to be the *Ironsides*' gig. From 4 to 8 a. m. heavy firing between Federal and rebel batteries and ironclads. At 10 a. m. a pilot came on board and we stood inside the bar. At 11 beat to quarters and opened fire on Battery Wagner. The wooden vessels, ironclads, and shore batteries firing at batteries Wagner and Gregg and Fort Sumter, and the rebels replying slowly. At 12:30 p. m. we signaled the wooden fleet. Ceased firing and secured guns, dropped out of range of the guns. At 6:30 hoisted our colors at half-mast. Our shore batteries still firing at Sumter. The western face of Sumter badly breached.

August 18.—Off Morris Island. Occasional firing by the shore batteries. From 4 to 8 a. m. Federal and rebel batteries firing on one another. From 8 to meridian two monitors and the *Ironsides* firing on Sumter and the rebel batteries. At 8:30 the wooden gunboats opened fire on Fort Wagner. At 11 a. m. the rebel flag came down; supposed the halyards shot away. It was soon rehoisted again. At 11:30 the admiral shifted his flag from the *Dinsmore* to the *Philadelphia*. At 12:30 p. m. the flagship made signal. The vessels ceased firing and dropped out of range and came to anchor.

August 19.—Our batteries ashore firing on Sumter. At 1:30 p. m. the *Ironsides* opened fire on batteries Gregg and Wagner. At 4:30 the admiral shifted his flag to the *Passaic*. All the ironclads got

underway; stood up toward Sumter; shortly returned and anchored. Admiral shifted his flag to the *Philadelphia*.

August 20.—Shore batteries firing on Sumter. At 10:30 a. m. two gunboats firing on Wagner and Gregg. At 2:30 p. m. the *Ironsides* firing on Wagner and Gregg and shore batteries firing briskly on Sumter.

August 21.—At 11:45 a. m. got underway and stood out across the bar. Our shore batteries and the monitor *Patapsco* firing on Sumter. From 4 to 6 p. m.: Two steamers came outside the bar and stood to northward and eastward. Fired two shots from howitzer, brought them to, and sent them inside the bar again. From 8 to midnight our shore batteries firing at Sumter.

August 23.—Firing of muskets on shore; also reports of heavy guns.

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

August 17, 1863.—At 5 a. m. got underway and stood in and engaged Fort Sumter at 7:30. From 8 to meridian engaging Fort Sumter at 3,200 yards, with our 150-pounder Parrott gun. At 12:25 ceased firing. Expended 35 150-pounder Schenkle shell, 2 200-pounder shell, and 19 20-pounder shell, time fuze. The *Cimarron* firing on us, carried away our forestay with a fragment of a shell.

August 18.—From 4 to 8 a. m. got underway and stood for the bar, passed over, and at 6:30 anchored near the flagship. From 8 to meridian, engaging Fort Wagner. Expended 29 150-pounder Schenkle shell, 1 Parrott 20-pounder, time fuze. At 12 flagship signaled. Ceased firing.

Abstract log of the U. S. S. Ottawa, Lieutenant-Commander Whiting, U. S. Navy.

August 17, 1863.—At 7:30 a. m. got underway and stood down toward Fort Wagner; opened fire at 7:45 in company with six ironclads and seven gunboats. From 8 to 12 meridian engaged firing at Fort Wagner. At 10:45 commenced firing at Fort Wagner. At 12:45 p. m. came to anchor. At 10 a. m. received intelligence that Commander George W. Rodgers, fleet captain, was killed on board the *Catskill*.

August 18.—From 8 to meridian: At 8:15 stood up to the flagship and received orders to engage Fort Wagner. At 8:25 came to anchor and opened fire from pivot guns. At 10 ceased firing from 200-pounder, having expended all our ammunition.

Abstract log of the U. S. S. Mahaska, Commander Creighton, U. S. Navy.

August 17, 1863.—At 7:30 a. m. received orders from the flagship to lead the wooden gunboats into action. At 8 got underway and, in company with the *Ottawa*, *Wissahickon*, *Dai Ching*, *Conemaugh*, and *Lodona*, stood up for Fort Wagner; cleared ship for action. At 8:20 opened fire upon Forts Wagner and Gregg, both batteries replying, the ironclads passing abreast of Sumter; and firing occasionally on it. At 9 all the ironclads and wooden ships opened a constant fire upon the

enemy's works. At 10 Fort Wagner ceased firing; Fort Gregg continued a feeble fire from one gun, Fort Sumter remaining silent, from 8:30 until 10, when it opened with three guns its fire toward the fleet. At 11:45 ceased firing and piped down. At 12:30 p. m. received information that Commander G. W. Rodgers, chief of staff, had been killed in action. At 1 came to, alongside the flagship. Commander Creighton went on board and returned with the intelligence that Commander Rodgers and Paymaster Woodbury had been killed in action on board the ironclad *Catskill*.

August 18.—At 9 a. m. opened fire upon Forts Wagner and Gregg with our pivot gun, firing every ten minutes.

August 19.—Batteries on shore firing constantly on Forts Wagner, Gregg, and Sumter.

August 20.—Got underway at 10 a. m. and proceeded within range of Fort Wagner and opened fire. Land batteries busily engaged bombarding Fort Sumter. At 1 p. m. Forts Wagner and Gregg opened fire upon our batteries.

August 21.—From 12 midnight to 4 a. m.: Heavy firing from the rebel batteries. At 3:30 p. m. got underway, and in company with the *Conemaugh* and *Dai Ching* proceeded to within range of Fort Wagner, and at 3:45 opened fire on Forts Wagner and Gregg. From 4 to 6 engaged in shelling Fort Wagner with rifled gun, the fort occasionally replying with shot. From 6 to 8, firing occasionally from pivot gun. At 6:20 the pivot gun burst about 2½ feet from the muzzle, the pieces falling overboard, with one exception, which fell on deck breaking three planks and carline forward of gun circle. The accident occurred at the 32d round. Ceased firing and made signal to flagship.

August 22.—From 4 to 8 a. m. Batteries on shore firing on Fort Sumter. Two monitors firing into Fort Gregg. At 11 the *New Ironsides* and two monitors opened fire on Forts Wagner and Gregg. From 12 to 4 p. m., constant firing from batteries on Morris Island. From 4 to 6, a flag of truce came down from Charleston and communicated with the *Ironsides*.

August 23.—At 3 a. m. the firing commenced from the batteries on shore. At 6 distinguished the *Ironsides* and the monitors in line of battle. Fort Moultrie firing rapidly at ironclads. At 7 got underway and proceeded inside. At 8 anchored near the flagship. From 8 till midnight, firing from the batteries on shore.

Abstract log of the U. S. S. *Dai Ching*, Lieutenant-Commander Chaplin, U. S. Navy.

August 17, 1863.—Midnight to 4 a. m.: Quick and heavy firing from Morris Island all the watch. At 6 a. m. got underway and stood in over the bar. The *Ironsides* and monitors got underway and engaged Fort Wagner. Tug came alongside with orders from the admiral for all the gunboats to go into the action. Launch returned from expedition. At 7:30 a. m. started up toward Sumter. At 8 commenced action against Battery Wagner. At 1 p. m. admiral made signal to withdraw from action. Ceased firing and came to anchor. At 2 set colors at half-mast for Fleet Captain George W. Rodgers. At 6:20 came to anchor outside the bar.

August 18.—At 6:10 a. m. got underway and stood in over the bar. At 6:45 spoke the flagship and received orders to go into action. At 7:20

commenced firing at Fort Wagner. At 10 a. m., having expended all our ammunition, having fired 25 100-pounder shell and 7 20-pounder shell, got underway and came down to report to the admiral; received orders to come to anchor. From 4 to 6 p. m. wind N.E., 9; weather cloudy. Admiral made signal to cross the bar. Answered it was unsafe. From 6 to 8 p. m. wind N.E., 10, weather cloudy, blowing very heavy in squalls, with rough sea. At 11:30 p. m. carried away both rollers of capstan; got heaving tackles on chains to hold them. Ship rolling very much. Cylinders working water. Barometer, 30, 16; air 78.

Abstract log of the U. S. S. Cimarron, Commander Hughes, U. S. Navy.

August 17, 1863.—At 7:45 a. m. received orders to follow the *Mahaska* into action. Weighed anchor and prepared for action. At 8 a. m. opened fire on Fort Wagner. From 8 to meridian engaged in action with Fort Wagner. At 12 m. ceased firing. At 12:15 ship grounded on sand spit. At 5:30 p. m. ship floated and at 7 came to anchor outside the bar.

August 18.—At 9:15 a. m. steamed in toward Fort Wagner, anchored; position unfavorable; endeavored to take a good position; ship would not answer her helm. Steamed out a short distance and anchored. From meridian to 4 p. m., shore batteries keeping up a fire on Fort Sumter.

August 21.—Midnight to 4 a. m., shore batteries engaged with Forts Sumter and Wagner. Meridian to 4 p. m., shore batteries engaged with Fort Sumter. At 3 p. m. steamed up to Fort Wagner and opened fire on the fort. Shore batteries engaged with Forts Sumter and Wagner from 4 to 6 p. m. From 6 to 8 flagship made signal to cease firing. Steamed out over the bar. Shore batteries engaged from 6 to 8 with the forts.

August 22.—From 4 to 6 p. m.: A steamer came down from Charleston with a flag of truce and communicated with the *New Ironsides*.

August 23.—*New Ironsides* engaged with Fort Wagner.

Abstract log of the U. S. S. Lodona, Acting Lieutenant Brodhead, U. S. Navy.

August 17, 1863.—Off Charleston, 4 to 8 a. m.: Cleared ship for action. At 7:20 a. m. received orders to follow the *Mahaska* into action. At 7:25 got underway. At 8:05 opened fire on Fort Wagner with IX-inch gun and on Fort Sumter with the rifles (100-pounder and 30-pounder). From 8 to meridian: Ship firing on Forts Sumter and Wagner with the squadron. Expended 87 shells.

August 18.—At 6:20 a. m. got underway and stood inside the bar. Stood up the channel within range of Fort Wagner. At 9 a. m. anchored and opened fire on Forts Wagner and Sumter with our Parrott guns. Expended 28 shells, 100-pounder, and 25 from 30-pounder. At 11:40 flagship made signal; ceased firing and got underway.

August 20.—At 8:30 a. m., anchored, got underway, and opened fire on Fort Sumter with the 100-pounder and on Fort Wagner with 30-pounder and IX-inch gun. Expended 14 rifle shell and 6 IX-inch

shell. At 12:30 p. m. flagship made signal to discontinue the action. Ceased firing and anchored in our previous position.

August 21.—At 7:30 a. m. got underway and went inside the bar. Morris Island batteries firing on Fort Sumter. At 9 made signal to flagship. At 9:30 anchored near her.

Abstract log of the U. S. schooner Dan Smith, Acting Master Dean, U. S. Navy.

August 17, 1863.—At 7 a. m. received orders from Captain Rodgers to reserve fire until further orders. Heavy firing from the land batteries at Forts Wagner and Sumter. At 7:30 the whole fleet advanced, Admiral J. A. Dahlgren taking the lead in the *Montauk*, one of the monitors, the fleet consisting of 6 monitors, the *New Ironsides*, and 8 gunboats. At 7:45 they opened a most terrific fire at Fort Wagner. At 9 Fort Wagner failed to reply. At 10 the fleet slackened firing and advanced at Fort Sumter. At 10:30 Fort Sumter replied with three guns, directing her fire at the *Montauk* and the *New Ironsides*. At 11 one of the monitors withdrew to remove the sick. At 11:20 returned into action. At 12:10 p. m. the fleet ceased firing and returned to their anchorage. At 12:30 p. m. received orders to half-mast colors. At 4:10 two monitors advanced up the channel; when in range, Fort Wagner opened fire on them, our monitors replying with an effective aim. At 5 Fort Wagner failed to reply.

August 18.—At 11 a. m. received orders to open fire on Forts Wagner and Gregg. At 11:15 opened fire; being very rough, after firing four rounds without effect, ceased firing. Expended 90 pounds 4 ounces mortar powder, 4 shells, 4 fuzes.

Order of Flag-Officer Tucker, C. S. Navy, to Lieutenant Dozier, C. S. Navy, commanding special expedition.

FLAGSHIP CHICORA,
Charleston, S. C., August 17, 1863.

SIR: You will have everything under your command made ready for action without the least delay. The torpedo steamers had better be kept under banked fires and be ready to operate should the enemy run past Fort Sumter.

Very respectfully, your obedient servant,

J. R. TUCKER,
Flag-Officer Afloat.

Lieutenant Commanding W. G. DOZIER,
Commanding Special Expedition.

Report of Major De Treville, C. S. Army, commanding Fort Moultrie, regarding the attack upon the U. S. S. *New Ironsides*.

HEADQUARTERS FORT MOULTRIE, *August 17, 1863.*

CAPTAIN: I have the honor to report that the *Ironsides* having come within range this morning, we opened fire on her from this fort with X-inch columbiads. Up to this time (8.30 a. m.) we have fired about

eight shots, one of which, from Captain B. J. Witherspoon's battery, is known to have taken effect.

Very respectfully, your obedient servant,

ROBERT DE TREVILLE,
Major, Commanding.

Captain W. F. NANCE,
Assistant Adjutant-General, Charleston, S. C.

Report of Colonel Keitt, C. S. Army, commanding Battery Wagner.

HEADQUARTERS BATTERY WAGNER,
August 17, 1863—9 p. m.

CAPTAIN: I had the honor last night to forward report up to 1:30 a. m. this morning, when slow fire was going on from our land face, which continued up to 4:30 a. m.

The enemy responded with a vigorous mortar fire, ceasing about the same time as ours.

At 5 a. m. they opened a severe fire of Parrott guns from their works on Morris Island, to our right, ceasing just before 6. There were no casualties reported from this fire, and no material damage done.

Just after 6 a. m. a monitor and then the *Ironsides* were seen drawing up, and according to the views of the commanding general were allowed to come in close. An action with these and other monitors commenced about half past 6, Lieutenant Alston's detachment manning the two columbiads and a squad of Company B, Lucas Battalion, manning the rifled 32-pounder, directed mostly by Captain [Robert] Pringle and sometimes by Lieutenant [E. B.] Colhoun. Lieutenant Alston acted as gunner for right columbiad, directing his fire on left and nearest monitor, distant about 600 yards. Sergeant [D. H.] Welch, Company E, First Artillery, directed the fire of left columbiad against the *Ironsides*, distant about 700 to 800 yards.

It was impracticable to train the right columbiad on the *Ironsides*.

Captain Pringle, Company B, Lucas Battalion, directed the fire of the rifle gun against the left and nearest monitor, she being about 200 yards nearer than the *Ironsides*, for about an hour, and then against another monitor, which came in still nearer on the right, for about another hour, when I directed the men to leave their guns. These monitors threw canister and shrapnel frequently, causing great annoyance to the cannoneers.

Captain Pringle fired over forty bolts from his gun, with little effect at first, but thinks he struck with one shot out of every three during the last two-thirds of his firing. During this firing, Captain Wampler, of the engineers, rendered gallant and effective service in repairing traverse circle to this gun.

After Lieutenant Alston had fired about five shots from the right columbiad, the monitor came in so close—within 500 yards—that he was unable to depress the gun sufficiently to strike the turret, though he fired some six shots over it in very good line.

Toward the last of our firing (which lasted about two hours and ten minutes), the monitor, which had been receiving Lieutenant Alston's fire, drew off to the fleet, apparently injured, and his fire was transferred to the next monitor to the right.

Lieutenant Alston fought his gun all through our firing, only interrupted by temporary disabling of one of his eccentric wheels. Sergeant Welch handled his gun well, and is reported to have struck the *Ironsides* several times. His detachment was relieved, being worn out, at about a quarter before 8, with detachment from Company E, Charleston Battalion, under Captain Miles. They had been at their gun about ten minutes when a shell burst among them, wounding or stunning every man, and thus stripping the gun chamber. Lieutenant Alston had no men for it, and, indeed, had been assisted by three or four men of Pringle's company.

Captain Miles, being stunned and very weak, looked after his mangled men in the hospital, and Lieutenant Palmer, Company E, Charleston Battalion, who had been assisting Captain Chichester for an hour, as adjutant, was soon after ordered to get a detachment and take charge of the gun, which he failed to do, but finally a detachment was supplied under Lieutenant [J. W.] Axson, who received a slight contusion in the knee before the gun was loaded. They only fired it once, about 8:40 a. m., when, with the advice of Captain Chichester, my chief of artillery, all the cannoneers on the sea face were called off to the passages and bombproofs, as their exposure was greater than any attainable result would justify. Six monitors came up, and certainly five of them were firing on this battery at once, coming as near as they pleased. Various land batteries of the enemy, including their strong work in rear of the stockade, kept up a brisk fire, but I do not think that many casualties resulted from it.

Just before 9 a. m. my acting aid, Lieutenant John D. Hopkins, Company G, First Georgia, carried an order to Captain Davenport, commanding First Georgia, in the sand hills, to detail three gun detachments from his command, and led them up, one man being killed by shrapnel in execution of this order. They reported under Lieutenant [H. A.] Elkins before 10 a. m., too late to take part in morning fight, and were put in charge of left columbiad.

At 9:20 parapet in front of left columbiad was badly damaged, and Captain Wampler soon after took measures to strengthen it.

Captain Wampler and Major Bryan examined magazines and reported them safe. Five monitors deployed in line.

At 9:45 the firing slackened a short time, the monitors drawing off toward the south, the *Ironsides* stationary. At 10:15 two monitors moved to left of this battery and soon a very heavy fire opened.

Just before 11 a. m. Captain J. M. Wampler, chief engineer, was killed, while writing at headquarters, by a fragment of a shell cutting his spine. I greatly deplore the loss of this gallant man. At 11:05 a. m. an ammunition chest was exploded by enemy's shell at the field guns and some 12-pounder shrapnel and shell destroyed; at 11:45 six monitors deployed, two to the left and four to front and extreme right.

At 12:15 all the monitors, excepting one, moving to the south; but one drew near and fired occasionally, and about half past 12 all firing ceased; the monitors and *Ironsides* hauled off about a mile to one and three-quarters. The men were turned out of the bombproof to eat and get fresh air. At a little after 1 p. m. the enemy opened a mortar fire (not good), which ceased at 2:30 p. m.

At 3:45 one monitor approached battery and opened fire, soon joined by another about 4 p. m.; returned by our two columbiads and one

rifled gun. Unfortunately the rifled gun was spiked in attempting to load it, from the priming wire having been carelessly left in the vent and broken off flush in trying to draw it out. At 4:10 a large hole was torn in parapet in front of the north columbiad, but Lieutenant Alston continued fighting it, with an infantry detail shoveling away the sand. Finally the Yates traversing gear got out of order.

At 4:40 a XV-inch shell burst under the chassis of left columbiad, tearing the chassis badly, injuring the Yates traversing gear, and tearing the platform slightly. Fortunately only one man of the detachment was injured, and he slightly. They were from First Georgia, Lieutenant Elkins in charge, and behaved gallantly.

4:45 p. m.: Our fire ceased about this time, but the enemy's fire from two monitors at close range continued till nearly 6 o'clock, since which time all has been quiet.

August 18, 3 a. m.—All quiet; garrison very much exhausted; repairing damages.

Captain Gregorie has reported as engineer.

Very respectfully, your obedient servant,

LAWRENCE M. KEITT,
Colonel, Commanding.

Captain W. F. NANCE,
Assistant Adjutant-General.

Additional report of Colonel Keitt, C. S. Army, commanding Battery Wagner.

HEADQUARTERS BATTERY WAGNER,
August 18, 1863—5 p. m.

CAPTAIN:

* * * * *

At a few minutes before 5 o'clock one monitor moved up in front of the fort, and opened with a few shots. The *Ironsides*, shortly afterwards, and another monitor followed, taking position as follows:

The *Ironsides* nearly abreast the fort, one monitor a short distance to her left, but 200 or 300 yards nearer in, and the other still farther to her left and beyond the buoy. Some time was occupied by them in getting into position, and at 7 o'clock they anchored and opened fire sharply. The fire was replied to briskly by our columbiad and rifled gun for a half hour, but was afterwards slackened, in view of the shortness of ammunition. The enemy also afterwards fired with more deliberation, and directed their shots chiefly toward the rifled gun, which they struck with a shell at 9 o'clock, shivering the carriage and breaking the trunnion of the piece. The columbiad continued its fire, at intervals of about ten minutes, until about 11 o'clock, when the fleet slowly withdrew.

The rifled gun was well served throughout the engagement, or until this gun was disabled, by Lieutenant Colhoun and his detachment, and the columbiad by Lieutenant Erwin, who was very faithful in the discharge of his duties, continuing at his post without relief until the fleet had withdrawn.

The monitor against which our fire was directed was struck fairly not less than five times, and it was soon after receiving the last shot she moved off, soon followed by the other.

Five wooden gunboats joined in the engagement, making, with the ironclads, an enfilade fire, but their shots had no important effect.

They continued to fire more or less briskly until 12:30, when, the wind rising, they all withdrew. Since then this post has been quiet, though the enemy's fire has been directed all day against Sumter. Some firing was done by their land batteries against us, but their shell burst in our rear.

The carriage of 32-pounder, No. — was struck by fragment of shell on trunnion plate, and considerably injured, the fragment having penetrated the top of the upright. It can probably be used for some time.

The following are the only casualties:

Lieutenant J. D. Ford, Company B, Lucas Battalion, South Carolina Artillery, contusion of the hip, slight; and Private H. M. Hughes, Company E, Charleston Battalion, hand badly cut by fragment of shell; since amputated.

* * * * *

Very respectfully, your obedient servant,

LAWRENCE M. KEITT,
Colonel, Commanding.

Captain W. F. NANCE,
Assistant Adjutant-General.

Extract from journal of Lieutenant Pringle, U. S. Army, commanding Battery Gregg.

BATTERY GREGG, *August 18, 1863.*

GENERAL: I have the honor to forward extract from daily journal: 7:50 a. m. Three monitors and *Ironsides* take the old position of yesterday. One monitor steams up to 1,500 or 1,800 yards of this post. After the men had breakfasted, ordered one of the X-inch columbiads to open at intervals of ten minutes on her. First shot struck on parapet, but being only a shell filled with sand was shivered to atoms, without effecting any material injury. She was struck some three or four times. I ordered the IX-inch to open likewise at long intervals. At the end of two hours, finding she was shifting her position continually, and becoming short of ammunition, I ceased firing. The monitor returned our fire slowly for a short time and then ceased. No injury to men or battery. In yesterday's bombardment, during the heaviest time of fire, our flag was shot away, when Sergeant William Armstrong, of Company H, First Artillery, mounted the traverse and replaced it.

I have the honor to be, very respectfully, etc.,

JAS. R. PRINGLE,
Lieutenant, Commanding Post.

Brigadier-General THOMAS JORDAN,
Chief of Staff.

Report of Captain Pringle, U. S. Army, chief of artillery, regarding injuries to guns at Battery Wagner.

BATTERY WAGNER,
Morris Island, August 18, 1863.

MAJOR: I have the honor to report that none of the guns upon the land face has been injured to-day, excepting one of the smoothbore

32-pounders. A fragment of shell struck the carriage just below the trunnion plate, going entirely through the cheek, thereby materially weakening the carriage, but not otherwise damaging the piece.

At 9 o'clock this morning, after firing about 20 shots from the rifled 32-pounder at one of the monitors, this gun was struck by a XV-inch shell from a monitor that had got in an enfilading position, just on the left trunnion, and was dismantled, the trunnion being broken off, and the carriage completely disabled. The chassis was uninjured. The right X-inch columbiad is in fighting condition, and was worked with effect against the monitors this morning.

The left X-inch columbiad is still disabled and unfit for use, no chassis having arrived to replace the one disabled yesterday.

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

ROBERT PRINGLE,
Captain and Chief of Artillery.

Major BRYAN,
Assistant Adjutant-General.

[Telegram.]

SUMTER, August 19, 1863—6:45 p. m.

Colonel Rhett sent up the colors, manned the batteries, fired two long range X-inch. I had Moultrie and other batteries in readiness, and the fleet is going out.

The dispatch intercepted was:

The admiral is going to try Sumter, and wants a brisk fire kept up until he gets in.

G———,
General.

Colonel T———.

The fire is brisk, but he don't appear to be coming in. I think the demonstration has sent them off for the time, but have ordered batteries to be in readiness. Let Whitney be on hand, if I don't get up, should anybody pass.

R. S. RIPLEY,
Brigadier-General.

General THOMAS JORDAN.

Report of Major Warley, C. S. Army, chief of artillery, regarding the condition of guns in Battery Wagner.

BATTERY WAGNER,
Morris Island, August 21, 1863.

CAPTAIN: I have the honor to make the following report of the guns in position at this post:

No. 1, 32-pounder carronade, at western gorge, in good working order.

No. 2, VIII-inch siege howitzer, on land face, in good working order.

No. 3, 32-pounder, carronade, on land face, in good working order.

No. 4, 32-pounder carronade, on land face, in good working order.

No. 5, VIII-inch naval shell gun, on land face, carriage very much injured by fragment of shell, but can be worked in assault.

No. 6, 32-pounder smoothbore, on land face, carriage much injured by fragment of shell, but can be worked in an assault.

No. 7, 32-pounder smoothbore, on land face, in good working order.

No. 8, VIII-inch naval shell gun, on land face, in good working order.

No. 9, 42-pounder carronade, on land face, in good working order.

No. 10, VIII-inch siege howitzer, on land face, in salient, good working order.

No. 11, 32-pounder smoothbore, on sea face, to bear upon the beach, in good working order.

No. 12, X-inch columbiad, on sea face, in good working order.

No. 13, X-inch columbiad, on sea face, unserviceable, chassis disabled by bursting of a XV-inch shell.

No. 14, VIII-inch seacoast howitzer, on curtain outside of rear gorge, bearing on the land, in good working order.

In addition to the above there is a X-inch seacoast mortar, on land curtain near western gorge, in working order; also two 12-pounder brass howitzers, on curtain outside the rear gorge, bearing on the beach. I would further state that the rifled 32-pounder on the sea face was dismounted on the morning of the 19th and the left trunnion broken off.

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

F. F. WARLEY,
Chief of Artillery.

Captain MOLONY,
Assistant Adjutant-General.

Report of Lieutenant Gilchrist, C. S. Army, commanding Battery Gregg.

BATTERY GREGG, *August 22, 1863.*

MAJOR: I would respectfully report that I opened fire with the Dahlgren and one of the X-inch columbiads on one of the monitors opposite Battery Wagner this morning. There were two monitors, and the fire was concentrated on the one nearest to this battery. The Dahlgren fired 3 shots and the columbiad 6. The monitor was struck at least once. As they moved beyond range after the ninth shot the firing ceased.

* * * * *

Respectfully, your obedient servant,

R. C. GILCHRIST,
Lieutenant, Commanding Battery.

Major F. F. WARLEY,
Commanding Artillery, Morris Island.

Report of Brigadier-General Hagood, C. S. Army, commanding Morris Island.

BATTERY WAGNER, *August 22, 1863.*

CAPTAIN: Immediately after nightfall on yesterday I repaired the damage done the VIII-inch howitzer on the salient by appropriating a wheel of a disabled limber.

The enemy fired but little during the night; there was no firing on our side, owing to the amount of work to be done by fatigue parties, which consumed the night.

At an early hour two monitors came abreast of Battery Wagner and opened fire, which was kept up for about two hours, when they withdrew.

About an hour after their withdrawal, the *Ironsides* took position opposite Battery Wagner, and commenced a rapid fire, which she continued for nearly two hours, when she was joined by two monitors which engaged in the bombardment.

At 2 p. m. they all withdrew. Fire was opened by us from the VIII-inch shell gun and a 32-pounder from the land face upon the advanced works of the enemy about 6 a. m., which was continued at short intervals for one hour and a half. We did not return the fire from the *Ironsides* and monitors, as it was not deemed advisable to engage them at such long range. The fire from the fleet, enfilading the land face and proving destructive, compelled us to cease firing. As soon as the vessels withdrew the sharpshooters resumed their work.

* * * * *

Very respectfully submitted.

JOHNSON HAGOOD,
Brigadier-General, Commanding.

Captain W. F. NANCE,
Assistant Adjutant-General.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the retention of four chartered steamers for temporary service.

No. 90.]

FLAG-STEAMER DINSMORE,
Off Morris Island, August 18, 1863.

SIR: I have to acknowledge the receipt of the Department's communication, directing the deck loads of four propellers, *Fairhaven*, *Prometheus*, *Thorn*, and *Haze*, to be landed, and the vessels retained until the 1st of August, if their services are needed.

This did not reach me until the 3d instant, when they had already been in use and so much needed that I have retained them until the Department directs me to discharge them.

I have the honor to be, very respectfully, your obedient servant,
J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Capture of a Confederate signal station near Jacksonville, Fla., August 19, 1863.

Report of Acting Master Meriam, U. S. Navy, commanding U. S. S. *Norwich*.

U. S. S. NORWICH,
St. John's River, Florida, August 20, 1863.

SIR: I have the honor to report that while proceeding up this river to Jacksonville in this steamer on the 17th instant I noticed two rebel

signal stations from which our approach was being signaled to Camp Finegan. I carefully examined their position with a glass and concluded they could be captured easily.

Last night I sent an armed boat expedition, consisting of the launch of this ship and two cutters of the *Hale*, under the command of Acting Master Charles F. Mitchell, my executive officer, to attempt the capture of the stations.

They succeeded in taking one post, surprising the picket and completely surrounding it before the rebels were aware of their approach. Owing to detentions in securing the prisoners, signals, etc., and by a heavy rain squall, it was late in the morning when they drew near the other station, and it was thought best not to attempt its capture.

The following persons, being all at the post captured, were made prisoners:

First corporal and chief of post, Charles R. Stone; operator, William B. Gerry; privates, Thomas J. Wingate, William W. Turner, and Charles F. Martin.

The following arms, equipments, etc., were captured:

Three Enfield rifles with bayonets, belts, pouches, and boxes; 16 rounds of ball cartridges for each rifle; 2 signal torches, 2 signal flags (bunting), 2 spyglasses, 1 saddle.

The junior officers connected with the expedition were Acting Ensigns James N. Van Boskirk and George Edwards, of the *Hale*, and Master's Mate Henry Sinclair, of this ship. Acting Master Mitchell speaks very highly of their conduct and that of the sailors composing the force. The men from both ships were volunteers, and all but one of those from this ship were men whose terms of service have expired.

The capture of this signal station, which severed their line within 3 miles of Jacksonville, will either break up this end of the line or it will detain here to protect it the troops, five small companies (about 200 men) of infantry, two full companies of cavalry, and one company of artillery, that I learn are about being forwarded to Richmond.

In closing, I would mention that Acting Master Charles F. Mitchell conducted the expedition in a manner to be commended, returning his force with no casualties and not an article missing.

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

FRANK B. MERIAM,

Acting Master, Commanding, and Senior Officer Present.

Rear-Admiral JOHN A. DAHLGREN,

Commanding South Atlantic Blockading Squadron.

[Telegram.]

CAMP FINEGAN, FLA., August 20, 1863.

The enemy captured my signal station and all the men (5) at Saint John's Mill last night. The next station below all safe this morning.

Respectfully,

A. H. McCORMICK,

Lieutenant-Colonel, Commanding Post.

Captain W. CALL,

Assistant Adjutant-General.

Capture of a boat's crew from the Confederate steamer Oconee (formerly Everglade), August 20, 1863.

Report of Commander Reynolds, U. S. Navy, forwarding report of the commanding officer of the U. S. S. Madgie.

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., August 23, 1863.

SIR: I forward the letters from the *Madgie*, reporting the capture of a boat's crew of the *Oconee*, which was the *Everglade*.

All the persons captured in the boat are on board this ship, a list of whom I will enclose to chief of staff. I should like to have your directions respecting them. Can they be sent north by the first opportunity.

I have just been talking with the master of the *Oconee*, who says that she was really the *Everglade* and that she came out by Fort Pulaski on Wednesday night during the blow, and that about two weeks ago they had got by the fort some distance when they got aground and did not get off till the moon rose, were blowing off steam and black smoke, and were in full view of the fort. I shall apprise the colonel commanding of these facts.

Very respectfully, your obedient servant,

WILLIAM REYNOLDS,
Commander and Senior Officer Present.

Rear-Admiral DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Acting Master Polleys, U. S. Navy, commanding U. S. S. Madgie.

U. S. S. MADGIE,
St. Catherine's Sound, Georgia, August 21, 1863.

SIR: I have the honor to inform you of the capture of 15 persons, late of the Confederate steamer *Oconee*, commanded by Lieutenant Commanding O. F. Johnston, of the Confederate Navy (which vessel foundered at sea on the night of the 18th, having run out by Fort Pulaski the night before). At 9:15, on the 20th, a boat was reported coming around the east end of St. Catherine's Island, about a mile distant from us, which I at first took for a boat from the *Midnight*. In a few moments two more came around full of men. I immediately went to quarters, ordered steam, and everything ready for slipping chain, fired a blank cartridge from the starboard howitzer, and ordered the other guns to train on the boats and fire as soon as ready, they not stopping nor showing any colors.

In fifteen minutes from the time we went to quarters, steam was reported ready; when I ordered the cable slipped, and had hardly given the order when the engineer reported the boiler sprung a leak in two places, rendering it useless. I gave immediate orders to secure the chain and get a spring on the cable, so that the guns would bear on the boats. The boats, having the wind and tide in their favor, had got a good distance off. We commenced firing on them as soon as the guns would bear and continued until they got out of range at 10 a. m., having succeeded in fetching one boat to, the others escaping.

Had I had an efficient vessel we could have captured them all, or had I not placed any dependence on the steam, the result might have been different. I send enclosed a list of officers and men, with their rank,

etc. From the number of officers and men on board—43 in all—they were, no doubt, intended for some other vessel, as she was a small boat of about 200 tons.

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

W. H. POLLEYS,

Acting Master, Commanding.

Rear-Admiral J. A. DAHLGREN,

Commanding South Atlantic Blockading Squadron.

[Endorsement.]

Send the prisoners to New York or Fort Monroe. Examine them first for information.

JOHN A. DAHLGREN.

Report of Commander Reynolds, U. S. Navy, senior officer at Port Royal, S. C.

U. S. SHIP VERMONT,

Port Royal Harbor, S. C., August 31, 1863.

SIR: Having examined the prisoners from the *Oconee*, and collected such information as could be obtained, it appears that the *Oconee* (formerly the *Everglade*), on the night that she ran the blockade, went within about three-fourths of a mile of Fort Pulaski, and then kept well to the northward. She was loaded with cotton only, and it was probably her intention to obtain plate iron on her return trip, in order to ironclad the new rams now building at Savannah. It was so dark on this occasion that it would hardly have been possible to discover them from the fort, but that they made a previous attempt about two weeks before, and on that occasion were aground within plain sight of the fort; the moon rose, and they were sending off black smoke.

The ironclad steamer *Savannah* was lying at the wharf in Savannah; had made a trial trip, but had met with some accident to her machinery, breaking her connecting rod and cylinder, and it would take some six weeks to repair her; she draws 14 feet.

The two new rams that are building at Savannah appear to be nearly ready for launching, but have not, as yet, received any iron plating. There appears to be a scarcity of iron at Savannah. They will not probably be completed for four or six months yet.

There has been scarcely any blockade running of late to or from Savannah. Now and then a small sloop, but no steamer since the *Charleston*. There is now no steam vessel at Savannah capable of running the blockade. There are one or two river steamers there, but are old and rotten and not fit to come out.

Cotton is plenty, and enough being raised. No scarcity of provisions in Savannah, and there appears to be considerable Union feeling. Negroes are employed upon the fortifications. The *Georgia* is moored by the obstructions; mounts 11 guns—two IX-inch, four 8-inch, and [five?] 7-inch rifles. Torpedoes had been laid down in the channel about 6 miles below the obstructions—about seven weeks ago for the first time below obstructions. Steamer *Haversham* had been blown up and burned.

Very respectfully, your obedient servant,

WM. REYNOLDS,

Commander and Senior Officer Present.

Rear-Admiral DAHLGREN,

Commanding South Atlantic Blockading Squadron.

Extract from report of the Secretary of the Navy of the Confederate States, dated November 30, 1863.

In an attempt to run the blockade with cargoes of cotton on navy account the steamers *Stono* and *Oconee* were lost, the former in Charleston Harbor, the latter at sea.

The *Stono*, chased by the enemy, was stranded on the breakwater near Fort Moultrie, and the *Oconee*, in heavy weather, foundered. The officers and men were saved, but one of the *Oconee's* boats, with 4 officers and 11 men, was subsequently captured by the enemy.

Report of Captain Pickering, U. S. Navy, forwarding request of the commanding officer of H. I. M. S. Tisiphone for permission to communicate with the French consul at Charleston.

U. S. STEAM SLOOP HOUSATONIC,
Off Charleston, August 20, 1863.

SIR: I herewith enclose a communication from the captain of the French steamer *Tisiphone*, requesting permission to communicate per boat with the French consul at Charleston.

I am, with much respect, your obedient servant,
C. W. PICKERING,
Captain.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

[Enclosure.—Translation.]

CORVETTE LA TISIPHONE,
Charleston, August 20, 1863.

SIR: I have the honor to ask you for authority to cross the line of blockade with my boat so as to communicate with the French consul at Charleston.

I should have addressed this request to Admiral Dahlgren if I had known exactly where to find him. I desired also to offer to take charge for him of any letters or dispatches for New York, expecting to leave for that port day after to-morrow.

I am, with respect,
D. DE MARIVALT,
Captain, Commanding H. I. M. Corvette *Tisiphone*.

The COMMANDER OF THE OUTSIDE LINE OF BLOCKADE,
Charleston, S. C.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Acting Master Hamilton, U. S. Navy, commanding U. S. S. Dinsmore, to relieve the U. S. S. Madgie in St. Catherine's Sound, Georgia.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, August 20, 1863.

SIR: You will proceed with the U. S. S. *Dinsmore* under your command to St. Catherine's and relieve the *Madgie*, Acting Master W. H. Polleys, on that station, who will then go to Port Royal with his ves-

sel and report his arrival to Commander William Reynolds, senior officer present, for coal and repairs.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Acting Master WILLIAM HAMILTON,
Commanding U. S. S. Dinsmore.

Order of Commander Balch, U. S. Navy, to the master of the schooner Shark.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, August 20, 1863.

SIR: You will proceed off Morris Island and report to Rear-Admiral Dahlgren with the schooner *Shark* under your command.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Captain BEASTON,
Commanding Schooner Shark.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to the Secretary of the Navy, requesting more definite instructions regarding communication with blockaded ports.

No. 94.]

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, August 21, 1863.

SIR: I beg leave to acknowledge the Department's communication of August 15, which refers to the receipt of my No. 61, in which I conveyed the wish of the commanding officer of the British steamer *Plover* to send a boat from his vessel into Charleston.

The Department is pleased to concur in the views I then expressed, and deems it "advisable that no vessel be permitted to pass into a port during active operations," nor "communication permitted."

I would respectfully state, in reply, that opinion as to advisability does not, in my opinion, confer authority, and I therefore ask for further instructions from the Department.

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

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Letter from Captain Emmons, U. S. Navy, commanding U. S. S. Brooklyn, to Rear-Admiral Dahlgren, U. S. Navy, offering the services of that vessel.

U. S. S. BROOKLYN,
Off Charleston, S. C., August 21, 1863.

DEAR ADMIRAL: I am on my way to New York for repairs; and, running short of coal, touched at Port Royal, where I took in but little, as I found that you were in the same predicament.

I touch here for the purpose of offering my services, if, in your judgment, I can aid you with my command in the present crisis of affairs.

The ship draws 16 feet, has a battery of IX-inch, 1 30-pounder, 1 100-pounder rifle guns; and with your present knowledge can better judge how far it would be prudent, or in other words, how far I should be justified in risking wooden walls.

I have taken on board the bodies of Commander [G. W.] Rodgers and his paymaster, whose names will hereafter be identified with Charleston.

Very truly, yours,

GEO. F. EMMONS.

Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Stevens, U. S. Navy, to assume command of the U. S. S. Patapsco.

U. S. S. PHILADELPHIA,
Off Morris Island, August 21, 1863.

SIR: You are hereby ordered to the command of the U. S. ironclad *Patapsco*. You will proceed on board that vessel and assume the duties assigned to you.

Very respectfully,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander THOMAS H. STEVENS, U. S. Navy.

Report of Commander Reynolds, U. S. Navy, of the arrival of the U. S. ship John Adams at Port Royal, S. C.

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., August 21, 1863.

SIR: The *John Adams* has just arrived, and I enclose herewith the orders that she brought with her.

Very respectfully, your obedient servant,

WILLIAM REYNOLDS,
Commander and Senior Officer Present.

Rear-Admiral DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Attempted destruction of the U. S. S. New Ironsides, by torpedo, off Charleston, S. C., August 21, 1863.

Letter of the Acting Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, forwarding information from Nassau regarding a submarine machine.

NAVY DEPARTMENT, *September 1, 1863.*

SIR: I transmit herewith for your information a copy of a communication* received by the Department from Mr. Haynes, of Nassau,

* Enclosure not found.

[New Providence], whose veracity and loyalty are vouched for by a citizen of Washington, in relation to a submarine machine constructed by the rebels at Charleston.

Very respectfully,

G. V. FOX,
Acting Secretary of the Navy.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting report of Captain Rowan, U. S. Navy, commanding U. S. S. *New Ironsides*.

No. 142.]

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 12, 1863.

SIR: The information communicated by Mr. Haynes, of Nassau, has just reached me, and I am inclined to believe that the attempt was made on the *Ironsides* about three weeks ago, as some machine of the kind was actually lodged on the cutwater of the *Ironsides*, but on being discovered made off.

So with the XV-inch guns of Mr. Blakely, whose presence here is certified by the fragment of a XV-inch shot, which lodged on the deck of the *Montauk*, and is transmitted herewith to the Bureau of Ordnance. I wish I could lay my hands on the perpetrator of the outrage.

A copy of the report of Captain Rowan is herewith enclosed.

I have the honor to be, very respectfully, your obedient servant,
J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Report of Captain Rowan, U. S. Navy, commanding U. S. S. *New Ironsides*.

NEW IRONSIDES,
Off Morris Island, August 28, 1863.

SIR: On the morning of the 21st, about 1 o'clock, a very low and apparently swift steamer came up under the stern of the ship. Owing to the state of the atmosphere, she was close to us before discovered. She answered our hail and passed rapidly under our bow, with the intention, we presume, of applying a torpedo. The crew was at quarters, and the cable slipped before he had time to operate. He disappeared in the dark under fire of our starboard bow guns.

To guard against a recurrence of the attempt to blow this ship up, would it not be well to have a tug to do picket duty ahead of this ship during the dark of the moon?

I enclose herewith Ensign Benj. H. Porter's report, who was officer of the deck on the night and hour mentioned above.

I have the honor to be, very respectfully, your obedient servant,
S. C. ROWAN,
Captain, Commanding.

Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Ensign Porter, U. S. Navy, of the U. S. S. *New Ironsides*.

U. S. S. *NEW IRONSIDES*,
Off *Morris Island*, South Carolina, August 28, 1863.

SIR: In obedience to your order of the 26th instant, I hereby submit to you an account of the visit of the enemy's vessels to this ship a few nights since.

At 1 a. m., on the morning of the 21st instant, I saw a strange vessel, sitting very low in the water and having the appearance of being a large boat, coming up astern very fast. I hailed the stranger twice, receiving for an answer to the first hail, "Aye, aye," and to the second, "I am the 'Live Yankee,' from Port Royal." Beat to quarters immediately and threw up rocket. In the meantime the stranger ran rapidly past our broadside and fell athwart our bows, where we could bring no guns to bear upon her. She remained there a few minutes and then started off rapidly in the direction of Fort Moultrie. Meanwhile our chain had been slipped, and backing astern, the bow guns were fired at her, but with what effect I can not say. From the time she was first seen until she left us not more than five minutes elapsed.

BENJ. H. PORTER,
Ensign.

Captain STEPHEN C. ROWAN,
Commanding New Ironsides.

Abstract log of the U. S. S. *New Ironsides*, Captain Rowan, U. S. Navy, commanding.

August 21, 1863.—At 1 a. m., wind S. S. W., force 1, weather b. c., saw a strange looking vessel coming up astern very fast, and upon being hailed he answered, "Live Yankee, from Port Royal." Beat to quarters, fired a rocket, slipped the chain, and fired several guns at the stranger, but as he passed he grazed our bows and then kept directly ahead, so that we could not get our battery to bear on him. At 1:20 he disappeared under the land.

Report of Captain Carlin, commanding the Confederate torpedo ram.

CHARLESTON, [S. C.], August 22, 1863.

GENERAL: I have the honor to report that I attacked the *Ironsides* on the night of the 20th, but regret to say, however, it was not accompanied with any beneficial result.

I communicated with Fort Sumter at 10 p. m. and obtained a guard of 11 men, under command of Lieutenant [Eldred S.] Fickling. At 11:30 p. m. I passed the obstructions, and at 12 sighted the *Ironsides* lying at anchor in the channel off Morris Island, with five monitors moored immediately in a S. S. W. direction from her, and about 300 yards distant. One monitor was anchored in the direction bearing upon Battery Gregg and about half a mile distant. When I came within quarter of a mile of the *Ironsides* I lowered the torpedoes and proceeded directly for the ship, feeling at the same time fully confident of striking her in the right place. At this time she was lying across the channel and heading for Morris Island. I steered up, keeping the object on our port bow, and when within 40 yards from the ship I stopped the engine and ordered the helm put hard astarboard.

I attribute my failure to the want of proper execution of this order.

I noticed the slow obedience of the ship to her helm, and again gave the order, repeating it three times. It was a moment of great anxiety and expectation, and not doubting but I would strike her, I was obliged to attend to the proper command of the officers and men and restrain any undue excitement. In this I was ably assisted by the cool, courageous bearing of Lieutenant Fickling, who commanded the force stationed for defense. I discovered as we ranged up alongside that in consequence of the *Ironsides* being in the act of swinging to the ebb we must miss with our torpedoes, but feared that her chain cable would either ignite them or detain us alongside. In either case we must have been captured. A kind Providence, however, intervened and saved our little band from such disaster. When about 50 yards distant we were hailed, "Ship ahoy!" After deliberating whether I should not give him some warning, I felt so sure of striking him, I finally answered, "Hello," and in an official and stern tone as possible. Another hail, "What ship is that?" I answered almost immediately, "The steamer 'Live Yankee.'"

We were still moving slowly past the bow. I gave the order to go ahead with the engine, and was informed at the same time that the enemy were boarding us. Without looking to see whether such was the case, I gave the order to defend the ship and got my arms ready in time to prevent the firing upon some sailors that were looking at us from the ports. I saw they were not boarding and I immediately ordered the men to hold and not fire. They dropped immediately, showing specimen of the effect of good discipline. Just at this time he hailed again, "Where are you from?" Answered, "Port Royal." I found that we had ranged just clear of his bow and out of danger of being boarded except by launches. I then went to the engine room to see what was the matter, as fully two minutes had elapsed since the order had been given to go ahead. I found that the engine had caught upon the center and notwithstanding a continued effort for at least four or five minutes, they failed to get started ahead. I was again hailed, "What ship is that?" Answered, "The United States steamer 'Yankee.'"

I again went to the engine room, and by encouragement to the engineers, found her in the act of starting. Another hail and another called me to the deck, and as none of my officers heard the question, I surmised it to be an order to come to anchor or to surrender. I answered, "Aye, aye, sir; I'll come on board." I found we were moving ahead slowly, and in two minutes must have passed out of his sight, as he commenced firing in the opposite direction. He afterwards fired, sweeping the horizon, two shots passing on either side about 20 feet off.

It was my intention to attack one of the monitors, but after the experience with the engine, I concluded it would be almost madness to attempt it. I therefore steered back to the city.

General, in consequence of the tests to which I have put the ship in the two late adventures, I feel it my duty most unhesitatingly to express my condemnation of the vessel and engine for the purposes it was intended, and as soon as she can be docked and the leak stopped, would advise making a transport of her.

I beg to remain, respectfully, your obedient servant,

J. CARLIN.

General G. T. BEAUREGARD,
Commanding at Charleston, S. C.

[Endorsement.]

HDQRS. DEPT. SOUTH CAROLINA, GEORGIA, AND FLORIDA,
August 20 [23], 1863.

CAPTAIN: Your report of operations in the attempt to destroy the *Ironsides* during the night of the 18th [20th] instant has been received. I regret exceedingly that you should have met with so many difficulties in your disinterested and praiseworthy enterprise, but I am happy to learn that you are still willing to retain the command of the torpedo ram, for I know no one to whose skill and experience I would sooner trust the boat on so bold and gallant an undertaking. I feel convinced that another trial under more favorable circumstances will surely meet with success, notwithstanding the known defects of the vessel.

Respectfully, your obedient servant,

G. T. BEAUREGARD,
General, Commanding.

Captain JAMES CARLIN,
Commanding Torpedo Ram, Charleston, S. C.

Reports regarding the escape of a blockade runner August 22, 1863.

Report of Captain Green, U. S. Navy, senior officer off Charleston.

U. S. S. CANANDAIGUA,
Off Charleston, S. C., August 23, 1863.

SIR: I regret to inform you that a steamer ran the blockade outward last night, as will appear by a copy of Lieutenant-Commander Whiting's report, enclosed herewith.

Her almost uninterrupted passage out in the vicinity of six vessels is unaccountable to me.

I will communicate further on the subject after making enquiries and obtaining information from the officers commanding vessels stationed last night near the Rattlesnake Shoal.

If practicable, will you allow the vessels employed on the outside blockade to come out earlier, so as to reach their stations before dark.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Lieutenant-Commander Whiting, U. S. Navy, commanding U. S. S. Ottawa.

U. S. GUNBOAT OTTAWA,
Off Charleston, August 23, 1863.

SIR: I would respectfully report that last night at ten minutes before midnight, while at anchor at the west end of Rattlesnake Shoal, inside, the wheels of a steamer were heard coming from the southward of west. I slipped the cable and was ready to chase, but nothing could be seen; I chased in direction of the sound, also hearing distinctly the command given to the helmsman, "Starboard," "Port," etc. I was standing to the northward and eastward to cut him off; at one time caught sight of the wake of her wheels in the water and fired the bow

pivot, but saw nothing more after chasing out toward the point of the shoal; and hearing or seeing nothing more, returned to an anchorage.

My running lights were set, but the red light went out three times, from the glass being cracked. I tried to fire three rockets, but none would ignite, being evidently damaged.

The night was very hazy, and I could not see the next steamer in her station to the south of Rattlesnake buoy. The steamer passed to the southward of me.

Very respectfully,

WM. D. WHITING,
Lieutenant-Commander.

Captain J. F. GREEN,
Comdg. U. S. S. Canandaigua, Senior Officer Present.

Additional report of Captain Green, U. S. Navy, senior officer off Charleston, S. C.

U. S. S. CANANDAIGUA,
Off Charleston, S. C., August 25, 1863.

SIR: I have made enquiries in relation to the steamer which ran the blockade outward on the night of the 22d instant, and the result is a conviction in my own mind that there was a want of proper vigilance on board some of the blockading vessels stationed in the neighborhood of the Rattlesnake Shoal.

The night was very quiet and still, and all the outside blockading vessels, excepting the *Ottawa*, *Wissahickon*, and two schooners, could be seen from this ship throughout the night.

The steamer was heard, but not seen, to the southward by the *Ottawa* and *Hope*. The former vessel was stationed inside of the western end, and the latter at the eastern end of Rattlesnake Shoal.

The *Wissahickon* was anchored to the southward and near the western end of the shoal, the *Housatonic* about 1 mile from her in a southerly direction, and the *Dai Ching* about 1 mile from the *Housatonic* in a northeasterly direction.

She therefore probably passed out between the *Ottawa* and *Wissahickon*, and afterwards between either the *Dai Ching* and *Hope* or *Dai Ching* and *Housatonic*.

I have issued an order on the subject, a copy of which is enclosed herewith.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Squadron, off Morris Island.

Night attack upon Fort Sumter, August 23, 1863.

Report of Rear-Admiral Dahlgren, U. S. Navy.

No. 99.]

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, August 23, 1863.

SIR: This morning before daylight I moved the five monitors to about 800 yards of Sumter and opened fire upon it. A fog arose which prevented us from seeing the work part of the time, nevertheless much damage must have been done to its southeast and northeast faces.

Sumter only replied with six shots, but Moultrie, with its extended lines of earthworks, opened heavily and struck the monitors frequently with heavy shot. The *Weehawken*, in which was my flag, received two blows on the pilot house, which were more forcible than any I have seen, owing probably to the diminished distance.

Notwithstanding the difficulties of maneuvering during the night in a channel edged with shoals, only one of our monitors got aground, but extricated herself.

About 6 o'clock, the men being much exhausted by the labor of two successive days and nights, I drew off in full daylight under the steady fire of Fort Moultrie.

It is now blowing from the southeast, and when it subsides I propose passing Sumter into the harbor, if the obstructions are not of such a nature as to prevent it.

The returns from all the vessels have not yet been received, so that I am unable to render a full statement in detail at this time.

The gorge of Sumter has been completely ruined by the severe fire of the shore batteries, which has also reached the other faces of the work, and must have dismounted most of their barbette guns, besides seriously injuring the walls themselves. In this the naval battery of four rifled cannon have participated, under Captain F. A. Parker.

I have the honor to be, very respectfully, your obedient servant,
J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

P. S.—Fort Wagner is quite as strong as ever, perhaps more so. The trenches have, however, been pushed quite close to it, and an assault may again take place before long. Battery Gregg is also unimpaired.

Report of Commander Downes, U. S. Navy, commanding U. S. S. Nahant.

U. S. IRONCLAD NAHANT,
Off Charleston, August 23, 1863.

SIR: I have the honor to submit the following in relation to the participation of this vessel in the operations against Fort Sumter last night:

Impeded by the mistiness of the atmosphere, we did not reach our allotted position for action until 4 a. m., at which time a heavy fog settling down obscured our view so that we found opportunity for firing but one XI-inch shell at the fort, being deterred from using the XV-inch gun by the condition of the smoke box, which is started off to such an extent as to admit the flame into the turret to a dangerous extent. During the brisk fire opened on us at intervals by the enemy's batteries we were struck but once on the turret heavily, starting out some eight or ten bolts. I have the satisfaction to report no one injured on board this vessel during the action.

I am, respectfully, your obedient servant,

JOHN DOWNES,
Commander.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Lieutenant-Commander Badger, U. S. Navy, commanding U. S. S. *Montauk*.

U. S. IRONCLAD MONTAUK,
Off Charleston, August 23, 1863.

SIR: I have the honor to report that in consequence of the illness and detachment of Commander Fairfax I took command by your order for last night's operation of this vessel. The position assigned the *Montauk* was the easternmost end of the line, about 900 yards from each of the forts, Sumter and Moultrie. We were struck seven times in different parts of the vessel; the hits were very severe, particularly one on the side armor, which broke two plates and made an indentation of about $4\frac{1}{2}$ inches.

We fired only seven XV-inch shells, on account of the fog, which obscured Sumter. The XI-inch gun, you are aware, was disabled before the vessel went into action.

Very respectfully, your obedient servant,

O. C. BADGER,
Lieutenant-Commander, U. S. Navy.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Acting Lieutenant Giraud, U. S. Navy, of the U. S. S. *Montauk*.

U. S. IRONCLAD MONTAUK,
Off Morris Island, South Carolina, August 23, 1863.

SIR: I have the honor to make the following brief report of part taken by the *Montauk* last night in the attack upon Fort Sumter:

At 12 midnight, got underway and moved toward Sumter; at about 2:30 anchored within 750 yards of Sumter and immediately after opened fire upon that work with XV-inch shells, Fort Moultrie replying vigorously.

At 4 a. m. thick fog set in. Ceased firing. At about 5 a. m. fog lifted. Got underway and returned to our anchorage. During the engagement was hit heavily six times on turret, side armor, and decks. Acting Ensign Theo. F. De Luce was slightly wounded in left arm by a flying bolt-head while in the turret.

Respectfully, your obedient servant.

P. GIRAUD,
Acting Lieutenant and Executive Officer.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Commander Colhoun, U. S. Navy, commanding U. S. S. *Weehawken*.

U. S. IRONCLAD STEAMER WEEHAWKEN,
Off Morris Island, South Carolina, August 23, 1863.

SIR: The following is a report of the part taken by this vessel in the action with Fort Sumter this morning:

On hoisting your flag on board the *Weehawken* last night at 11:30, we got underway in company with the other four monitors, and anchored at 2:40 a. m. about 1,000 yards from Fort Sumter; commenced firing at 3 a. m. Owing to the foggy weather, we could not

see the fort during the greater portion of the time we were engaged. We fired 11 solid shot and 13 shell from the XI-inch gun, and 9 shell from the XV-inch. Fort Sumter fired at us 6 shot; Fort Moultrie and the other forts on Sullivan's Island fired very heavily at us. We were struck ten times without any material damage.

Thomas Roberts, quartermaster, who was on the outside of the turret engaged in clearing away some rope that obstructed our view through some of the sight holes in the pilot house, was badly wounded in the elbow of right arm by a piece of shot which struck about the center of the pilot house. At 5:30 a. m. we ceased firing and proceeded to our present anchorage.

It affords me the greatest pleasure to mention in this report the zeal and fidelity with which the officers and men of this vessel, in this action, as well as in every other in which we have been engaged since the 10th ultimo, have discharged their duty.

Very respectfully, your obedient servant,

EDMUND R. COLHOUN,
Commander.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting notes of the engagement.

No. 100.]

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, August 24, 1863.

SIR: I enclose herewith, for your information, notes taken by Flag-Lieutenant Forrest, of the engagement on the morning of the 23d instant.

I have the honor to be, very respectfully, your obedient servant,
J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

[Enclosure.]

Notes of the engagement with Fort Sumter on the night of August 22, 1863.

11:05 p. m.—Admiral, accompanied by his staff, Flag-Lieutenant Forrest, Ensign Adams, and the pilot, left flag-steamer *Philadelphia*, and at

11:30—Hoisted the flag on the *Weehawken*.

11:40—Underway, and sent tug to other monitors to tell them to get underway.

11:50—Heading up the channel, accompanied by *Montauk* and *Nahant*.

12—Sheered alongside *Patapsco* and told him to proceed whilst flag[ship] hailed *Ironsides* to show a red light, as soon as the firing commenced.

12:30—At the lower buoy.

1—Hailed *Passaic* and shortly afterwards *Patapsco*, to tell them that flag[ship] would take the extreme left.

1:15—Anchored.

- 1:30—Flag[ship] weighed anchor and headed for the upper buoy.
 2—Saw the lights flashed by Ensign Porter at upper buoy and headed for them. By the upper buoy; Ensign Porter came aboard.
 2:45—Anchored near Sumter and sent Porter to tell the other monitors to anchor on our right in a line extending toward Moultrie.
 2:55—All the monitors anchored; the *Passaic* on our right, the *Patapsco* on our left, the *Montauk* on our extreme right, the *Nahant* just astern of flag; flag being about 900 yards from Sumter.
 3:03—Flag fired first at Sumter, XI-inch.
 3:10—Flag fired XV-inch.
 3:15—*Montauk* opened.
 3:20—*Passaic* opened.
 3:30—*Patapsco* opened and the firing became general; the practice was very good; the heavy thuds distinctly heard as the shot struck the fort.
 3:40—Sumter fired first gun at flag, just after sending up rocket; passed over.
 3:45—Gregg opened on flag.
 4:10—Heavy fog came over from Moultrie, completely enveloping the fort; flag fired in the direction, however, having taken its bearing under a star. Hailed the *Patapsco* and *Passaic*, giving them the bearing and told them to do the same.
 4:15—Flag moved up about 150 yards toward Sumter.
 4:20—Fog having lifted, Moultrie opened with a very heavy fire on the monitors.
 4:30—Flag struck by Moultrie, and quartermaster wounded.
 5—Another fog bank came over, accompanied by a breeze from the eastward that swung the ships, and we had to suspend operations again.
 5:20—Resumed firing again and fired until 6:10, at which time there being no signs of the fog lifting, and it being broad daylight, flag got underway and moved down toward the buoy. In passing, hailed the monitors to follow flag down in line.
 6:30—Made signal, "Withdraw from action."
 6:40—At lower buoy; monitors taking their position for coming down, under a heavy fire from Moultrie, Bee, and Beauregard, which batteries continued their fire until we had passed well down below the *Ironsides*. In looking at the fort, it appeared to be very severely battered on the seacoast wall.
 7—Admiral and staff took a tug, and at
 7:20—Hoisted the flag on board the *Philadelphia*.

I have the honor to be, very respectfully, your obedient servant,
 MOREAU FORREST,
Flag-Lieutenant.

Rear-Admiral JNO. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

[Telegram.]

MORRIS ISLAND, August 23, 1863.

What did you ascertain as to the condition of Sumter?

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

OFF MORRIS ISLAND, *August 23, 1863—10 a. m.*

It was so foggy that but little could be ascertained. We received a heavy fire from Moultrie. The admiral is now asleep.

O. C. BADGER,
Chief of Staff.

General GILLMORE.

[Telegram.]

MORRIS ISLAND, *August 23, 1863—10:20 a. m.*

Did you receive any fire from Fort Sumter?

GILLMORE,
General.

Captain BADGER.

[Telegram.]

OFF MORRIS ISLAND, *August 23, 1863—10:25 a. m.*

She fired two or three times only, when we first opened.

BADGER,
Captain.

General GILLMORE.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Brigadier-General Gillmore, U. S. Army, regarding the attack.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, August 24, 1863.

MY DEAR SIR: I have just received yours of the 23d.

On the morning of that day I passed up the channel before light and placed five monitors against the northeast and southeast fronts of Sumter, and maintained a fire until 6 o'clock, when the increasing thickness of a fog shut out Sumter, but left us in view of Moultrie, which had previously opened on the monitors, but increased the fire very much when daylight came.

Our distance from Sumter was about 800 yards. Six shots were fired from the angle of the southeast and northeast faces, and it is probable that the vessels were not exposed to the northeast faces. The shot from Moultrie struck the monitors with more force than any previously received by them.

I had designed to prosecute my operations to-night, but the force of the wind and the increasing sea render it impracticable for the time.

It is certainly very desirable to invest Morris Island, as suggested in your letter, for which purpose boats would be sufficient. Still these would be quickly destroyed by grape from Battery Gregg, and my scouts report that the enemy is always in observation afloat.

In reply to your query by telegram as to the condition of Sumter, I am unable to give any positive information from what I saw; but, as our shots were seen to hit and explode generally, I have no doubt that

they battered down most of the southeast face, which had already been much damaged by your fire. The northeast face was also injured.

Very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Brigadier-General Q. A. GILLMORE,

Commanding Department of the South.

Extract from diary of Rear-Admiral Dahlgren, U. S. Navy, August 22 and 23, 1863.

August 22, 1863.—General Gillmore asked me to keep down Wagner; it will disable his guns. I send in some ironclads which will do it. But this will so exhaust the ironclads as to unfit them for service to-night, so I can not do it.

About 11 p. m. I went to the *Weehawken*, and soon after all the turrets were moving up channel. It was a fine night and too smooth, as the least sound might be heard. The difficulty of managing a number of vessels like these was considerable in a strong tideway, under the fire of heavy forts and considerable intricacy of navigation. So it was nearly 3 o'clock [a. m., August 23] before we were all fairly in place and I fired the first shot at Sumter. We were about 800 yards from it, and its great walls could be seen looming up in the obscurity of the night.

The attack was a surprise, as several shots were fired before even a light was seen. Then came some half dozen shots very slowly. Meanwhile the monitors were firing rather slowly, except my own (the *Weehawken*), which fired 33 shots, *Nahant* 1, the *Montauk* 7 (one gun disabled), the *Passaic* [19], and *Patapsco* [11]. Total [71], which was less than should have been. It was an hour before Moultrie was fully aroused, and then opened a heavy fire. The blows were very severe, owing, no doubt, to decreased distance. For a while fog arose, and we fired by direction of stars. Our shells were seen to hit and explode on the wall. The monitors maneuvered rather much, and some did not seem to have a clear idea of the purpose.

Presently came daybreak, fog rather increased, and Moultrie firing fast. Finding Sumter pretty well used up, I concluded to haul off, for the men had been at work two days and two nights and were exhausted. So the monitors were drawn off for a while. I missed the *Passaic* in the fog and turned back. After a while saw her under high pressure. Learned that the *Patapsco* had got aground and then floated off.

So we all got back excessively used up by two nights' vigil in this truly horrible climate. I met the *Ironsides* no great way from her berth, coming up as if she really meant to do something.

Abstract log of the U. S. S. *Montauk*, Lieutenant-Commander Badger, U. S. Navy.

August 23, 1863.—At 12 midnight Lieutenant-Commander O. C. Badger came on board to direct the movements of this vessel. At 12:10 got underway and cleared ship for action. At 1:10 passed near the *Ironsides* and received orders to proceed toward Sumter in company with the *Weehawken* (flagship), *Nahant*, *Patapsco*, and *Passaic*. At 2:20 anchored in line of battle about 800 yards from Sumter and

1,000 from Fort Moultrie. At 3 opened fire with effect on Sumter. At 3:30 ceased firing on account of thick fog. At 5 got underway and steamed out. During the engagement received six heavy shots on turret, side armor, and smokestack, and one on deck over magazine. Acting Ensign Theo. F. De Luce, in charge of XV-inch gun, received a wound in left arm from a bolthead. During the action expended 6 XV-inch shell and 6 35-pound charges. At 9 the *Ironsides* withdrew from action. At 12:30 p. m. a flag of truce went up to the enemy's works, returning in a short time. From 4 to 6 p. m.: Commander John L. Davis came on board and assumed command of this vessel. At 5:30 the wooden gunboats resumed their stations outside the bar. At 8:40 anchored off Wagner near buoy (on picket duty).

Abstract log of the U. S. S. *Nahant*, Commander Downes, U. S. Navy.

August 23, 1863.—Commencing and until 4 a. m.: Standing up for Sumter. From 4 to 8: At 5:15 fired a 5-second shell from XI-inch gun. At 6:45 weighed anchor and stood back to the fleet. Received one heavy shot from Sumter on the turret, which started some eight or ten bolts.

Abstract log of the U. S. S. *Passaic*, Lieutenant-Commander Simpson, U. S. Navy.

August 23, 1863.—From midnight to 4 a. m.: Wind 0, weather foggy. At 12:10 a. m. ironclads *Weehawken*, *Patapsco*, *Nahant*, *Montauk* came in sight. We got underway and took the lead in steaming up toward Sumter, but, owing to the darkness and dense fog, we did not reach our station until 2:20, when we all came to anchor and commenced firing at Sumter when the fog would permit. Moultrie opened a heavy fire upon us. Sumter was seen to fire twice and Battery Gregg a few times, but owing to the fog they hit us but little. From 4 to 8 a. m.: Wind 0, weather foggy. Continued firing at intervals when Sumter could be seen until 7 a. m., having fired 1 Schenkle shell and 9 chilled and solid shot from the rifle gun, 9 shell from the XV-inch gun, and ship was struck by Fort Moultrie twice about the turret, pilot house once, after flagstaff once, and one other shot struck aft near the flagstaff. At 7 the *Weehawken*, with the admiral on board, hailed us, ordering us to take our station for retiring. We immediately got underway and steamed toward our old anchorage, closely following the *Weehawken*. At 8 came to anchor.

Abstract log of the U. S. S. *Patapsco*, Commander Stevens, U. S. Navy.

August 23, 1863.—At 1 a. m. got underway and proceeded toward Fort Sumter in company with all the monitors, the *Weehawken* as flagship. At 2:30 anchored within 800 yards of the forts. At 2:50 opened fire on Fort Sumter, which, together with Forts Moultrie, Johnson, and Cumming's Point, with other supporting batteries on Sullivan's Island, replied briskly. At 6 a. m. withdrew in obedience to orders from the admiral, having been engaged three hours and ten minutes. Expended 3 XV-inch shells, 3 XV-inch shrapnel, and 5 rifle shell (Schenkle).

Abstract log of the U. S. S. *New Ironsides*, Captain Rowan, U. S. Navy.

August 23, 1863.—At 12:30 a. m. three monitors passed us toward Wagner. At 1 called all hands, hove up anchor, and beat to quarters. All the monitors passed up toward Fort Sumter. At 3 monitors opened fire on Fort Sumter; ship underway during the watch in main Ship Channel. From 4 to 8 a. m.: Calm with thick and foggy weather. Monitors occasionally firing toward Fort Sumter. At 6 came to in the fog abreast of Fort Wagner. At 7:30 fog lifting, got underway, and at 8 opened fire on Fort Wagner from starboard broadside with 5-second shell. Enemy replied from Wagner and Cumming's Point, striking the ship four times. Received 1 heavy shot on the port quarter, breaking plate and cutting away dingey's painter; also heavy glancing shot striking deck forward, breaking plate. The shot were from X-inch gun in Fort Wagner, apparently fired with very heavy charges. At 9 ceased firing on Fort Wagner and came to anchor in main Ship Channel. Firing between our batteries and the rebel batteries throughout the day. At 6 p. m. got underway and steamed up toward Fort Wagner; came to anchor.

Report of Brigadier-General Clingman, C. S. Army, commanding on Sullivan's Island.

SULLIVAN'S ISLAND, SOUTH CAROLINA,
August 23, 1863.

CAPTAIN: I have to report that this morning, about 3 o'clock, some of the enemy's monitor ironclads came into the entrance of the harbor, immediately between Fort Moultrie and Battery Gregg.

They opened fire upon Fort Sumter, but the fog was so heavy that I could not ascertain their precise position, after the most careful observation. At dawn of day they were visible, one of them being about 1,000 yards, as near as I could judge, from this island. Our guns at once opened on her. She did not return our fire, and remained perfectly stationary. When we began to fire on her, two other monitors came up in line with her, at a greater distance, however. For several minutes we kept a constant fire on her. The fog, however, unfortunately closed down on her, and rendered her completely invisible. It remained for more than an hour, and thus prevented a continuance of our fire. The enemy's ships remained silent.

As the vessel nearest to us remained perfectly stationary, I think it is almost certain that she was aground. Had the fog kept off for half an hour, I feel confident that she would have been destroyed by our fire. After it raised, five monitors were seen moving out as rapidly as possible. Our fire was resumed, but from the length of the range it was not very effectual. While, however, the monitor was stationary, I saw that she was repeatedly struck and probably injured.

The report of Colonel Butler, which I send to you, will advise you of the number of shots fired by our batteries.

Very respectfully, yours, etc.,

T. L. CLINGMAN,
Brigadier-General.

Captain W. F. NANCE,
Assistant Adjutant-General.

Report of Captain Rivers, C. S. Army, commanding Battery K, Sullivan's Island.

SULLIVAN'S ISLAND, *August 23, 1861 [1863].*

SIR: I have the honor to report all quiet at this battery * up to the hour of 3 a. m., when the *Ironsides* and monitors were discovered between this battery and Cumming's Point, firing on Sumter.

As soon as it became light enough this battery opened its fire on them, firing thirty-six shots and striking them repeatedly. After firing for awhile a heavy fog hid them from view for an hour. When the fog cleared away they were discovered retiring to their old position off Battery Wagner.

Yours, very respectfully,

C. H. RIVERS,
Captain, Commanding Battery K.

Captain W. F. NANCE,
Assistant Adjutant-General.

Report of Major De Treville, C. S. Army, commanding Fort Moultrie.

HEADQUARTERS FORT MOULTRIE, S. C.,
August 23, 1863.

CAPTAIN: I have the honor to report that on a signal from Fort Sumter this morning at about 3 o'clock the alarm was sounded and all the guns manned.

Owing to the darkness of the night and the density of the fog, it was some time after daylight before any enemy could be discovered, but on a partial clearing away of the mist we could occasionally get glimpses of the enemy's monitors, lying between this post and Battery Wagner. I ordered fire opened from all the batteries, and kept it up as long as the enemy could be distinguished, when, the fog again thickening, we were compelled to cease firing. About one and a half hours afterwards I found the enemy endeavoring to escape under cover of the fog, and again opened fire, but the range being too great, after firing a few X-inch shots, ceased entirely. The enemy fired only a few shots at us; all of which were harmless.

About 8 a. m. the Yankee fleet occupied nearly their original ground, the *Ironsides* firing an occasional shot at Battery Wagner.

The details of the engagement will be furnished in the official report of the action.

Very respectfully, your obedient servant,

ROBERT DE TREVILLE,
Major, Commanding.

Captain W. F. NANCE,
Assistant Adjutant-General.

Report of Brigadier-General Hagood, C. S. Army, commanding on Morris Island.

BATTERY WAGNER, *August 23, 1863.*

CAPTAIN:

* * * * *

A little after 7 a. m. the *Ironsides* opened fire. We replied slowly with our X-inch columbiad, and, with the assistance of Battery Gregg,

* Battery K, Third South Carolina Artillery.

succeeded in forcing her to retire in an hour and a quarter. She was frequently struck. One of her boats was disengaged and fell into our hands.

* * * * *

Respectfully submitted.

JOHNSON HAGOOD,
Brigadier-General, Commanding.

Captain W. F. NANCE,
Assistant Adjutant-General.

Report of Lieutenant Gilchrist, C. S. Army, commanding Battery Gregg.

BATTERY GREGG, *August 24, 1863.*

CAPTAIN: I would respectfully report that four monitors appeared off this point this morning at 3 o'clock. They opened on Sumter and were replied to by that fort. As the guns of this battery were difficult to trail, and as I had nothing but the flash of their guns to indicate the position of the monitors, I concluded it was best not to fire until I had light sufficient to render my aim exact. At day dawn I opened on them and fired whenever the fog permitted me to see them.

Four shots were fired from one of the X-inch columbiads.

Later in the day, when the *Ironsides* opened on Battery Wagner, I returned her fire with nine shots from the same columbiad, three of them with considerable precision, one of which cut away from her a small four-oared boat, which I afterward secured as it was floating past this post. Several shots were fired at this battery by the land batteries of the enemy, but without effect; one columbiad carriage is so much injured that I will not fire that gun unless in cases of extreme necessity.

Respectfully reported.

R. C. GILCHRIST,
Lieutenant, Commanding Battery.

Captain P. K. MOLONY,
Assistant Adjutant-General.

[Telegrams.]

AUGUST 23, 1863.

Can you let me have some 100-pounder Parrott shell? I am entirely out.

GILLMORE,
General.

Admiral DAHLGREN.

[Reply.]

AUGUST 23, 1863.

I can let you have 250 shells and 100 shot; also 100 Schenke shells.

DAHLGREN,
Admiral.

General GILLMORE.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Davis, U. S. Navy, to assume command of the U. S. S. Montauk.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, August 23, 1863.

SIR: You will assume command of the U. S. ironclad *Montauk*.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Order of Rear-Admiral Dahlgren, U. S. Navy, restricting communication by flag of truce from the enemy.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, August 24, 1863.

In future no communication from the enemy by flag of truce or otherwise will be received afloat by the southern channel, except such as may be needed during an action and have reference to its incidents; all others must be transmitted by the Sullivan's Island Channel to the outer squadron.

This order will be notified to any flag of truce that may present itself before reaching a line due east from Fort Wagner, after having been stopped there by firing a blank cartridge before reaching said line, repeating it if the approach is continued, and by a shot if that line is passed.

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, regarding measures of security for monitors in case of heavy weather.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, August 24, 1863.

As the season is now approaching when occasional spells of heavy weather may occur, the commanders of the monitors are enjoined to take such measures as each may deem requisite for the security of his vessel in the event of gales of wind, and make requisitions in time for what may be needed.

They should also make requisitions for spare pieces that are liable to give way, such as movable parts of machinery, bolts for smoke boxes, etc.

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Letter from the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding the construction of submarine boats.

NAVY DEPARTMENT, August 24, 1863.

SIR: The Department has written to Rear-Admiral Paulding to enquire if such submarine boats as you refer to in your No. 76* can be made by the parties named, and if so, to have them prepared.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JNO. A. DAHLGREN,
Comdg. S. A. Blockading Squadron, off Charleston, S. C.

Letter from the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, forwarding information regarding the landing of Whitworth guns at Bermuda.

NAVY DEPARTMENT, August 24, 1863.

SIR: I enclose copy of telegraphic dispatch dated the 22d, received by the Secretary of State from the U. S. consul at Halifax, announcing that two large Whitworth guns were landed at Bermuda on the 12th instant and are waiting a chance to be run into some blockaded port. These are, no doubt, the guns shipped from England in the *Sumter*, or *Gibraltar*, which vessel was recently reported as being at Bermuda.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JNO. A. DAHLGREN,
Off Charleston.

[Enclosure.—Telegram.]

HALIFAX, NOVA SCOTIA, August 22, 1863.
(Received 4:10 p. m.)

Two large Whitworth guns, weighing 22 tons each, and carrying, each, steel-pointed conical ball, 750 pounds, were landed at Bermuda on 12th August, intended for rebels' defense, Charleston Harbor, and waiting chance to run blockade.

M. M. JACKSON,
Consul.

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

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the impaired condition of the engines of the vessels on the blockade.

No. 103.]

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, August 25, 1863.

SIR: I beg leave to call the attention of the Department to the frequent disability of the steam engines of vessels on this station, occurring so often as to seriously impair the force of this squadron.

* See report of Dahlgren to Welles, dated August 11, 1863.

To mention some of the most recent of these:

The *Cimarron* injured her machinery in trying to get off a shoal; the *Dai Ching*, sent up to relieve, sustained some injury in assisting.

The *Madgie's* engine is reported badly out of repair; the *Wamsutta* likewise; the *Seneca*, sent to relieve, reports crosshead broken; *Cone-maugh* just reported cylinder head broken; the *Dai Ching* is again disabled, and must soon go to New York.

These happened about the same time, and is a fair sample of the number of steamers off duty for repair.

The evil is so serious as to require special examination. As some of the vessels are new, it seems unaccountable. The order of the Department (July 25) may point to some of the causes.

If possible, I would ask to have some additional vessels; or the blockade will cease at some points.

I have also to represent that so many officers have returned home, under reports of survey for disability and sickness, that the squadron has not more than half the number required to execute the duty properly. I beg leave to refer you to the official returns.

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

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of the commandant navy yard, Philadelphia, regarding the loss of the U. S. brig Bainbridge.

No. 386.]

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Philadelphia, August 25, 1863.

SIR: The brig *South Boston* arrived here to-day with James White, ordinary seaman, on board, who represented himself as the sole survivor of the crew of the U. S. brig *Bainbridge*. White says the *Bainbridge* was bound from New York to Port Royal, and encountered a gale of wind and was capsized on the 21st instant off Cape Hatteras, and that all the crew except himself and the cook was drowned.

They succeeded in gaining a boat which belonged to the *Bainbridge*.

The cook, he thinks, became crazy and jumped overboard and drowned himself. He was in the boat forty-eight hours, when he was taken off by the *South Boston*. I have had him sent on board the *Princeton*.

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

C. K. STRIBLING,

Commandant.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington City, D. C.

Order of Rear-Admiral Dahlgren, U. S. Navy, regarding the selection of volunteers for a special service.

FLAG-STEAMER DINSMORE,

Off Morris Island, August 25, 1863.

I have need of a few volunteers for a special service—men who are intelligent, cool, and brave.

Ensign Porter is authorized to select these men, and the commanders of vessels will please allow him to do so, and also to have such boats as may be needed.

If suitable boats, light and swift pulling, are not to be had among the vessels of the squadron, I will direct the purchase of such to be made if they can be found.

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Hughes, U. S. Navy, commanding U. S. S. Cimarron, to proceed to Port Royal, S. C., for orders.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, August 25, 1863.

SIR: You will proceed with the vessel under your command to Port Royal, and report to Commander William Reynolds, senior officer present, who will furnish orders.

If, in the opinion of Commander Reynolds, the condition of the *Seneca* requires that she should be immediately relieved, you will proceed to Doby and take her place on that station. If he thinks the *Conemaugh* should be sent directly to Port Royal for repairs, you will go to Wassaw with the *Cimarron*, and relieve the *Conemaugh* at that point.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander A. K. HUGHES,
Commanding U. S. S. Cimarron.

Incomplete report of Lieutenant-Commander Bacon, U. S. Navy, regarding the stretching of a net across Light-House Inlet as a precaution against torpedoes.

U. S. S. COMMODORE McDONOUGH,
Light-House Inlet, August 25, 1863.

SIR: I respectfully state that with the assistance of Colonel Serrell, of the Engineer Corps, U. S. Army, we succeeded in stretching a net buoyed up by fifteen barrels across the creek about a mile above where we now lay, for the purpose of stopping torpedoes, and which will answer the purpose for which it is designed. I respectfully request that a survey may be held upon the hurricane deck of this ship, which leaks so badly when it rains that the officers and men are not able to sleep in their quarters, and makes everything so damp that Acting Assistant Surgeon Campbell, of this ship, reports that the sickness on board increases on account of it. I think that the evil may be remedied by removing the old canvas, which is much worn, and putting down new, giving it two or three.*

[GEORGE BACON.]

*This letter unfinished.

[Telegram.]

OFF MORRIS ISLAND, August 26, 1863—11:10 a. m.

Would it be convenient for you to open a heavy fire on Sumter, sustaining it until nightfall?

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

MORRIS ISLAND, August 26, 1863—11:30 a. m.

I can open a pretty strong fire on Sumter, if you deem it necessary. One of my VIII-inch guns is burst, and others are nearly expended. Do you think Sumter has any serviceable guns?

My calcium lights can operate to-night on Sumter and the harbor, unless you wish otherwise, and we can arrange for investing Morris Island.

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Off Morris Island, S. C., August 26, 1863—12 m.

I am going to operate on the obstructions, and a portion of my men are uncovered. I do not fear the heavy guns of Sumter, but wish the fire from small arms kept down if possible.

Your fire will be very serviceable; am sorry your guns are giving out.

DAHLGREN,
Admiral.

General GILLMORE.

Letter of Brigadier-General Gillmore, U. S. Army, to Rear-Admiral Dahlgren, U. S. Navy, proposing to prevent the approach of small boats by throwing light upon the water.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Morris Island, South Carolina, August 26, 1863.

MY DEAR SIR: I shall be able, I think, to light up the waters between Fort Sumter and Cumming's Point so that no small boats can approach the latter without being seen by your picket boats. My plan is to locate the lights at the left of my second parallel, and throw a cone of rays subtending an angle of 15 or 20 degrees, the right or easterly element of which will pass through Cumming's Point, and include Fort Sumter. Will this interfere with your plan of operations for to-night? If so, please inform me by the bearer, Lieutenant [Henry M.] Bragg, of my staff.

Very respectfully, your obedient servant,

Q. A. GILLMORE,
Brigadier-General, Commanding.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Brigadier-General Gillmore, U. S. Army, regarding the necessity of darkness for his operations.

AUGUST 26, 1863.

MY DEAR SIR: To-night I shall need all the darkness I can get. If you light up, you will ruin me.

What I did want was the active fire of your batteries this afternoon on Sumter.

Most truly, yours,

J. A. DAHLGREN,
Rear-Admiral, Commanding.

General GILLMORE,
Commanding Department of the South.

Letter from Brigadier-General Gillmore, U. S. Army, to Rear-Admiral Dahlgren, U. S. Navy, acceding to the request of the latter.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Morris Island, South Carolina, August 26, 1863.

ADMIRAL: I shall not light up to-night. I will open fire on Sumter and keep it up till dark.

Very respectfully, your obedient servant,

Q. A. GILLMORE,
Brigadier-General, Commanding.

Admiral DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, in view of proposed passage through the obstructions in Charleston Harbor.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, August 26, 1863.

Attempt to pass into the harbor August 26, 1863.

The tide ebbs at 5 p. m.; flows at midnight.

The moon sets at 4 a. m.

The turrets will assemble after dark between Wagner buoy and buoy Sumter (3).

A steam tug will be provided with tackles, straps, fishhooks, and smart seamen; also with saws, augers, cold chisels, hammers, and mechanics to use them; hawser, seizing stuff, etc.

Two gunboats with the turrets.

Ironsides mid-channel, east of buoy 3.

At appointed time the turrets will move near Sumter (ebb tide). The tug with head monitor and covered by it from Moultrie. Ahead will be the boats with Ensign Porter, which will approach the buoys and a boat take hold of each.

If the passage can be effected by clearing the obstructions, it may be done, though it may be that the obstructions are designed to force vessels to pass over torpedoes, etc.

The tug will approach one of the buoys, boat will hook on the fish [tackle] and the buoy with chain hoisted out of water; the chains are now to be cut or unshackled or the buoys cut and sunk. It is supposed that three or four buoys so disposed will leave room to pass.

If a fire is opened from Moultrie or elsewhere, the monitors are to interpose the turrets to protect the tug.

Some will also open on Moultrie or wherever the fire can be effective.

At this time the *Ironsides* must assist to cover either with her fire or by passing between the tug and fire.

If a passage can be made by the obstructions, then the monitors are to move up to Rebellion Road.

It is impossible, of course, to prescribe with exactness all the incidents of an operation like this. The general idea alone can be sketched; the rest must be left to the coolness and judgment of commanding officers, especially to meet unexpected events.

If the above should fail, it is proposed to make fast by hawsers to the obstructions and drag them, if the tide be ebb, or to run at them, if flood.

The operation is the most important yet undertaken here, and I rely on the energy and zeal of all who participate to spare no effort.

JNO. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Report of Major Zeilin, U. S. Marine Corps, regarding a detachment of men from the naval battery to take possession of Fort Sumter.

HEADQUARTERS MARINE BATTALION,
Morris Island, August 26, 1863.

SIR: In reply to your request to know if I can furnish a detail of from one to two hundred resolute men to land from boats at night and take possession of Fort Sumter, I have to say that I can furnish 150 men, such as they are. I can not say whether they are such as you require or not, but they are the best I have.

I am, very respectfully, your obedient servant,

J. ZEILIN,

Major, Commanding Marine Battalion, Morris Island.

Real-Admiral J. A. DAHLGREN,

Commanding South Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, giving additional orders regarding repairs to the U. S. S. Atlanta.

NAVY DEPARTMENT, *August 26, 1863.*

SIR: I enclose herewith a copy of a letter addressed to you on the 3d instant, instructing you to send the *Atlanta* to Philadelphia, no acknowledgment of which has been received by the Department.

If it is not necessary to dock the *Atlanta*, you can send her direct to Hampton Roads, and the *Sangamon* will be ordered down to you. If she requires docking, let her go to Philadelphia, and as soon as her

repairs are completed and she relieves the *Sangamon* at Hampton Roads, the latter will proceed off Charleston.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JNO. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Charleston.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, to furnish weekly reports regarding injuries sustained by the ironclads.

NAVY DEPARTMENT, August 26, 1863.

SIR: The Department desires you to have prepared and forwarded to it, weekly, full reports of the character and extent of the injuries sustained by the ironclads from shot and shell in their engagements with the enemy, all accompanied by sketches when it can be conveniently done. Such reports and sketches of injuries sustained in the late attacks upon the defenses of Charleston are desired, particularly with reference to the shot which caused the death of Commander Rodgers and Paymaster Woodbury.

These reports and sketches are important to the Bureau and others concerned, to enable them to understand correctly and provide promptly for repairing the damages; and frequently measures for improving the ironclads are suggested by them.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Charleston.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding the retention of chartered steamers for special service.

NAVY DEPARTMENT, August 27, 1863.

SIR: I have received your No. 90, in reference to the four propellers having on board the deck loads of the monitors, and stating that, as they are so much needed, you would retain them until the Department directs their discharge.

The Department authorizes you to retain them as long as you may regard them as actually necessary, bearing in mind that they are under heavy charter, and should be discharged as early as expedient.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Charleston.

Order of Rear-Admiral Dahlgren, U. S. Navy, regarding the duty of the monitors.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, August 27, 1863.

The attention of the commanders of the ironclads is called to the order of July 22, 1863.

With this modification, that by day there is to be an advanced monitor as by night, so as to observe and check any movement of the enemy's steamers, at least as far as buoy No. 3, not needlessly exposing the monitors to the fire of Moultrie.

The monitors will not await signal from the flag[ship] to discharge this duty, but will prosecute it vigorously and signal for aid if needed, giving information from time to time to the flag.

The monitor on this duty will go on duty at 10 o'clock in the morning and remain until relieved the next morning.

By order of Rear-Admiral Dahlgren, commanding South Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding the services of the U. S. S. Mary Sanford.

NAVY DEPARTMENT, *August 27, 1863.*

SIR: The steamer *Mary Sanford* will be used for the purpose of transporting to Northern ports the sick and wounded of the South Atlantic Blockading Squadron, and for other purposes. She will touch at Norfolk, in order to transfer to the hospital there those who are to receive medical treatment at that point, and will convey the remainder to such Northern port as you may direct.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Charleston.

[Telegram.]

MORRIS ISLAND, SOUTH CAROLINA,
August 27, 1863—11 a. m.

Can I take another VIII-inch gun and a 100-pounder from your vessels?

I have burst 3 VIII-inch guns in all. We took 78 prisoners, including 2 officers, and gained 100 yards toward Wagner yesterday.

GILLMORE,
General.

Admiral DAHLGREN.

U. S. FLAG-STEAMER PHILADELPHIA,
Off Morris Island, August 27, 1863—11:30 a. m.

You can take the guns with pleasure. My attempt to pass the forts was frustrated by bad weather; but chiefly by the setting in of the strong flood tide.

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

MORRIS ISLAND, *August 27, 1863—1:30 p. m.*

Thanks for the guns. Have you any plans that would render it inexpedient for me to throw a strong calcium light on Sumter and Cumming's Point to-night? Prisoners say that reinforcements and supplies are brought over in small boats from Sumter to Cumming's Point at night.

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Off Morris Island, August 27, 1863—2 p. m.

The admiral is asleep. He intends, if the weather is suitable to-night, to attempt the postponed operations of last night. The illumination you speak of would defeat the admiral's plans.

BADGER,
Captain.

General GILLMORE.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Off Morris Island, August 27, 1863—7 p. m.

Not having been able to complete my preparations, I will not move up to-night. If you wish to use your calciums to-night it will not inconvenience me.

DAHLGREN,
Admiral.

General GILLMORE.

Order of Rear-Admiral Dahlgren, U. S. Navy, in case of a renewal of operations.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, August 27, 1863.

Memorandum for night of 27th August.

If the operation of last night should be renewed, some amendments will be made.

The presence of the enemy's steamers at obstructions indicates resistance. The *Passaic* and *Patapsco* will lead to prevent firing on tug and boats, which will push on when safe to do so.

The *Weeharoken* (flag) will be in position next to direct.

Montauk and *Nahant* will be at supporting distance; *Ironsides* at discretion of commander.

Hour of starting from *Ironsides*, 7 p. m. Effort must be made to reach at an early hour, so as to have all of the ebb tide possible. The obstructions can not be attempted at flood tide.

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to the commanding officer of H. I. M. S. Grenade regarding permission to communicate with Charleston, S. C.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, August 28, 1863.

SIR: I have just been informed by Captain Green, senior officer of the blockading force outside the Charleston Bar, that you desire to know when "my convenience will permit you to communicate with Charleston."

It will be almost impossible, from the nature of circumstances, for me to say when this may be, and you will perceive that I limit myself to announcing to you that any communication with Charleston at this time must necessarily pass our lines of operations and will be inconvenient.

If, however, you insist on having such communication, I shall offer no further objection, but will submit the matter to the Government of the United States.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain J. BAYOT,
Commanding H. I. M. Corvette Grenade.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, for the restriction of all communication with Charleston.

NAVY DEPARTMENT, August 28, 1863.

SIR: Your No. 94, of the 21st instant, in reply to the Department's communication of the 15th, concurring in the views expressed in your No. 61, in reference to the commanding officer of the British steamer *Plover* wishing to send a boat from his vessel into Charleston, and stating that opinion as to advisability does not, in your opinion, confer authority, and asking further instructions from the Department, has been received.

You are directed not to permit any armed or unarmed vessel, foreign or American, to pass into or communicate with Charleston while active hostilities are in progress against that port, except by your special order.

Yours, respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding the wreck of the U. S. S. Keokuk.

NAVY DEPARTMENT, August 28, 1863.

SIR: Is the *Keokuk* in such a position as to render it advisable for the Department to send parties down for the purpose of endeavoring to raise her.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding proposition for the removal of obstructions in Charleston Harbor.

No. 105.]

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, August 28, 1863.

SIR: Mr. S. S. Merriam has presented to me a project for removing all kinds of marine obstructions, and desires to make a contract for those now existing in Charleston Harbor at sixty days from this date.

I am willing to recommend such an agreement, provided the said obstructions have not been removed or rendered useless at that time.

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

JOHN A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the condition of the steam tugs attached to his command.

No. 106.]

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, August 28, 1863.

SIR: The steam tugs now in use on this station are so rapidly wearing away that I would respectfully ask the Department to send me four propellers of the same class as the *Pusey*, recently in use at the Washington navy yard.

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

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

[Telegram.]

MORRIS ISLAND, SOUTH CAROLINA,
August 28, 1863—4:30 p. m.

My plans for to-night will render it advisable to light up Cummings Point and Sumter. It was too late to do so last night after I ascertained there was no objection to its being done.

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

OFF MORRIS ISLAND, *August 28, 1863—4:40 p. m.*

I have no objections, but the contrary. My chief pilot informs me a gale is coming on, and I am coming in the creek.

DAHLGREN,
Admiral.

General GILLMORE.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Cornwall, U. S. Navy, to assume command of the U. S. S. Nahant.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, August 29, 1863.

SIR: You are hereby appointed to the command of the U. S. iron-clad *Nahant*.

You will proceed on board that vessel and relieve Commander John Downes, ordered North, through medical survey.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.
Lieutenant-Commander J. J. CORNWELL,
U. S. Ironclad Weehawken.

[Telegram.]

MORRIS ISLAND, August 29, 1863—3:55 p. m.

Have you any operations on foot in which I can aid you in any way? Will you be on board your ship between 6 and 7 this evening?

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

OFF MORRIS ISLAND, August 29, 1863—4:10 p. m.

Thank you. I shall move up again with the monitors to-night. I shall be most happy to see you on board between 6 and 7 this evening. I shall start soon after that.

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

OFF MORRIS ISLAND, August 29, 1863—9 p. m.

My movement is postponed. It has just been reported to me that Sumter has fired several shots to-day, and operations were based on the supposition that Sumter was silenced. The enemy have also been at work on the obstructions during the day. The chief pilot reports that the line of obstructions has been added to, making a line entirely across the channel from above Sumter to Moultrie. The fire of Moultrie will be as much as I can attend to. I would ask if you can not keep up a fire to-morrow on Sumter, in order to completely dismantle her.

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

MORRIS ISLAND, August 29, 1863—9:45 p. m.

Sumter has not fired a shot to-day. My lookout, who has been on the watch all day, is positive on this point. His attention was specially directed to this matter.

It is the concurrent testimony of prisoners, deserters, and contrabands that Sumter was once effectually silenced. Nothing can prevent her remounting guns during the night, and she may have done so, but none have been fired to-day.

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

OFF MORRIS ISLAND, *August 29, 1863—11 p. m.*

My chief pilot, who was up the harbor to-day, reports that he saw guns mounted on Sumter, and that they were fired. Your lookout may be correct, but if he is in error it would be fatal to my plans.

I can cover my men, while working on the obstructions, from one side, but not from both. If you do not object, I would, therefore, suggest that the fire of your batteries be resumed on Sumter with full vigor to-morrow, as a proper precaution.

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

MORRIS ISLAND, *August 29, 1863—10:40 p. m.*

The officer commanding the trenches—who kept several men on the lookout all day, in order to warn his men to cover whenever a gun was fired—says Sumter has not fired to-day. I will open fire to-morrow, as you request.

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

OFF MORRIS ISLAND, *August 29, 1863—11:35 p. m.*

Much obliged. All your fire on Sumter materially lessens the great risk I incur.

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

MORRIS ISLAND, *August 29, 1863—11:30 p. m.*

Can you spare me some 200-pounder shells? My supply is very low. A constant fire on Sumter is more than my guns can stand very long. I have lost three 200-pounders.

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

OFF MORRIS ISLAND, *August 29, 1863, 11:50 p. m.*

I will let you have either guns or projectiles, as many as you wish, if you will inform me how much you require.

DAHLGREN,
Admiral.

General GILLMORE.

Report of Commander Reynolds, U. S. Navy, senior officer at Port Royal, S. C., regarding the stations of vessels south of that place.

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., August 30, 1863.

SIR: I have the honor to report, in accordance with your directions, that the following vessels are stationed to the southward of Port Royal, viz:

Station.	Vessel.	Remarks.
Wassaw	Unadilla	Repairing at Port Royal.
	Nantucket	Serviceable.
	Conemaugh	To be relieved by Cimarron.
Ossabaw	Water Witch	Recently repaired north.
	Norfolk Packet	Repairing at Port Royal.
St. Catherine's	Augusta Dinsmore	Not known.
Sapelo	Bark Midnight	No report.
Doboy	Seneca	Serviceable.
St. Simon's	Stettin	Do.
St. Andrew's	Brazillera	No report.
Fernandina	Potomska	Do.
St. John's	Norwich	Do.
	E. B. Hale	Do.

I have added a brief notice of condition of each. Not having any reports, this is from mere general knowledge.

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

WILLIAM REYNOLDS,
Commander and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Block. Squadron, off Charleston.

[Telegram.]

MORRIS ISLAND, *August 30, 1863—7:45 p. m.*

Your coal can be landed at Stono or Light-House Inlet, which you please. The water is better at Stono.

I will light up Cumming's Point to-night, if you have no objections.

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

MORRIS ISLAND, *August 30, 1863—8:45 p. m.*

It is so rough that I shall not move up with the monitors to-night. Your lighting up Cumming's Point with your calcium lights will not

interfere with my movements. Is it true that the enemy is strengthening Cumming's Point?

DAHLGREN,
Admiral.

General GILLMORE.

Report of Commander Reynolds, U. S. Navy, senior officer at Port Royal, S. C., regarding the charter of an additional storeship.

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., August 31, 1863.

SIR: I have chartered the bark *Ironsides* at \$1,800 per month, as a storeship, and in addition have agreed to put on not exceeding three strips of copper, as we load him down. She is only coppered to 11 feet. He abated sufficiently from his terms to compensate for the copper to be put on.

Very respectfully, your obedient servant,

WILLIAM REYNOLDS,
Commander and Senior Officer Present.

Rear-Admiral DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, regarding measures for the relief of the crews of the monitors.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, August 31, 1863.

A vessel (the *Home*) has been sent here by the Navy Department, in order that the crews of the monitors may have opportunities for recruiting when exhausted by continued or hard service in their vessels.

The commanders of the monitors will visit the *Home* and suggest to me the best mode of carrying the object into effect.

By order of Rear-Admiral Dahlgren.

Operations against defenses of Charleston, S. C., August 31 to September 8, 1863.*

[Telegram.]

OFF MORRIS ISLAND, *August 31, 1863—7 p. m.*

I understand from my chief pilot that you will be able, day after to-morrow, to open and sustain a heavy fire on Sumter. I shall, therefore, postpone, at least for to-night, an intended movement.

DAHLGREN,
Admiral.

General GILLMORE.

* For reports of army operations see Official Records of Union and Confederate Armies in the War of the Rebellion, Volume XXVIII.

[Telegram.]

OFF MORRIS ISLAND, *August 31, 1863—10 p. m.*

I regret that any verbal report from your chief pilot has caused the postponement of any intended movement, when time is of such great value to the enemy in increasing the batteries on Sullivan's Island. Sumter did not fire on the monitors while they were in range to-day. I will open on Sumter to-morrow with five heavy guns, including two in the naval battery.

The Whitworth guns are of no use, and can be taken away.

GILLMORE,
General.

Admiral DAHLGREN.

Order of Rear-Admiral Dahlgren, U. S. Navy, in preparation for the attack upon Fort Sumter, transmitting system of signals to be used.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 1, 1863.

An attack will be made to-night by the ironclads upon Fort Sumter. The monitors will assemble about the *Ironsides* at 9:30 p. m., punctually.

Ensign Porter will place his boat at buoy No. 3 at 8 p. m. and when he sees a light flashed from the monitors below him, will answer by flashing a light from his boat.

The monitors will move together up the channel to a position near Fort Sumter, following the *Weeharoken* in close order, and anchor in such order across the channel as may be found best for engaging Sumter, the flagship being on the extreme left.

The utmost care will be taken to avoid approaching so near the obstructions as to endanger the vessels becoming entangled in them.

Whenever the fire of the monitors can be advantageously diverted from Fort Sumter to floating obstructions that may appear in the channel, it will be done.

The XI-inch guns will be loaded alternately with shot and shell.

The enclosed system of signals will be used. It is hoped their simplicity will insure prompt attention to them.

It is expected that the attack will not be continued longer than the duration of the ebb tide. I would prefer that all the monitors should precede me in withdrawing from action. Any vessel becoming disabled is at liberty to withdraw from action.

The *Ironsides* will assist as far as she possibly can by firing on Moultrie, Gregg, or Wagner.

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

[Enclosure.]

Coston signals to be used during night attack upon Fort Sumter, September 1, 1863.

No. 1 (white), commence action.

No. 7 (green), require assistance of tug.

No. 4 (red), discontinue action.

No. 5 (red and white), aground, I am.

By order of Rear-Admiral Dahlgren, commanding South Atlantic Blockading Squadron.

[Telegram.]

MORRIS ISLAND, *September 1, 1863—10:30 a. m.*

I understand the guns are doing good execution this morning. Can you let me have 300 hand grenades if I send for them?

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 1, 1863—10:50 a. m.

I will let you have the hand grenades whenever you send for them.

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 1, 1863—12 m.

I am very glad to hear that the batteries are doing good execution this morning. I hope you will give me the full benefit of your fire, as I shall be in action to-night if nothing prevents. I would advise great care in handling the hand grenades, as one of my men was killed and two wounded by a very ordinary accident.

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

[SEPTEMBER 1]—2 P. M.

All my heavy guns will operate on Sumter. Many of them are not considered safe, and will have to be fired with a slow match. My lookout reports the firing this morning as remarkably accurate.

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 1, 1863—3:40 p. m.

Your letter received. You can take whatever guns or ordnance articles you desire from the schooner *Nellie Brown*.

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

MORRIS ISLAND, *September 1, 1863—4:15 p. m.*

I will see what the *Nellie Brown* has that I want. Colonel Turner reports that the artillery fire on Sumter to-day is more accurate than ever before.

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

OFF MORRIS ISLAND, *September 1, 1863—5 p. m.*

I am glad to learn of the accuracy of your fire on Sumter. I shall go up with the monitors to-night.

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

MORRIS ISLAND, *September 1, 1863—6:40 p. m.*

Three guns on Sumter have been knocked out of sight to-day and another was cocked up in the air and pointed toward Morris Island. If there was a serviceable gun on Sumter this morning there is not one now.

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

MORRIS ISLAND, *September 2, 1863—7:30 a. m.*

Will you want the fire of my batteries on Sumter to-day?

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

OFF MORRIS ISLAND, *September 2, 1863—7:45 a. m.*

I think your fire on Sumter may be remitted to-day. I have just returned from above, and am trying to get a little rest. Do not know how much damage our fire did Sumter. My chief of staff was wounded; his leg broken.

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

MORRIS ISLAND, *September 2, 1863—10 a. m.*

I would like to know whether Fort Sumter fired on the monitors or not while they were in action last night. If the admiral is asleep do

not disturb him; but I would like to have the information, as it will determine whether I continue firing on Sumter to-day or not.

GILLMORE,
General.

SIGNAL OFFICER. _____

[Telegram.]

OFF MORRIS ISLAND, *September 2, 1863—11:45 a. m.*

Not to my knowledge.

222.

General GILLMORE. _____

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
September 2, 1863—11:50 a. m.

I have just come into the inlet [Stono] in order to have an interview with you.

If it is perfectly convenient I would like to see you on board this afternoon. I wish to see you in regard to Fort Sumter. I have been up all night and have not yet gotten up. I would send my chief of staff ashore, but unfortunately he had his leg broken last night by a fragment of a X-inch solid shot.

DAHLGREN,
Admiral.

General GILLMORE. _____

[Telegram.]

MORRIS ISLAND, *September 2, 1863—12:15 p. m.*

I will come and see you immediately.

GILLMORE,
General.

Admiral DAHLGREN. _____

[Telegram.]

OFF MORRIS ISLAND, *September 2, 1863—12:40 p. m.*

Can a tug be spared to get the marines from the different vessels of the squadron for landing on Morris Island?

REYNOLDS,
Captain.

Admiral DAHLGREN. _____

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the attack upon Fort Sumter.

No. 119.]

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 2, 1863.

SIR: The present condition of affairs here, so far as my information extends, may be stated thus:

The siege batteries of General Gillmore opened on Sumter on the 17th, and continued in operation through the week. The distance of the batteries from the object exceeded anything of the kind hitherto attempted in such operations. By the expiration of the week the work

was ruined; the gorge was completely cut down, and the guns on the other faces almost entirely disabled.

It was a new illustration art, and will always be deemed a great triumph for General Gillmore; without regard to further results, I think he has already handsomely earned his next step in rank.

Having thus rendered Sumter useless to the Confederate system of defenses here, it still remains to turn the acquisition fully to account. A glance at the map and at the means at disposal will show that the entire advantage can not yet be realized to ourselves, because we can not occupy the fort. The army is unable to do it unless possession of Fort Wagner is had, nor the navy without forcing the defenses by water, in the shape of obstructions protected by Fort Moultrie, and under its full range, even to Sumter. General Gillmore is actively engaged on the one and deems the naval aid indispensable to success. I have agreed to render all that I have. This necessarily compels me to forego an immediate move on the obstructions. I had already begun, however, and some progress had been made.

On the night of the 1st of September I moved the *Ironsides* and monitors up the channel before midnight, just before the flood tide had ceased. The first purpose was to make sure that Sumter had no guns to fire on us; it was believed that they had remounted a few on the northeast and northwest faces; at my request, General Gillmore had resumed fire yesterday, and in the evening notified me that he knocked down some four or five pieces that were perceived on the more remote fronts.

The nearest approach was about 500 yards with the monitors, my flag being in the *Weehawken*, but so great was the force of the tide that it was half past 11 o'clock before the first shot was fired by the *Weehawken*. We lay right off the angle of the northeast and southeast fronts. Being much occupied in the movements of the vessels, I did not perceive that Sumter fired; but Flag-Lieutenant Preston saw distinctly two shots fired from a gun on the eastern angle. The firing was steadily maintained from all the monitors, which were well handled. The *Ironsides* was brought up to a good range and joined in the action.

Meanwhile, Moultrie opened a rapid and sustained fire from its extended lines which told with effect; the obscurity of the night, however, interfered with their accuracy of aim at objects so small as the turrets. Our fire was also directed to the floating obstructions that had been reported from day to day.

I should have wished to remain after daylight, so as to have had a good view of the scene of operation, but the flood tide set in before daylight, which would have exposed the monitors unnecessarily, so I withdrew, leaving it to another morning to prosecute the matter.

The vessels were engaged for five hours, and in that time fired 245 shots and received, in all, 71 hits; of these the *Ironsides* fired 50 and received 7. The enemy fired some shot of wedge shape, samples of which were picked up on the decks of the *Lehigh*—an absurd practice originating in the brain of some wild inventor. A round shot struck the base of the *Weehawken's* (flag) turret and drove in a fragment of iron, which struck Fleet Captain Badger on the leg and broke it short, so that I have lost three flag captains in the short space of two months, which has embarrassed me beyond measure in the transaction of public business; Captain Taylor went home sick, Captain Rodgers was killed in action, and now Captain Badger is badly wounded. I shall feel greatly the loss of Captain Badger's services at this time. He

has been with me for more than eight years, and his sterling qualities have rendered him one of the very best ordnance officers in the Navy. I hope his disability may be short.

The commanders of the ironclads, Captain S. C. Rowan, Commander Thomas H. Stevens, Commander A. Bryson, Commander E. R. Colhoun, Lieutenant-Commander E. Simpson, Lieutenant-Commander J. L. Davis, and Lieutenant-Commander J. J. Cornwell, handled their vessels with ability in the narrow channel and the obscurity of the night.

I should have resumed operations with a view of forcing a passage, but General Gillmore is now ready for another movement and I propose to assist him first.

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

JNO. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blkdg. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Captain Rowan, U. S. Navy, commanding U. S. S. *New Ironsides*, transmitting reports of the firing by that vessel and damages received.

U. S. S. NEW IRONSIDES,

Off Morris Island, South Carolina, September 3, 1863.

ADMIRAL: I herewith enclose a copy of the report of firing by this ship during the recent engagements with the rebel defenses of Charleston, also a copy of our carpenter's report of damage done to this ship during the engagement of the night of the 1st and morning of the 2d instant.

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

S. C. ROWAN,

Captain, Commanding.

Rear-Admiral JNO. A. DAHLGREN,

Comdg. South Atlantic Blockading Squadron.

[Enclosures.]

U. S. S. NEW IRONSIDES,

Off Morris Island, September 3, 1863.

SIR: I have the honor to make the following report of firing of this ship during the recent engagements with the defenses of Charleston:

Date.	Rounds fired.	Hits by enemy.	Distance.	Object—forts.	Remarks.
1863. Aug. 21	70	1	<i>Yards.</i> 1,300	Wagner	The ship was underway, and the distance varied from 1,200 to 1,400 yards.
Aug. 22 Aug. 23	115 90	..... 4	1,300 1,300	Wagner	
Sept. 2 Sept. 2	41 9	..... .....	1,000 1,500	Gregg	The ship was underway, and the distance varied from 1,100 to 1,300 yards. The hits were from Battery Gregg and Fort Moultrie. The ship was at anchor.
				Sumter	

Very respectfully, your obedient servant,

H. B. ROBESON,

Lieutenant and Ordnance Officer.

Captain S. C. ROWAN, U. S. Navy,

Commanding New Ironsides.

U. S. S. NEW IRONSIDES,
Off Morris Island, South Carolina, September 2, 1863.

SIR: I have the honor to make the following report of shots received from the enemy and the damage done to this ship during the engagement of last night and this morning:

One shot passed through our port bow, striking our port sheet hawse pipe, breaking the casting into a great many pieces, and rolled overboard. ~~One shot passed over~~ starboard bow, fore and aft, cut away iron stanchion round engine-room hatch, lodged in the sand bags round the turret, and cracked the floor plate inside the turret. A third struck our port No. 1 shutter and cracked it.

Four others struck the knuckle, but did no damage.

Very respectfully, your obedient servant,

T. H. BISHOP,
Carpenter.

Captain S. C. ROWAN, U. S. Navy,
Commanding New Ironsides.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Brigadier-General Gillmore, U. S. Army, regarding cooperative action.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 3, 1863.

DEAR SIR: I understood you to say yesterday that your trenches were within 70 yards of Wagner, which intervening space had been filled with torpedoes to destroy your storming column.

When you are ready to move on the work, I propose to bring in the ironclads and maintain a steady fire until you ask me to cease.

Any other facility I can offer is heartily at your service.

I am, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Brigadier-General Q. A. GILLMORE, U. S. Army,
Commanding Department of the South.

Letter from Brigadier-General Gillmore, U. S. Army, to Rear-Admiral Dahlgren, U. S. Navy, acknowledging offer of cooperation.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Morris Island, South Carolina, September 3, 1863.

DEAR SIR: In reply to your letter of this date, offering the service of the ironclads to maintain a steady fire on Fort Wagner when I should be ready to move, I would say that I should be very thankful for this cooperation, and hope to be ready to avail myself of it very shortly.

Colonel Turner, my chief of staff, has gone on board your flagship with a memorandum setting forth briefly the plan of operations which I propose for your approval. The cutting off of the enemy's

communications with this island forms an important element in this plan, and I hope it may commence to-night:

Very respectfully, your obedient servant,

Q. A. GILLMORE,
Brigadier-General, Commanding.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

[Telegram.]

MORRIS ISLAND, *September 3, 1863—10:40 a. m.*

Is the admiral engaged, as I would like to see him on the part of General Gillmore?

TURNER,
Colonel.

Lieutenant PRESTON.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 3, 1863—11 a. m.

I will be very happy to see you as soon as you can come on board.

DAHLGREN,
Admiral.

Colonel TURNER.

[Telegram.]

MORRIS ISLAND, *September 3, 1863—2:15 p. m.*

I have crews for two of the boats I wrote of, so that you need not send any. I think I will be able to picket the mouth of the creek to-night.

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 3, 1863—3:10 p. m.

Have you seen Lieutenant Blake yet?

DAHLGREN,
Admiral.

Colonel TURNER.

[Telegram.]

MORRIS ISLAND, *September 3, 1863—3:20 p. m.*

Have you any objection to the launches being put on picket duty to-night under the orders of General Terry? I have seen Lieutenant Blake.

TURNER,
Colonel.

Admiral DAHLGREN.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 3, 1863—3:30 p. m.

No objections.

DAHLGREN,
Admiral.

Colonel TURNER.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 3, 1863—4:10 p. m.

You will operate with your boats under the orders of General Terry.

DAHLGREN,
Admiral.

Lieutenant BLAKE.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Brigadier-General Gillmore, U. S. Army, rehearsing measures of cooperation.

SEPTEMBER 4, 1863.

MY DEAR SIR: I have just received yours of to-day, and understand from it that you will send 300 men to execute the project spoken of.

2d. That if successful, you will hold the water approaches by Cumming's Point.

3d. That you wish a monitor to enter the pocket by moonlight, if it can be done without risk (1 o'clock a. m.).

4th. If not then, at high tide to-morrow (2 p. m.).

5th. In addition let me remind you that, by agreement with your chief of staff, the *Ironsides* is to open on Wagner to-morrow, with your own batteries.

The third point I would also call [to] your attention; it shall be attempted; you know the risk as well as I do.

Most truly, yours,

JNO. A. DAHLGREN.

General GILLMORE.

Order of Rear-Admiral Dahlgren, U. S. Navy, regarding proposed attack upon Fort Wagner.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 4, 1863.

The *Ironsides* will take proper position to-morrow morning for opening on Wagner in connection with the shore batteries.

To begin with the shore batteries; but if Wagner opens on the *Ironsides*, then fire at once.

The fire is to be sustained through the day, even after Wagner is silenced, and will cease on signal or order from the flagship.

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Captain Reynolds, U. S. Marine Corps, regarding a detail of marines for Morris Island.

FLAG-STEAMER PHILADELPHIA,
Off' Morris Island, September 4, 1863.

SIR: You will detail daily, from the marines under your command, a working party of 6 men to be employed during the day, and 10 men to be employed during the night, under direction of Lieutenant Remy, commanding naval battery on Morris Island.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain E. McD. REYNOLDS,
Commanding Marine Battalion, Morris Island.

[Telegram.]

MORRIS ISLAND,
September 4, 1864—2:50 p. m.

Can you let me have 80 oarsmen and 20 coxswains before sunset? I think we can then do the work I spoke of and the monitors can go up to-morrow. I think there are some sailors ashore. Please answer immediately.

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Off' Morris Island, September 4, 1863—3 p. m.

No difficulty about the men, but the time is rather short. I will try and get them in by sunset.

DAHLGREN,
Admiral.

General GILLMORE.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Williams, U. S. Navy, to organize assaulting party.

FLAG-STEAMER PHILADELPHIA,
Off' Morris Island, September 4, 1863.

SIR: You will proceed without delay to organize a volunteer party of not more than 200 men, under proper officers, for special service.

You will also procure a sufficient number of boats to transport them. The whole to be inside the bar at an early hour this evening.

The commanding officers of the vessels off Charleston are hereby directed, on the presentation of this order, to furnish you the number of boats and men and officers that may be allotted as the proportion to come from their vessels. Signal No. 72 will annul them.

Very respectfully, etc.,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander E. P. WILLIAMS,
Commanding U. S. S. Wissahickon.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 4, 1863—3:10 p. m.

You spoke of some sailors ashore; did you refer to those in the naval battery?

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

MORRIS ISLAND, *September 4, 1863—3:30 p. m.*

I did refer to the sailors in the naval battery.

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

MORRIS ISLAND, *September 4, 1863—8:15 p. m.*

Your understanding of the arrangement for to-night is correct. I told Mr. Preston that the monitors had better wait till to-morrow. I will picket the water to-night. Colonel Turner says the *Ironsides* will not open till we do, and so understands it.

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 4, 1863—8:30 p. m.

All right.

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 5, 1863—4 a. m.

How did your operations succeed last night?

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

MORRIS ISLAND, *September 5, 1863—4:20 a. m.*

The capture of one of their boats alarmed the enemy and the attack was postponed.

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

OFF MORRIS ISLAND,
September 5, 1863—4:30 a. m.

Shall the *Ironsides* then begin the attack at daylight, as was agreed upon?

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

MORRIS ISLAND,
September 5, 1863—5 a. m.

Yes; let her begin moving. She had better fire well to the right to save our men in the trenches.

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

OFF MORRIS ISLAND,
September 5, 1863—5:20 a. m.

Have your extreme advance marked by an American flag, and if the fire of the *Ironsides* injures your trenches have a white flag waved over the American flag.

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 5, 1863—10 a. m.

Have you any further service for the men landed last night?

PRESTON,
Lieutenant.

Colonel TURNER.

[Telegram.]

MORRIS ISLAND, September 5, 1863—10:15 a. m.

I propose another trial to-night. The failure last night was owing to Mr. Higginson acting without orders. My troops in passing down met him returning at the mouth of the creek with a captured boat. Musketry had been used in making the capture; and Cummings Point was alarmed.*

GILLMORE,
General.

Lieutenant PRESTON.

*The above dispatch has reference to an attempted assault of Battery Gregg from small boats on the night of the 4th. The object was to spike the guns and blow up the magazine.— GILLMORE.

[Telegram.]

MORRIS ISLAND, *September 5, 1863—1:30 p. m.*

I am going to try Cumming's Point to-night, and want the sailors again early. Will you please send two or three monitors in just before dark to open on Moultrie as a diversion? The last time they were in they stopped reinforcements, and may do so to-night. I do not want a fire in my rear. Please answer immediately.

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

OFF MORRIS ISLAND, *September 5, 1863—2:20 p. m.*

As your request is at variance with written programme, I have sent Lieutenant Preston ashore to see you on the subject.

DAHLGREN,
Admiral.

General GILLMORE:

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 5, 1863—4:45 p. m.

Do not receive that flag of truce.

DAHLGREN,
Admiral.

IRONSIDES.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 5, 1863—5 p. m.

Have sent a boat, and think the flag of truce a pretext to cover her running the blockade to-night.

[ROWAN.]

[Telegram.]

MORRIS ISLAND, *September 5, 1863—4:55 p. m.*

I have ordered 25 men and an officer to report to you from the battery. The others will be landed in a few minutes.

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

OFF MORRIS ISLAND.

September 5, 1863—5:10 p. m.

At what time can you dispense with the fire of the *Ironsides* this evening?

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

MORRIS ISLAND, *September 5, 1863—5:15 p. m.*

Let her cease firing now. If we do not succeed to-night, I suppose she will open again at sunrise. If we do, a red light will be shown near Gregg. In that case I expect a monitor in on the high tide to-morrow.

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

OFF MORRIS ISLAND, *September 5, 1863—6:20 p. m.*

The *Ironsides* will resume fire at sunrise, unless a red light is shown by you from Gregg. High water is 2 p. m. to-morrow, and an effort will be made to put a monitor close in to Gregg in case you show a red light.

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

OFF MORRIS ISLAND, *September 5, 1863—8:10 p. m.*

In case you show a red light at Gregg to-night, do you want a monitor to move close in at 2 a. m. or at 2 p. m. to-morrow?

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

MORRIS ISLAND, *September 5, 1863—9:20 p. m.*

No red light will be shown by me. By the arrangement with Mr. Preston, the monitors were to go up to make a diversion to keep off reinforcements while my party work. The monitors need not remain up later than 1 a. m.

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

OFF MORRIS ISLAND, *September 5, 1863—9:50 p. m.*

Two monitors are now up near Sumter, with orders to fire to the right and left of it, by way of a diversion. If you wish it, I will send more up. I will send them orders to retire at 1 a. m.

DAHLGREN,
Admiral.

General GILLMORE.

Letter from Brigadier-General Gillmore, U. S. Army, to Rear-Admiral Dahlgren, U. S. Navy, regarding programme of operations.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Morris Island, S. C., September 5, 1863.

DEAR SIR: There is no change in the programme for to-night excepting so far as the monitors firing at Gregg is concerned. The idea is, that while we are assaulting Gregg, no reinforcements shall be approaching in our rear and no firing shall take place in that direction, and that the monitors shall remain in (in pairs) and cut off communication with Cumming's Point, directing their fire on Moultrie or Sumter.

The programme for to-morrow to commence the same as to-day; *i. e.*, the *New Ironsides* to engage Wagner at sunrise, unless there are strong reasons to the contrary. Wagner will be assaulted to-morrow.

Very respectfully, your obedient servant,

Q. A. GILLMORE,
Brigadier-General, Commanding.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Circular of instructions from Rear-Admiral Dahlgren, U. S. Navy, to Captain Rowan, U. S. Navy, commanding U. S. S. *New Ironsides*.

FLAG-STEAMER PHILADELPHIA, *September 6, 1863.*

SIR: I am directed by the admiral to inform you that the additional memorandum herewith enclosed respecting the attack on the morning of the 7th instant is modified as follows:

I. When the red flag is hoisted on the *Ironsides* (at 8:30 a. m.) the *Patapsco*, *Lehigh*, and *Nahant* will move up and engage Fort Moultrie, not approaching within a less distance than 1,200 yards of that work.

II. When the red flag is hauled down on board the *Ironsides* (at 9 a. m.) the *Weehawken*, *Passaic*, and *Montauk* will direct their entire fire on Battery Gregg, endeavoring to keep down the fire of that work as much as possible during the assault.

The admiral desires particular attention to the following extract from a communication received from General Gillmore:

I should deploy some men between Wagner and Gregg. Don't fire into them.

Respectfully, your obedient servant,

S. W. PRESTON,
Acting Chief of Staff.

Captain S. C. ROWAN,
Commanding U. S. S. New Ironsides

P. S.—The steering gear of the *Passaic* having been disabled, the *Weehawken* and *Montauk* alone will operate against Gregg during the assault.

S. W. P.

Memorandum of instructions from Rear-Admiral Dahlgren, U. S. Navy, regarding the firing from the U. S. S. *New Ironsides* and monitors.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 6, 1863.

The *Ironsides* will continue to fire all of to-day very deliberately until sunset.

The rate not to exceed one shot from each gun per ten minutes, viz, 48 guns per hour.

The direction to be carefully to the right of the center and the rear of the fort; never to the left of the center of the fort nor to the left of the fort, otherwise our men will be endangered.

She will cease at sunset.

To-morrow morning she will resume the same rate of fire, each gun one shot in ten minutes, beginning about daybreak and ceasing at 9 o'clock, at which time the signal for assault will be given from the house on the middle of the island, which will be the American flag waved.

For half an hour before the assault let the guns fire as rapidly as possible.

Two monitors will take position before sunset, and by a very gradual fire will hinder the passage of the enemy's boats with reinforcements from any direction. Our own boats will lie halfway between Gregg and Sumter. Do not fire on them.

If the enemy is driven from Fort Wagner, the vessels will open on their retreat, taking care not to hurt our own men.

J. A. DAHLGREN,
Rear-Admiral, Comdy. South Atlantic Blockading Squadron.

[Telegram.]

OFF MORRIS ISLAND, *September 6, 1863—7:30 a. m.*

Do you wish the fire of all the monitors on Gregg and Wagner this morning, and do you propose to assault at low tide? Did you succeed last night?

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

MORRIS ISLAND, *September 6, 1863—8:30 a. m.*

We found the enemy prepared at Cumming's Point, and failed. I do not want the monitors at all, but would like a slow fire from the *Ironsides*. We are breaching the bombproof, and will not make the assault this low tide.

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

MORRIS ISLAND, *September 6, 1863—9:40 a. m.*

I would like Mr. Higginson and his party to remain on shore to-night to aid to picket in front of Cumming's Point, if you have no objections. The sailors on shore should be relieved.

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 6, 1863—10:20 a. m.

I understand you wish the launches under Mr. Higginson to remain. Do you mean that the crews now in the launches should be relieved by fresh men, or will the present crews answer?

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

MORRIS ISLAND, *September 6, 1863—10:30 a. m.*

I would like Lieutenant Higginson with his launches and crews to remain, if agreeable to you. Lieutenant Higginson understands just what I wish done.

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 6, 1863—10:45 a. m.

You said in one of your messages that the sailors should be relieved. Which do you wish relieved?

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

MORRIS ISLAND, *September 6, 1863—11:10 a. m.*

I will send them all off except those needed in the launches.

GILLMORE,
General.

Admiral DAHLGREN.

(Telegram.)

MORRIS ISLAND, *September 6, 1863—1:30 p. m.*

My approaches have reached the ditch of Wagner. Will you have the *Ironsides* keep up a slow but heavy fire on the right and rear of it during the day? I will write you more fully in regard to it or see you myself this evening.

GILLMORE,
General.

Admiral DAHLGREN.

(Telegram.)

U. S. FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 6, 1863—1:50 p. m.

General Gillmore informs me that his approaches have reached the ditch of Wagner. Direct your fire to the right and rear of Wagner.

DAHLGREN,
Admiral.

IRONSIDES.

Order of Rear-Admiral Dahlgren, U. S. Navy, regarding postponed assault.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 6, 1863.

The fire of yesterday and this morning was to have covered an assault at 9 o'clock this morning.

General Gillmore has postponed the assault. Therefore, the monitors will withdraw, and the *Ironsides*, after a rest of two hours, will resume very slow firing on Wagner, say one shot from each gun in ten minutes.

The vents of all guns are to be examined and reported to-day. Also expenditure of ammunition.

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Additional memorandum from Rear-Admiral Dahlgren, U. S. Navy, regarding mode of signaling for cessation of fire.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 6, 1863.

The mode of signal for the stoppage of our fire at the moment of assault to-morrow morning about 9 o'clock is liable to uncertainty. I would suggest, therefore, that the moment when the *Ironsides* begins her rapid fire (say about 8:30 a. m.) she shall hoist a red flag, and when the half hour of rapid fire shall cease this flag shall be hauled down, which will indicate the entire cessation of her fire. The fire of all the monitors is to cease when the red flag is hauled down, unless directed against reinforcements coming up from Gregg to assist the enemy.

The attention of commanding officers is particularly called to the delicate exactness required at this important moment.

J. A. DAHLGREN,
Rear-Admiral, Comd'g. South Atlantic Blockading Squadron.

(Copy to Brigadier-General Gillmore.)

(Telegram.)

OFF MORRIS ISLAND, September 6, 1863—10 p. m.

Is the signal for our fire to cease, suggested in my last message, acceptable to you?

DAHLGREN,
Admiral.

General GILLMORE.

(Telegram.)

MORRIS ISLAND, September 6, 1863—10:20 p. m.

The signal for the assault will be the hauling down of the red flag on board the *Ironsides*. I shall deploy some men between Wagner and Gregg; do not fire into them. I would like the monitors to engage Moultrie a little before 9. I would like to send a signal officer on board the *Ironsides* early in the morning.

GILLMORE,
General.

Admiral DAHLGREN.

(Telegram.)

MORRIS ISLAND, September 6, 1863—10:40 p. m.

We may expect a heavy fire from Gregg to-morrow. Will you have a heavy fire directed on that battery as soon as the assault begins?

GILLMORE,
General.

Admiral DAHLGREN.

(Telegram.)

OFF MORRIS ISLAND, September 6, 1863—11:20 p. m.

Three monitors will move over to engage Moultrie at half past 8. The remaining monitors will keep up a rapid fire on Gregg. You can, of course, send a signal officer to the *Ironsides* to facilitate communication. I will be within signal distance, however, in case you wish any different arrangement from that already agreed upon.

DAHLGREN,
Admiral.

General GILLMORE.

Letter from Brigadier-General Gillmore, U. S. Army, to Rear-Admiral Dahlgren, U. S. Navy, regarding the services of Lieutenant Higginson, U. S. Navy.

MORRIS ISLAND, SOUTH CAROLINA, September 7, 1863.

Lieutenant Higginson, U. S. Navy, who has been under my orders for a few days with two howitzer launches, doing picket duty, has rendered good service.

Major Sanford, who has been out with him on three occasions, speaks very highly of his presence of mind and personal bravery, as well as his efficiency as a commander.

I give this testimonial unasked because it is deserved.

Very respectfully, your obedient servant,

Q. A. GILLMORE,
Brigadier-General.

Admiral DAHLGREN.

Memorandum of instructions from Rear-Admiral Dahlgren, U. S. Navy, regarding an examination of the obstructions between Forts Sumter and Moultrie.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 7, 1863.

It is desirable to examine the nature of the obstructions between Sumter and Moultrie.

The *Patuxec* will proceed to do this work. Captain Stevens will endeavor to ascertain the nature of the obstructions near Sumter, and whether they can be passed without removal. The mode of doing this is left to his discretion. If he has the opportunity he can endeavor to remove them, but he is not to commit himself so far as not to be able to withdraw when the supporting force does so.

The *Ironsides*, *Lehigh*, *Nahant* and *Montauk* will cover the *Patuxec* as well as possible while so engaged.

The *Montauk* is more particularly charged with attending to and assisting the *Patuxec*.

If the fire from Moultrie or other places is too severe, the examination will be discontinued and the vessels withdrawn.

The senior officer present will have general direction of the movement.

J. A. DAHLGREN.

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

(Telegram.)

MORRIS ISLAND, *September 7, 1863—1:15 a. m.*

A deserter just in reports Wagner evacuated.

GILLMORE,
General.

Admiral DAHLGREN.

(Telegram.)

OFF MORRIS ISLAND, *September 7, 1863—4:40 a. m.*

The monitors will not open on Gregg, or between Wagner and Gregg. Do you wish them to engage Moultrie two hours or so before the assault?

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

MORRIS ISLAND, *September 7, 1863—5 a. m.*

We hold Wagner, and are now pushing on to Gregg.

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

MORRIS ISLAND, *September 7, 1863—5:30 a. m.*

The whole of Morris Island is ours, but the enemy have escaped.

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

OFF MORRIS ISLAND, *September 7, 1863—6:20 a. m.*

I have sent a flag of truce to demand the surrender of Fort Sumter. If not complied with, I will move up all the ironclads and engage it.

DAHLGREN,
Admiral.

General GILLMORE.

Report of Ensign Johnson, U. S. Navy, to Rear-Admiral Dahlgren, U. S. Navy, forwarding memorandum from General Beauregard, U. S. Army, regarding surrender of Fort Sumter.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, S. C., September 7, 1863.

SIR: I have the honor to submit the following memorandum as a reply from General Beauregard to your demand for the surrender of Fort Sumter:

Refuse to surrender Fort Sumter. Admiral Dahlgren must take it and hold it if he can. Decline to receive any further communication by flag of truce from either General Gillmore or Admiral Dahlgren until an explanation is made in regard to your firing upon flag of truce boats yesterday and to-day.

Very respectfully, your obedient servant,

M. L. JOHNSON,
Ensign, U. S. Navy.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Morris Island.

[Telegram.]

MORRIS ISLAND, *September 7, 1863—2:30 p. m.*

Have you received any answer to your summons to Sumter?

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

OFF MORRIS ISLAND. *September 7, 1863—2:45 p. m.*

Yes. General Beauregard declined to surrender Sumter; refused to receive any flag of truce until the firing on his steamer yesterday is explained.

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

U. S. FLAGSHIP PHILADELPHIA,
Off Morris Island, September 7, 1863.
(Received 12:25 p. m., September 10.)

SIR: The enemy evacuated Fort Wagner and Battery Gregg during the night. An assault was to have been made at 9 a. m. this morning, preparatory to which, a steady cannonade was maintained all of yesterday from the trenches and the *Ironsides*. A deserter gave notice to General Gillmore of the evacuation. I have demanded Sumter to surrender, being no longer defensible, and am awaiting an answer from Charleston. If in the negative, I shall move at once on it and the obstructions. A monitor has already taken position.

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

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the evacuation of Morris Island and engagement with Fort Sumter.

No. 129.]

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 8, 1863.

SIR: I have already informed you by express dispatch that the enemy evacuated the whole of Morris Island yesterday morning just previous to an assault.

I immediately designed to put in operation a plan to capture Fort Sumter, and as a preliminary ordered the *Weeharoken* to pass in by a narrow channel, winding about Cumming's Point, so as to cut off all communication by that direction; in so doing, the *Weeharoken* grounded, and, though at low water, did not succeed in floating at the next high tide.

Late in the day, at the proper time, I went on board the *Ironsides* and moved up with the ironclads to feel and, if possible, pass the obstructions north of Sumter. Moultrie and Batteries Bee and Beauregard quickly opened on us, and soon experienced a severe fire from our vessels, which was continued until I deemed it best to give entire attention to the *Weeharoken*. Steam tugs and hawsers were provided amply, but at the high tide of this morning did not succeed in floating her. About 7 a. m., the enemy perceived her condition and began to

fire from Moultrie, about 2,000 yards distant. I ordered up the iron clads to cover the *Weehawken*, which meanwhile gallantly replied, and in less than an hour's firing blew up one of the enemy's magazines which was recognized by a cheer from the men of our vessels near me. Some movement in Sumter seemed to draw attention from the *Weehawken*, which, with a few well-directed shells, settled that business.

Captain Colhoun has, in my opinion, more than compensated for the misfortune of getting aground by the handsome manner in which he has retorted on the adversary and defended the glorious flag that floats above him. At 11:30 a. m. I telegraphed to him, "Well done, *Weehawken*; don't give up the ship." We may lose the services of this vessel—I hope not—but the honor of the flag will be maintained.

It is proper to say that the ironclads have been navigated under the most disadvantageous circumstances; they really have not had pilots. Mr. Godfrey has left us, and Mr. Haffards fell off the turret at night, being the only real pilots in this squadron. The monitors have been aground several times in action, and it is surprising that some of them have not been lost.

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

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

P. S.—6 p. m. I am happy to say that at high water the *Weehawken* was gotten off. I commend Captain Colhoun, his officers, and crew, to the notice of the Department. The crews of the other vessels cheered spontaneously as he passed.

J. A. D.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Colhoun, U. S. Navy, commanding U. S. S. *Weehawken*, regarding the grounding of that vessel, and transmitting the report of the surgeon.

U. S. IRONCLAD STEAMER *WEEHAWKEN*,
Off Fort Wagner, S. C., September 9, 1863.

SIR: On the 7th instant, in obedience to your order, I proceeded with the *Weehawken* to buoy out the channel inside the buoy off Fort Wagner, in the direction of Cumming's Point. After passing the buoy off Wagner about 200 yards, I dropped a buoy in 17 feet water and again 400 yards farther on a second one in 15 feet water, steering up nearly midway between Cumming's Point and Sumter. I anchored at 8:30 a. m. about 300 yards from the last buoy, it being then nearly low water. At 9:30 a. m. she swung to the flood tide, and the channel being narrow, she touched bottom very lightly in 11 feet water; when the tide had risen sufficiently to float her, I got underway, in obedience to your order, "to return to my anchorage near the *New Ironsides*," but in consequence of the shoal water she steered very badly, taking "a rank sheer" to port; she brought up on the bank in 11 feet water. In the afternoon, at high water, I failed to get her off, as also on the following morning, though every effort was made, by taking coal and shot out, with one tug to assist us. At 8:30 a. m., Fort Moultrie opened on us, the lower part of the overhang on the port

side being then nearly out of water; as we lay upon the bank, Fort Moultrie was nearly on our port beam; she fired slowly and deliberately at first to get the range, aiming under the overhang, then with rapidity, followed by other batteries on Sullivan's Island. This I had expected and was ready for. I had been on deck from early in the morning and had given orders to let the men sleep after their hard work during the night. We opened in a few minutes on Moultrie. The second shell from the XV-inch gun exploded a magazine to the left of the flagstaff, and she was silent for some time. When the *Ironsides* and monitors engaged the batteries, they ceased firing at us. I then sent the men to breakfast, and after they had finished, opened on Sumter. When the *Ironsides* and monitors withdrew from action, they let the *Weehawken* alone. I then made my preparations to get afloat at high water in the afternoon, and succeeded, though under a heavy fire from Sullivan's Island and Battery Simkins, on James Island. I had three men wounded by a shot from Battery Bee striking on top of the turret, breaking the plating and railroad iron; one, John O'Grady, ordinary seaman, severely in the left thigh.

I enclose herewith Assistant Surgeon E. M. Stein's report. We were hit twenty-four times, doing no very serious damage; one shot struck the lower part of the overhang, passed under, made a hole about 8 inches, afterwards ascertained to be about 7 inches in diameter, and fractured the iron from the angles; the leak was soon stopped. We fired at Moultrie and Battery Bee 86 shell, at Sumter, 46; total, 82.

The officers and men under my command deserve the highest praise for their behavior. Such a measure of endurance, patriotism, and valor as I have seen exhibited since I have been in command, assures me they can not be excelled.

Very respectfully, your obedient servant,

EDMUND R. COLHOUN,
Commander.

Rear-Admiral JNO. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron.

[Enclosure.]

U. S. IRONCLAD STEAMER WEEHAWKEN,
Off Charleston, S. C., September 9, 1863.

SIR: I have to report to you that while this vessel was lying ashore off Cumming's Point yesterday afternoon, a shot from Battery Bee struck her on the top of the turret, breaking off several pieces of railroad iron, which wounded the following three men who were standing inside the turret at the time:

John O'Grady, ordinary seaman, fracture of left thigh and slight wound near right arm.

Edward Christiansen, ordinary seaman, wounded slightly in the left foot.

Bernard Cassidy, landsman, wounded slightly in the breast and right leg.

Very respectfully, your obedient servant,

EDWARD M. STEIN,
Assistant Surgeon, U. S. Navy.

Commander EDMUND R. COLHOUN, U. S. Navy,
Commanding U. S. Ironclad Steamer Weehawken.

Report of Acting Master Carr, U. S. Navy, commanding U. S. S. *Daffodil*, regarding assistance rendered by that vessel to the U. S. S. *Weehawken*.

U. S. S. DAFFODIL,
Off' Morris Island, September 10, 1863.

SIR: In obedience to your order, I have the honor to make the following report:

On the night of the 7th instant, Mr. Johnson came on board and told me to go to the *Memphis* and get an anchor and hawser, which I did; after getting them on board, to go up and render assistance to the *Weehawken*. When nearly up to her, met the pilot of her in a boat and he came on board and took us up to the *Weehawken*. Captain Colhoun then ordered us to go into the deep water and drop the anchor. We did so, and run the hawser to her, and then took on board sixty-seven XV-inch shot.

We then took a hawser from her bow and tried to tow her off. We pulled on her till the tide had fallen some, then Captain Colhoun called us alongside and ordered the working party that we took from the *Memphis* on board, and told me to take them to the U. S. S. *Memphis*.

I am, respectfully, your obedient servant,

JOHN P. CARR,
Acting Master, Commanding U. S. S. Daffodil.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Letter of commendation from the Secretary of the Navy to Commander Colhoun, U. S. Navy, commanding U. S. S. *Weehawken*.

NAVY DEPARTMENT, *September 17, 1863.*

SIR: I am in receipt of Rear-Admiral Dahlgren's dispatch of the 8th instant, advising me of a movement that had been made to capture Fort Sumter, preliminary to which an important service had been assigned to the *Weehawken* under your command, but, unfortunately, in executing it, she grounded and remained so for some hours.

Anxiety for the *Weehawken* could not but have been felt by all the brave hearts who were interested in her and were witnesses of her misfortune. But it was gratifying to them to observe, and the Department is equally gratified to learn of, the gallant manner in which the *Weehawken* was defended, fiercely and effectively retorting upon her adversary, Fort Moultrie, silencing the fire of that work and exploding one of its magazines.

I congratulate you, and the officers and men under your command, upon your gallant defense of the *Weehawken*, and upon her relief from her critical situation without injury.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander E. R. COLHOUN, U. S. Navy,
Commanding U. S. S. Weehawken.

[Endorsement.]

The rear-admiral takes pleasure in transmitting the within and directs it to be read publicly to the officers and crew of the *Weehawken*.

[DAHLGREN.]

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting reports regarding the operations of the U. S. S. *New Ironsides*.

No. 148.]

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 15, 1863.

SIR: I enclose herewith the reports concerning the part taken by the *Ironsides* in some of the recent actions, and concur with Captain Rowan in the estimate he takes of the services of the ship and ship's company, in which I consider himself as most conspicuous.

The spar deck, not included in the armor, exhibits evidence of the severe fire to which the vessel has been exposed.

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

J. A. DAHLGREN,

Rear-Admiral, Comdy. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Captain Rowan, U. S. Navy, commanding U. S. S. *New Ironsides*.

U. S. S. NEW IRONSIDES,
Off Fort Wagner, Morris Island, September 10, 1863.

SIR: The *Weehawken* being hard aground off the pass between Sumter and Cumming's Point, the batteries from Fort Moultrie opened upon her. In obedience to orders I moved this ship up (casting off the *Memphis*, which was at the time supplying me with shell) and anchored off buoy No. 3, interposing my ship and completely covering the *Weehawken* from the fire of the enemy. The moment we anchored and commenced swinging head on to Fort Moultrie, the enemy opened a concentrated fire upon us, which was terrific. Fortunately, however, we succeeded in getting her port broadside to bear by the time he had gotten our range. We opened slowly at first to get range on Moultrie, when I directed a very spirited and concentrated fire on that fort, which compelled it to slacken.

I soon discovered that we suffered severely from their other batteries of X-inch guns, between Moultrie and Beauregard, when I directed two guns to open on each of them. One of the heaviest guns in these works was dismantled and the fire of the others sensibly slackened. I then directed one gun to continue rapid fire on each of these forts and directed the remaining five to open on Moultrie.

The fire of all the forts slackened down to an occasional gun, when I directed a slow fire to be kept up to economize shell. The moment the enemy discovered this, he jumped from behind his sand bags and opened rapidly. I renewed our rapid fire and silenced him again. Having but thirty shell left, I directed the anchor to be weighed, keeping up a well-directed fire from such guns as were not rendered unavailable, in working the cables and anchors, and so withdrew from action (for want of ammunition) without further molestation, after one of the severest artillery duels ever sustained by a ship through a space of two hours and fifty-five minutes.

It affords me great pleasure to bear testimony to the fine bearing, zeal, and gallantry of the divisional officers, Lieutenant H. B. Robeson, Acting Master George W. Domett, Acting Master John M. Skillings, Acting Ensign Charles W. Howard, and Ensign Benjamin H. Porter.

The captains of guns and their spirited crews have my warmest thanks for the splendid manner in which they handled their guns. Paymaster Russell has my thanks for great zeal and ability in command of the powder and shell division. I particularly recommend to your notice, and that of the Department, the services of Lieutenant-Commander Belknap, to whose zeal and ability as executive officer I am so much indebted for his untiring efforts to make the ship efficient in every department, and for his fine judgment and bearing in carrying out my orders as commander of the gun deck during the fourteen times that this ship has been under the fire of the enemy's batteries.

The pilot, Mr. Benj. R. Dorey, merits my thanks for the able manner in which he has handled this ship, particularly in working her up to Moultrie in the night without lights, bearings, or compass.

I enclose herewith the report of Mr. Bishop, carpenter, detailing the injuries. I am happy to say I have but few casualties. The surgeon's report of them is enclosed.

I have the honor to be, very respectfully, your obedient servant,
S. C. ROWAN,
Captain, Commanding.

Rear-Admiral JNO. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

[Enclosures.]

U. S. S. NEW IRONSIDES,
Off Morris Island, September 8, 1863.

SIR: I have the honor to make the following report of the firing of this ship during the recent engagements with the rebel defenses of Charleston:

Date.	Rounds fired.	Hit by enemy.	Distance.	Objects, forts—	Remarks.
1863. Sept. 6	38	.....	<i>Yards.</i> 1,300	Wagner	The report of Sept. 6th includes the firing from meridian to sundown.
Sept. 7	152	24	1,200	Moultrie.....	
Sept. 8	483	70	1,200	.....do.....	

Very respectfully, your obedient servant,
H. B. ROBESON,
Lieutenant and Ordnance Officer.

Captain S. C. ROWAN, U. S. Navy,
Commanding New Ironsides.

U. S. S. NEW IRONSIDES,
Off Morris Island, September 8, 1863.

SIR: I have the honor to report the number of shots received from the enemy, and the damage done to this ship during the engagement of last night, laying off Fort Moultrie at 1,200 yards distant.

We were struck 24 times in all; 16 on the iron plating, and 8 in the woodwork. One passed over from starboard quarter, struck one of the port cast-iron bits and broke it into a great many pieces, glancing off and striking brass howitzer (on deck) in the breech, making a

large indentation. Another passed through from starboard side under the foundation of the smokestack, bending the grating and carrying away the woodwork on port side. Another struck the sand bags on deck, breaking a fore-and-aft piece, and knocked down a carline. I am of opinion that if it had not been for the sand bags this shot would have passed through the deck.

The others did no damage.

Very respectfully, your obedient servant,

T. H. BISHOP,
Carpenter, U. S. Navy.

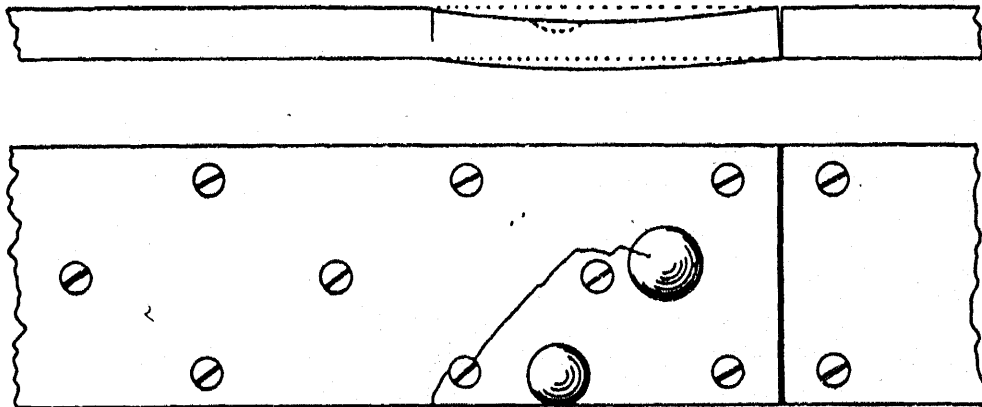
Captain S. C. ROWAN,
U. S. Navy, Commanding New Ironsides.

U. S. S. NEW IRONSIDES,
Off Fort Wagner, September 9, 1863.

SIR: I have the honor to make the following report respecting the injuries received by this ship during the engagement yesterday with Fort Moultrie, Batteries Bee, Simkins, and Beauregard, the port broadside being engaged:

Seventy hits can be counted, but the woodwork on the spar deck is so much cut up that we were probably struck near a hundred times. Thirty-four shots struck the plating and port shutters, twenty-one of which were X-inch solid shot, the others 32-pounder shot and rifle bolts.

One of the port shutters was knocked away, and two others damaged so much that new ones will have to be put on. Two X-inch shot struck the end of one of the second plates below the knuckle and smashed it in so as to crack it diagonally across, and started the heavy berth-deck waterway that backs it in about an inch.



The enclosed sketch will give some idea of the damage done to the plate. There are two places on the gun deck where the backing is slightly started, and the calking driven out, but not enough to do any harm. Several stringers and carlines were knocked down, and one of the beams partially split by the impact of shot striking the spar deck. On the port side of the spar deck, abreast the engine-room hatch, is faked one of our sheet cables, with a layer of sand bags over it. Two X-inch shot struck the part of the deck so protected, going through the sand bags, breaking through the chain, and splitting off a stringer and one of the carlines underneath. Another shot struck the iron

grating over the fore scuttle, smashing down seven of the bars so as to make their edges lap one over the other, and glanced off, doing no further harm than to shatter the galley funnel.

The spar deck presents a complete mass of ruin; hardly anything but the stanchions is left of the bulwarks and rail on the port side, and a number of the former are shot away. The starboard rail and bulwark suffered nearly as much, and, in fact, it would be almost impossible to secure any of our boat davits so that the boats might be hoisted. The five rails are very much shattered, brace and warping chocks gone, one of the iron bitts forward shot away, and the smoke-stack so pierced as to interfere seriously with the draft.

There are many other slight injuries which it is impossible to describe in detail.

Very respectfully, your obedient servant,

T. H. BISHOP,
Carpenter.

Captain S. C. ROWAN,
Commanding New Ironsides.

U. S. S. NEW IRONSIDES,
Off Fort Wagner, S. C., September 11, 1863.

SIR: In obedience to order, I have to report that in the actions recently with the forts on Sullivan's Island Acting Master G. W. Domett was wounded in the upper lip from a splinter overhead, which cut through the lip and struck the gum; this was a slight wound which did not prevent Mr. Domett from directing his guns, nor has it interfered with his duty since.

George M. Kraft, seaman, attached to gun No. 5, was wounded in the glans penis and prepuce by a splinter of iron, which was either a fragment of a shot or of a shutter. This fragment came in between the shutters nearly closed. This is a slight wound, but it renders it necessary to keep the patient recumbent.

William Connell, ordinary seaman, contusion of knee from a lever in working No. 6 gun. Mild case; will be restored in short time.

Very respectfully,

MARIUS DUVAL,
Surgeon.

Captain S. C. ROWAN,
Commanding New Ironsides.

Report of Lieutenant-Commander Simpson, U. S. Navy, commanding U. S. S. Passaic, regarding injuries sustained by that vessel in active operations.

U. S. IRONCLAD STEAMER PASSAIC,
Off Morris Island, September 10, 1863.

SIR: In obedience to your verbal order of yesterday, I submit the following report of the principal damages sustained by this vessel during the late active operations off Morris and Sullivan's islands:

Previous to the accident to the turret shaft and steering gear, which occurred on the night of the 6th instant, the vessel had received 39 hits from the enemy; several of these had wounded the side armor badly,

and four holes had been made through the deck, one over the bread room (making it necessary to remove the bread to the provision room) one (20 by 9 inches) over a coal bunker, and two over the berth deck. As the iron of the deck plates is much roughed up and broken where struck by a shot, it is impossible to make these leaks tight without renewing the plates, thus whenever the spar deck is awash the berth deck is wet.

The accident to the turret shaft and steering gear of this vessel is described in my report of September 7.

Immediately after this accident, finding it impossible to hold the shaft in its proper position, an arrangement was fitted by which the engine for revolving the turret was worked independently of the turret shaft, at the same time relieving tackles were hooked to the steering chains, and the falls brought to the barrel of a wheel secured to the deck of the turret chamber.

In this condition this vessel went into action with the Sullivan's Island batteries on the 8th instant, and being ordered to go well up for the purpose of engaging Battery Bee, her advanced position made her a prominent mark for the fire of the enemy. In this action she received 51 hits by the enemy, some of them very severe, at distances ranging from 750 to 1,000 yards. Her side armor is broken through in several places, and the plates are sprung off some inches from the overhang; she has now seven holes through the deck, all of which make bad leaks; several hard hits on the ring around the base of the turret cause it to chafe against the deck plates under it, making it difficult to revolve the turret; several deck plates are started, and the armor at the stern is sprung apart 6 inches.

It is impossible to fight the ship while underway, as it is necessary to retain the turret in a stationary position while running, so that the orders may be passed frequently and rapidly to the man at the wheel in the turret chamber, who can see nothing to guide him, but as long as the turret can be made to revolve, the guns can be used at anchor.

You have spoken of sending the vessel to Port Royal for repairs; it is my desire to remain at the seat of active operations as long as my vessel can be of any service. I have now, in obedience to your order, made a statement of the disabilities under which the vessel is laboring and I respectfully leave to your judgment to decide as to her fitness for service.

Very respectfully, your obedient servant,

E. SIMPSON,

Lieutenant-Commander, Commanding.

Rear-Admiral J. A. DAHLGREN,

Commanding South Atlantic Blockading Squadron.

[Telegram.]

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, September 9, 1863—7 p. m.

The Richmond Sentinel of Tuesday, September 8, contains the following telegram:

CHARLESTON, September 7.

The bombardment was kept up, without intermission, all day yesterday and far into the night. About 150 of our men were killed and wounded at Batteries Wagner

and Gregg. The attempt to assault Gregg was repulsed before the enemy could complete their landing. Great havoc is supposed to have played in the enemy's boats by our grape and canister at dark.

Yesterday, the enemy having advanced their sappers to the very moat of Wagner, and it being impossible to hold the island longer, General Beauregard ordered the evacuation, which was executed between 8 p. m. and 1 a. m., with success. We spiked the guns of Wagner and Gregg and withdrew, noiselessly, in forty barges. Only one barge, containing 12 men, was captured. The enemy now holds Cumming's Point, in full view of the city. All quiet this morning.

S. P. LEE,

Acting Rear-Admiral, Comdy. North Atlantic Bldg. Squadron.

HON. G. WELLES.

Abstract logs of U. S. ironclad steamers *New Ironsides*, *Passaic*, *Montauk*, *Nahant*, *Patapsco*, and *Lehigh*.

U. S. S. *New Ironsides*, Captain S. C. Rowan:

September 2, 1863.—From midnight to 4 a. m.: Hove up port anchor and stood up main channel, toward Fort Sumter, in company with the ironclad fleet, Fort Moultrie and Battery Gregg firing briskly on the monitors. At 1:40 a. m. came to, with port anchor under a heavy fire from the rebel batteries, Fort Gregg distant about 1,200 yards, Fort Sumter distant 1,700 yards, and bearing N. W. by W. At 1:50 opened with port battery on Cumming's Point. At 2:30 opened with No. 1 gun on Fort Sumter. The ship swinging to the tide, the remainder of the battery would not bear. Firing the port battery slowly with 5-second shell at Battery Gregg, and firing No. 1 gun with 15-second shell at Fort Sumter. From 4 to 6: Hove up port anchor, the admiral having made signal "Discontinue action," and steamed out of range. During the action expended 50 rounds of ammunition. Ship was struck 7 times from Forts Moultrie and Gregg.

September 5.—At 5:15 a. m. hove up starboard anchor and steamed up the main channel toward Fort Wagner. At 5:45 opened on Fort Wagner with 7-second shell from port battery; came to with port anchor, Fort Wagner bearing W. $\frac{1}{4}$ N., distant 1,350 yards, Moultrie House bearing N., distant 2 miles. Firing port battery at Wagner, firing deliberately in rotation; the enemy at first replying briskly from Fort Gregg, the shot passing over and around us. At 7:35 loaded with 15-second shell and opened on Gregg. Army and navy batteries on shore shelling Fort Wagner and Gregg, Fort Wagner not replying, the enemy being driven into their bombproofs. From 8 to meridian: At anchor under the guns of rebel batteries. At 9:15 the ship began to swing to flood tide; none of the guns would bear; ceased firing; Fort Gregg firing on the ship from rifle guns. At 10 received a shot from Gregg on rail on starboard beam, passing through woodwork without further damage. At 10:30, the ship having swung to the flood tide, opened with the starboard battery on Fort Wagner, firing deliberately in rotation, the army batteries keeping up a heavy fire at the same time. Observed that many of the rifle Parrott shell from Parrott 150-pounder tumbled and that two burst on leaving the muzzle of the gun. At 11 the enemy ceased firing on the ship from Fort Gregg. At 12:30 firing guns in rotation at Fort Wagner; the shore batteries also keeping up a heavy fire on the fort. At 2 the army advanced their colors to rifle pits to within 50 yards of Fort Wagner. From 4 to 8 p. m.: At 4 the ship swinging to the ebb tide,

ceased firing the starboard battery and opened port broadside on Wagner, firing with 7-second shell at Fort Wagner deliberately, the shell bursting on the fort. At 4:45 a rebel steamer with flag of truce came down from Charleston and entered the North Channel. Ceased firing and sent a boat in charge of Ensign Porter to communicate. At 5:45 boat returned from rebel flag of truce; immediately opened on Fort Wagner and at 6:35 ceased. During the action expended 464 XI-inch shell and 60 rifle 150-pounder shell. At 6:20 signal from flagship; "Cease firing, retain your position, resume firing at sunrise to-morrow unless a red light be shown from Gregg, which means we hold it." From 8 to midnight our army batteries and monitors shelling Fort Wagner and Cumming's Point; rebel batteries on James Island and Cumming's Point shelling our troops.

September 6.—At 5 a. m. beat to quarters and at 5:15 opened fire on Fort Wagner with 7-second shell, fort not replying. Firing deliberately and in rotation. Army batteries shelling Wagner and Gregg, James Island replying. From 8 to meridian: This ship, with the monitors, shelling Fort Wagner. At 8:30 commenced firing rapidly on Fort Wagner. At 9 ceased firing; monitors withdrew from action and anchored below in the main Ship Channel. Army batteries shelling Wagner and Gregg. At 9:20 signal from flagship "You will resume fire at 11 o'clock, firing deliberately, no more than ten an hour." Meridian to 4 p. m.: Ship having swung to the flood tide, opened with starboard batteries on Fort Wagner, firing a gun every ten minutes, even-numbered guns of starboard battery till 3 p. m. At 3 commenced firing odd-numbered guns. At 2:45 admiral signaled, per army code, "Our troops are in the trenches of Wagner, fire to the right and rear of fort." Army batteries shelling Wagner and Gregg, James Island replying. From 4 to 6 p. m.: Firing at Wagner every ten minutes. At 6:30 beat the retreat. Expended 38 XI-inch shell.

September 7.—From 4 to 8 a. m.: At 5:15 hove up anchor and beat to quarters. At 5:45 Ensign Glass came from the flagship bringing the news that our troops had possession of Battery Wagner and Battery Gregg. At 7:40 steered up the harbor; Fort Moultrie and James Island shelling our troops. From 4 to 6 p. m.: At 5:20 called all hands and hove up port anchor and steamed up toward Fort Moultrie in company with the ironclad fleet. At 5:45 opened on Fort Moultrie with starboard battery and came to with the port anchor; Fort Moultrie distant 1,200 yards; Fort Moultrie and the adjacent batteries replying with a very heavy and rapid fire. At 7:15 ceased firing. Expended 152 rounds of ammunition during the engagement; the enemy kept up a very heavy fire, ship being struck about 24 times. At 9 hove up port anchor, steamed down main Ship Channel, and anchored abreast of Fort Wagner.

September 8.—From 8 to meridian: At 9:30 steamed up toward Fort Moultrie. At 10:15 opened on Fort Moultrie with port broadside, distance 1,000 yards; enemy returning the fire with accuracy and precision, firing with great rapidity; firing with Nos. 1 and 2 gun at battery on the right of Fort Moultrie. The ironclad fleet, in company, also opened fire on the enemy, Captain Rowan being in command. About noon commenced to slack, enemy firing slowly, at times being driven into their bombproof. From meridian to 4 p. m.: Engaging Fort Moultrie and the adjacent batteries. At 12:30 commenced

firing 5-second shrapnel. At 1:20 withdraw from action, XI-inch shell being entirely expended. During the latter part of the engagement enemy's fire sensibly slackened. During the bombardment expended 488 rounds of ammunition, the ship having been struck 70 times by the enemy, and being much out of trim, forward port shutter of Nos. 3 and 6 guns disabled, No. 6 being knocked off and No. 3 being badly cracked; smokestack also being perforated several times. At 2 p. m. came to in main channel.

U. S. S. *Passaic*, Lieutenant-Commander E. Simpson:

August 31, 1863.—From 8 to meridian: Wind N. N. E., force 4, weather 0. At 8:30 a. m. saw a rebel steamer off Cumming's Point buoy, which was taken for a flag of truce. At 8:40 the flagship made signal to the *Weehawken* to get underway. The *Weehawken* got underway and steamed up toward the rebel vessel with a flag of truce flying, but soon hauled it down. At 9:30 she commenced firing at the rebel vessel at long range. At 10:15 flagship made signal to the *Weehawken* to cease firing, which she did and steamed down and anchored near her old anchorage. At this time the *Patapsco* got underway and was soon followed by the *Weehawken* and both steamed up toward Fort Moultrie. At 12 meridian batteries Gregg and Wagner opened fire on *Patapsco* and *Weehawken*. At 12:45 p. m. the flagship signaled us. At 1 p. m. got underway, cleared ship for action, and steamed up toward Fort Moultrie. At 2 p. m. opened fire on Fort Moultrie, the rebels returning our fire very briskly. At 3:30 p. m. got aground. We were struck 9 times, 3 shots penetrating the deck—1 through the coal bunker and 2 over the berth deck; also 2 heavy shots on port side armor, breaking the five plates. All the powder division passing shot from forward aft. At 3:55 floated off. We fired 1 Schenkle shell from rifle and 1 shell from XV-inch gun when admiral made signal to withdraw.

September 1.—Inside Charleston Bar. At 8:30 p. m. tugboat came alongside with orders from the admiral. At 9:40 got underway and steamed up toward Moultrie, accompanied by the ironclads *Montauk*, *Weehawken*, *Nahant*, *Patapsco*, and *Lehigh*. At 10 received another pilot from the *Weehawken*. At 11:10 p. m. Moultrie opened fire at us, the second shot hitting us. At 11:45 came to anchor in main channel. At 12 commenced firing from both guns at Sumter.

September 2.—At 1:15 a. m. got underway and followed the *Weehawken*, with the admiral on board, up nearer the fort and came to anchor and continued firing. At 2:45 carried away a cap-square bolt of rifle gun and also broke bolts which secure guide plates of the XV-inch gun, but kept on firing. At 3:15 again got underway and steamed up still nearer to Sumter and anchored; still firing on Sumter. At 4 the admiral signaled to discontinue the engagement, when we got underway and steamed down the channel, having fired 28 shot and shell from the rifled gun and 20 shell from the XV-inch gun and been struck 3 times on the turret near the ports, 1 bad shot on deck amidships on the port side, and on outside armor forward on starboard bow, and 1 struck the lower part of the smokestack and also broke spare anchor in two pieces. From 4 to 8 a. m.: Wind N., force 3. Weather clear. At 4:30 came in collision with the ironclad *Lehigh* and badly started the outside armor plates forward at the stem. At 5 came to anchor near our old anchorage; opened hatches and sent the men below to rest.

September 5.—From midnight to 4 a. m.: Heard some firing in direction of Moultrie and saw the flashing of a bright white light several times in same direction. From 4 to 8 a. m.: At 4:10 a boat came down from Charleston and landed some men in Fort Wagner. At 5 the *Ironsides* commenced firing at Wagner, our batteries on shore firing briskly. At 8 a. m. got underway and proceeded toward Sumter. At 8:30 came to anchor. During the watch the *Ironsides* and our batteries kept up a constant fire on Wagner, which was not returned. From meridian to 4 p. m.: All these four hours our batteries on shore and the *Ironsides* shelling Battery Wagner and also firing occasionally at Battery Gregg. Wagner completely silenced and Gregg firing but seldom. 4 to 6 p. m.: Rebel steamer came down with a flag of truce. The *Ironsides* sent a boat to communicate with her, which returned at 5:40, the *Ironsides* opening fire on rebel batteries on return of her boat. At 6:30 p. m. *Ironsides* ceased firing, batteries on shore firing with mortars only. From 8 p. m. to midnight: All these four hours our mortar batteries on shore kept up a steady fire on Wagner and Gregg, to which they did not reply, James Island firing continually upon our advance battery.

September 6.—At 8 a. m. commenced firing from both guns at Wagner and Gregg; continued firing until 8:30, having fired 9 Schenkle shell from rifle gun and 6 shell from XV-inch gun. At 9:45 fired both guns, one each at Wagner; got underway and stood down to our old anchorage. At 8:40 p. m. steamed toward Fort Moultrie. At 8:50 fired XV-inch gun and rifled gun once each.

September 7.—At daylight discovered Wagner to be in possession of our land forces, the Union flag flying over it. At 7:30 a. m. the *Weehawken* steamed up in the direction of Fort Sumter. At 10:30 *Weehawken* went aground between Sumter and Moultrie. At 6:30 the *Ironsides*, *Nahant*, *Lohigh*, *Montauk*, and *Putapsco* steamed up to reconnoiter all the forts on Sullivan's Island; they opened fire on the fleet, which was returned by the *Ironsides* and ironclads. At 7 the fire on both sides slackened.

September 8.—Sullivan's Island batteries opened fire on the *Weehawken*; flagship signaled all ironclads to assist the *Weehawken*. Steamed up and took our position near Battery Bee. At 10:10 opened fire on Battery Bee with both guns, which the rebels returned briskly, hitting us continually. At 10:40 a shot from Battery Bee struck one of the sliding hatches on top of the turret, which completely unshipped it, causing it to fall down into the gun turret among the No. 1 gun's crew, wounding John Nelson, seaman, on the head and thigh. Reshipped the hatch and continued firing. At 1:45 p. m. flagship signaled the ironclads to retire from action. Steamed down near the flagship and came to anchor. Fired 19 time shells from XV-inch gun, 30 Schenkle shells from rifle gun, and receiving 51 shots from the enemy's batteries, 29 of which hit the turret, and several the deck, three of which made holes through and through, causing a leak; also the side armor on the port side was hit several times, breaking the plating through to the woodwork for several feet in length. The second cutter, turned bottom up on deck, was struck three times and completely riddled. Turret worked all through the engagement, but took around with it the pilot house and main shaft, on which the turret revolves, the ship being steered from the turret chamber by means of relieving

tackle and a wheel temporarily rigged; some hits on the ring around base of the turret caused it to bulge down and chafe hard against the deck plate, requiring 82 pounds of steam to revolve the turret; eased it a little by squirting in melted tallow all around the bar. At 5 p. m. we shifted our anchorage. The *Weehawken* got off the bar.

U. S. S. *Montauk*, Lieutenant-Commander John Lee Davis:

August 31, 1863.—At daylight discovered a rebel steamer in the channel between Sumter and Moultrie, very much careened to one side, looking as though she was planting obstructions. At 9 a. m. the *Weehawken* got underway and stood toward Sumter, and opened fire at 9:40 on some objects unknown to us. At 10:50 she stopped firing and the *Patapsco* joined her. At 12 m. Fort Gregg opened fire on the ironclads. At 2:10 p. m. the *Patapsco*, *Nahant*, *Weehawken*, and *Pas-saic* engaged Fort Moultrie. At 4:30 ceased firing.

September 1.—At 5:10 a. m. saw a steamer leave Fort Moultrie for Charleston. At 6 our batteries opened on Fort Sumter. The enemy fired a few rifle balls at us from Fort Wagner.

September 2.—From midnight to 4 a. m.: Went up on a reconnaissance within 1,000 yards of Sumter. At 12:30 a. m. the enemy opened fire, without injury. From 8 to meridian: No firing this watch, except a few howitzer shots from our trenches.

September 5.—From midnight to 4 a. m.: Sharp firing from the enemy's batteries on James and Morris Island. Fort Moultrie fired 12 shots at our advanced works on Morris Island. At 5:30 the *Ironsides* steamed ahead and anchored off Forts Wagner and Gregg, and at 6 opened fire on the same. At 6:30 cleared ship for action, a heavy and continuous fire being kept up by the batteries on shore and the *New Ironsides*. At 10 got underway and anchored to the eastward, out of range. At the same time *Weehawken* opened fire on Moultrie, and at 10:40 she withdrew from action. At 4:50 p. m. a flag-of-truce boat from Charleston anchored off Fort Moultrie; the *New Ironsides* sent a boat to communicate with the same. From 8 to midnight, heavy firing from our batteries on Fort Wagner, the enemy returning the fire from James Island and Moultrie.

September 6.—From midnight to 4 a. m.: Heavy firing, and continuous, from our batteries on shore and the *New Ironsides* on Fort Wagner and Fort Gregg. From 4 to 8: Heavy firing from our batteries on shore and the *New Ironsides* at Forts Wagner and Gregg. At 8 a. m. came to anchor about 800 yards from Fort Wagner. At 8:10 opened fire on Battery Gregg. Expended the following ammunition: 7 XV-inch shell and 2 XI-inch shell; also 7 XV-inch charges, 85 pounds each, and 2 XI-inch charges, 16 pounds each. Watch ends with a continual firing from our batteries. From 4 to 6 p. m. the *Ironsides* firing slowly. From 6 to 8 sharp firing from our batteries on Morris Island. From 8 to midnight: At 11:30 got underway and cleared ship for action. Steamed up the channel and at 11:45 opened fire on Fort Sumter and Battery Gregg, firing at intervals of half an hour.

September 7.—From midnight to 4 a. m.: At 12:10 a. m. anchored in company with the *Patapsco*; firing at intervals of half an hour at Sumter. Expended 6 XV-inch shell and 6 85-pound charges of powder. At 4:45 a. m. saw a large number of troops in and above Fort Wagner. At daylight they proved to be General Gillmore's forces in possession of both forts. At 8:15 the *Weehawken* passed, steaming in

the direction of Fort Sumter. At 8:45 the *Weehawken* aground near the same. At 9 Fort Moultrie opened firing in the direction of the *Weehawken* and Cumming's Point. At 9:15 the *Lehigh* steamed ahead and anchored between the *Weehawken* and Fort Moultrie. At 9:25 a flag-of-truce boat came out and communicated with the tug *Daffodil*; returned to Charleston at 10:20, Fort Moultrie and Battery Bee, as also the Forts on James Island, keeping up a constant fire on Morris Island and our troops. At 1 p. m. a rebel flag-of-truce boat came outside of Sumter. The tug *Daffodil* went to meet her. At 1:50 *Lehigh* coming down; *Weehawken* floated. From 6 to midnight: Standing up toward Sumter, *Ironsides* and four other monitors in company. Opened fire at 7:30 p. m., the enemy firing slowly.

September 8.—From midnight to 2:30 a. m.: Enemy firing slowly. At 1:30 a. m. retired from action. Expended during the action 7 XV-inch shell and 7 85-pound charges of powder. From 2:30 to 4 a. m. enemy on Sullivan's Island firing sharply at *Weehawken*, she being still aground. At 8:30, the tide having left the *Weehawken*, the enemy opened fire on her from Fort Moultrie. She returned the fire. At 8:50 the *Nahant* opened fire. At 9:10 the flagship threw a shell into Fort Moultrie, which burst and blew up a shell magazine with tremendous report. At 10 got underway and proceeded to engage Fort Moultrie and all the batteries on Sullivan's Island, in company with *Patapsco*, *Lehigh*, *Passaic*, and *Nahant*, followed by the *Ironsides*. At 10:30 anchored within 500 yards of Moultrie and 1,000 yards of Battery Bee and opened fire. At 12 m. shifted our position to within 250 yards of Moultrie. At 1:10 p. m. *Ironsides* signaled "Retire from action;" retired. At 2:30 the enemy's batteries firing on *Weehawken*. Expended 28 XV-inch shell and 7 stand of grape, 85 85-pound charges. Struck 43 times by solid shot. At 4:30 p. m. the *Weehawken* floated off and proceeded to an anchorage near the flagship. From 6 to 8: The buildings on Sullivan's Island still on fire from the effect of our shell.

U. S. S. *Nahant*, Lieutenant-Commander Cornwell, U. S. Navy.

August 31.—At 10 a. m. the *Weehawken* steamed up toward Sumter and opened fire. At 1 p. m. weighed anchor and steamed toward Moultrie. At 8:05 commenced action with Moultrie's. At 4:30 ceased firing in obedience to signal and stood down to the fleet. Expended 11 XI-inch and 5 XV-inch shell.

September 2.—At 12:15 a. m. commenced action by firing on Sumter. At 1:30 having received two shots on the turret was unable to revolve it for a short time. Anchored between Sumter and Moultrie. At 5:05 ceased firing, having fired 12 XV-inch and 12 XI-inch shell and 8 XI-inch shot at Sumter while engaged. Stood down the channel, firing the two last guns at Wagner; came to anchor near the flagship at 5:50. Hit heavily twice on the turret and twice on the side armor by the enemy's shot during the action.

September 5.—From 4 to 8 p. m.: At 5:30 flagship made signal; got underway and proceeded up toward Wagner. At 8:15 commenced firing at Wagner and continued at intervals.

September 6.—At 1 a. m. ceased firing. At 8 a. m. reopened firing on Wagner. At 9:15 flagship made signal to cease firing, and at 9:30 to withdraw from action. Stood down the channel and anchored near the flagship. Firing from our land batteries during the day.

September 7.—From 8 to meridian: The *Weehawken*, while standing up toward Sumter, got aground and so remained. Occasional firing from Moultrie and the batteries on James Island. At 5:30 p. m. stood up toward the *Weehawken* in company with the rest of the ironclads. At 6:30 opened fire on Fort Moultrie. At 7:30 ceased firing and came to anchor near the *Weehawken*, having fired 6 XV-inch and 9 XI-inch shell. From 8 to midnight remained in company with the *Lehigh* near the *Weehawken* to cover her and assist to get her afloat, but found the water too shoal for attempting it.

September 8.—From 8 to meridian: Fort Moultrie opened a heavy fire on the *Weehawken*, which she returned. At 8:45 a. m. opened fire on Moultrie and were joined by the *Ironsides* and the other ironclads, keeping up a heavy fire on Moultrie and the batteries near it. From meridian to 4: At 1:20 p. m. ceased firing and withdrew from action. Took a line for the *Patapsco*, which vessel was disabled by having her smokestack shot away, and towed her down near to the *Ironsides*. Cast off from the *Patapsco*, and by order from Captain Rowan returned to cover the *Weehawken*, and came to anchor near her. Fort Moultrie opened a heavy fire on us. Received orders to return to assistance of *Weehawken*; stood for her; before reaching her she was afloat. During the action of to-day we fired 54 XI-inch shell with 15-pound charges, and 18 XV-inch shell with 35-pound charges, at the enemy, and received four hits from his shot, three times on side armor heavily, once on smokestack.

U. S. S. *Patapsco*, Commander T. H. Stevens, U. S. Navy:

August 31, 1863.—From 8 to meridian: At 10:15 got underway and steamed up toward Moultrie. Spoke the *Weehawken* and told her to follow our motions. From meridian to 4: At 12:17 Battery Gregg opened fire, but did not strike us. At 12:20 Moultrie, Battery Beauregard, and surrounding batteries on Sullivan's Island opened on us as a unit a heavy fire. At 12:30 fired XV-inch gun at Moultrie from a distance of 700 yards; continued to fire for some time at Moultrie, when at 12:55 turned and steamed slowly down toward our anchorage. At 1:30 a boat came alongside with a message from the admiral. At 1:40 we turned, accompanied by the *Passaic*, *Nahant*, and *Weehawken*, and steamed toward Moultrie. At 2:20 went to quarters, and at 2:45 opened on Moultrie with our rifle and XV-inch guns. Moultrie opened on us, as also the other batteries on Sullivan's Island. At 2:55 received a shot from Gregg. At 3:45 *Passaic* was reported aground. At 3:59 a gun was fired from the *Ironsides*, and a signal made to cease firing. Expended the following ammunition: 7 XV-inch shell, 3 XV-inch shrapnel, 1 XV-inch cored shot, and 17 rifle shells.

September 1.—From 8 to midnight: At 9:45 got underway and steamed up the harbor in company with the other monitors, the *Weehawken* flying the admiral's pennant. At 10:45 went to quarters and fired on Moultrie. At 11:05 Moultrie opened fire. At 11:10 all the batteries on Sullivan's Island opened a heavy fire. At 11:57 opened fire with the rifle and XV-inch gun on Fort Sumter.

September 2.—At 1:30 anchored abreast of Wagner. At 1:50 got underway and followed the motions of the admiral. At 2:45 anchored within 800 yards of the flagship and opened fire on the fort. At 4:25 ceased firing, got underway, and followed the flagship to our anchorage. During the engagement was struck seven times, but doing no

damage. Expended during the engagement 14 XV-inch shell, 12 Schenkle rifle shell.

September 6.—From 4 to 8: At 6:50 got underway and steamed up the harbor in company with all the other monitors. At 7:45 anchored opposite and within 600 yards of Fort Gregg. At 8 opened fire on Battery Gregg, Sullivan's Island batteries replying rapidly. At 9:45 beat the retreat. Expended 4 XV-inch shell; rifle (Schenkle), 6. From 8 to 12: At 11:40 got underway and steamed up the harbor in company with the *Montauk*.

September 7.—Commences and until 4: At 12:45 opened fire on Sumter at a distance of 1,800 yards with rifle gun. At 4:17 got underway and steamed down to our anchorage. At 6:30 flagship made signal. At 7 sent a tug with a flag of truce to communicate with the enemy. At 7:35 flag of truce returned. At 8:30 anchored with the other monitors abreast of Wagner. At 5:30 *Ironsides* made signal; got underway and steamed up to within 400 yards of Sumter and 150 yards of obstructions. At 6:35 opened fire on the obstructions; Fort Moultrie and all the batteries on Sullivan's Island opened on us at the same time with a terrific fire. At 7:15 turned and ran out of range of the batteries that were doing us the most damage. Went abreast of the *Ironsides* and Captain Stevens went on board to report. Expended during the action 1 XV-inch shell, 1 XV-inch shrapnel, 10 rifle shell. The vessel having been hit twenty-three times, one of which broke through the top of our pilot house.

September 8.—From 8 to meridian; At 9:07 one of our monitors exploded a magazine in Fort Moultrie. At 9:25 got underway and steamed up to within 800 yards of Moultrie in company with the *Ironsides* and monitors, *Washawken* being ashore near Sumter. At 10:30 fired one rifle at Moultrie House. At 11 anchored abreast of and within 800 yards of Fort Moultrie and opened fire on Battery Bee, all the batteries on Sullivan's Island replying with a very brisk fire. At 1:30 smokestack shot away, disabling our engine. At 3 anchored near the *Ironsides*. Expended during the engagement: XV-inch shell, 18; shrapnel, 11; grape, 1; and rifle (Schenkle), 30. Were struck during the engagement three times.

U. S. S. *Lehigh*, Commander Andrew Bryson, U. S. Navy:

September 1, 1863.—At 9:15 p. m. received a pilot from the flagship. At 9:20 weighed anchor and proceeded up the river toward Fort Sumter in company with the other monitors; the batteries all along keeping up a continual fire upon us all the time, striking us several times. At 11 commenced firing upon Fort Sumter. We disabled our rifle gun by its running in off the track. At 12, midnight, still firing on the fort.

September 2.—From midnight to 4 a. m.: Firing at intervals during the watch at Fort Sumter. Fired 8 XV-inch shell and 1 rifled 200-pounder Parrott shell. We were struck by the enemy's shots several times during the watch.

September 3.—We fired during the night 8 XV-inch shell and 1 200-pounder rifle shell.

September 7.—At 5 p. m. steamed toward the *Washawken*, anchored near her, she being aground between Sumter and Morris Island. From 8 to midnight: Got underway, in company with other ironclads, to cover a reconnoitering party. Engaged batteries on Sullivan's

Island. At 10:30 dropped down to the *Weehawken*, got up lines, hawsers, etc., ready to render any assistance to *Weehawken* she might require.

September 8.—From midnight to 4 a. m.: The tug *O. M. Pettit* trying to tow the *Weehawken* off the ground, but without success. At 7, in obedience to orders from the flagship, steamed in line of fire of the *Weehawken* and anchored. At 8 a. m., in company with ironclads, opened on Fort Moultrie. From 8 to meridian, engaged in action with Fort Moultrie. At 10 a. m., by signal, engaged Battery Bee at close range. Fire from the enemy hot and precise. Our cutter, towing astern, being cut nearly in two by a shot and rendered useless, cut her adrift. At 1 p. m. got underway, and, in obedience to Commodore Rowan's order, steamed toward the *Weehawken* and anchored near her. On examining the ship after coming out of action found the following number of shots, some of which were severe: 9 shots in armor on port side near water line, 15 on turret, 1 on pilot house, 1 on deck over boilers, 8 in smoke pipe; also had flag and jack staffs shot away. Fired during action 22 shots from each of our guns. At 7:30 steamed up to cover a storming party on Fort Sumter. From 8 to midnight, lying on and off Fort Sumter, covering storming party. At 11 a small boat came alongside and ordered us in closer to anchor. At 11:20 the flagship *Philadelphia* came up and anchored near Fort Sumter.

Extract from diary of Rear-Admiral Dahlgren, U. S. Navy.

Tuesday, September 1, 1863.—I concluded to feel the way about Sumter and the obstructions. Had the first any power? Were the latter not to be attempted?

In the morning I called the captains of ironclads together. Stevens wanted to go straight at the obstructions with the *Ironsides* in open day, to run them down, and was sure Rowan would be willing, but he heard very different notions. Rowan had no taste for that. Well, about 10 I embarked in the *Weehawken* and proceeded up the channel, other monitors in company, and after a couple of hours of slow steaming got near enough to Sumter to open fire, which replied by two shots only. Moultrie, however, blazed away in full style. Before full light had to haul off, as the flood tide set in. The *Ironsides* came up, for a wonder, and fired.

We fired 240 shells and got 70 hits very hard from Moultrie. One hit base of turret and drove a splinter of iron from inside, which broke the leg of my chief of staff, Captain Badger. A fatality seems to attend my staff. Taylor went home sick, Rodgers killed, and Badger's leg broken by splinter. Coxswain of barge killed by a grenade. We got to anchor about 7 a. m.

September 2.—About 1, General Gillmore came on board to confer. I had to see him in bed. Settled to attack Wagner.

September 3.—Attack settled for 6th. I feel better to-day. General Gillmore came on board to confer. He still inclines to surprise Gregg at night, if only to spike the guns. Ticklish operation. Of course I agree. The reconnoissance had been very complete, the boats going quite to Sumter unperceived.

Friday, September 4.—The attempt to-night failed, owing to misunderstanding of my officer, who took a boat when he should have let it alone, and gave the alarm.

September 5.—Slow fire all day from shore batteries and *Ironsides* at Wagner. The attempt to be renewed on Gregg. General Gillmore sticks to that. Very doubtful. I send two monitors to check communication north of Gregg. I hear from General Gillmore that the Secretary of War has arrived at Port Royal, and has come to direct the whole movement on Charleston. He thinks we have enough when we get to Morris Island and Sumter. Will not pay to go farther. There has been this difference of opinion from the first. Stanton and Halleck are opposed to any move on Charleston; Fox and Gillmore are strong for it. Fox carries it, but the slow progress gives Stanton the advantage.

September 6.—Cannonading Wagner all day, so as to storm to-morrow. Wagner does not fire. General Gillmore comes on board in the afternoon to agree on details. The trenches are pushed up to the ditch of Wagner. Our fire has entirely stopped that of Wagner. Now the men go on working at the approaches unmolested in open day. Before a man could not show a finger. To-morrow the assault, at 9 o'clock.

Monday, September 7.—Beautiful smooth weather. Before daylight message from General Gillmore that the enemy has evacuated Wagner and Gregg, so the island is ours. I send a flag demanding surrender of Sumter. Answer: "Come and take it." Sent *Weehawken* to pass close in between Cumming's Point and Sumter, and in so doing she grounded badly.

I went up in the night to see what I could of the obstructions. Severe fire from Moultrie. I drew off to give attention to *Weehawken*.

Extract from report of Brigadier-General Colquitt, U. S. Army.

HEADQUARTERS MORRIS ISLAND, *August 31, 1863.*

CAPTAIN:

* * * * *
 This evening, about 8:30 o'clock, four monitors moved up and commenced firing at Fort Gregg, Sullivan's Island, and the wreck of the boat *Sumter*. The guns at Fort Gregg replied, firing about 40 shots, some of which were seen to take effect upon the monitors.

The batteries on Sullivan's Island assisted in the fight.

No damage reported at Fort Gregg.

* * * * *
 Respectfully submitted.

A. H. COLQUITT,
Brigadier-General.

Captain W. F. NANCE,
Assistant-Adjutant-General.

Extract from journal of operations kept at Confederate headquarters, Charleston, S. C.

CHARLESTON, S. C., *September 1, 1863.*

Batteries Sinkins, Cheves, and several of the enemy's Morris Island batteries have been in occasional action during the night; Battery Wagner fired steadily. Since 6 o'clock last night 218 shots were fired by our batteries and 120 by those of the enemy.

September 7, 1863, 2:40 a. m.—All the garrison of Morris Island who came here have been shipped. Lieutenant Hasker's boat from the *Chicora* was captured by a Yankee barge. Two of the crew came to Sumter, and report all of our troops had left the island.

10 a. m.—A flag of truce from Admiral Dahlgren demanding the surrender of the fort has been met by Lieutenant Bowen, of the *Palmetto State*. I presume I shall refuse.

Commander J. K. Mitchell telegraphs from Richmond that Master Barnum leaves to-day and Rochelle to-morrow with 90 men for Charleston. These men, with 60 more from Wilmington, furnished for temporary service on the requisition of General Beauregard.

At 7 p. m., the *Ironsides* and six monitors engaged Fort Moultrie, firing an occasional shot at Sumter, which did no damage. During the night the noise of hammering could be distinctly heard from the parapet, indicating that one of the monitors had been injured, and was repairing damages. One of them appears to be aground about 1,200 yards from the fort. There are 36 vessels inside the bar, including the *Ironsides* and 6 monitors.

September 8, 1863, 6 a. m.—Moultrie, Boo, Simkins, and Cheves have been firing during the night, engaging the *Ironsides* and five monitors, who have fired since 6 p. m. of the 7th, 197, while our batteries in the same time have thrown 697 shots, a portion of which were directed against Batteries Wagner and Gregg.

8:30.—Weather very hazy.

9:30.—One monitor reported aground between Sumter and Cumming's Point.

6 p. m.—During the day the Sullivan's Island batteries, Battery Simkins, and all of the enemy's ironclads have been in action. Seven hundred and twelve shots were fired by us at the ironclads, of which 122 were good shots and 36 struck. The enemy have fired 700 shell. One monitor is supposed to have been struck thirteen times and is evidently injured.

6:30 p. m.—Forty vessels inside the bar, including *Ironsides*, 6 monitors, flagship, 1 sloop of war, 3 gunboats, 6 mortar boats, etc. French vessel, 2 gunboats, 1 mortar boat, and 4 other vessels outside of bar.

The following dispatches were received during the day from Major Elliott:

The monitor near Cumming's Point evidently aground. Deck now 4 feet above water, and will become 2 feet higher at low water.

9:45. The monitor has been hit three times on water line.

11:15. *Ironsides* heavily hit just now, throwing quantities of sand off her deck.

12 m. Fragments of *Ironsides* torn away by shot from Sullivan's Island.

2:10. *Ironsides* has been injured, but think not seriously. One monitor, smoke-stack down, and is apparently disabled, another is aground off Morris Island, and has been shelling the fort.

General Taliaferro telegraphs:

Attacked the enemy's pickets on Battery Island last night. Drove them off, and destroyed bridge and landing, so can not get to Horse Island. This attack was made in accordance with directions of the 6th instant.

Pawnee at this time (12 m.) firing on our batteries on the Stono. Will send X-inch destined for [Battery] Pringle to [Battery] Simkins, although much needed at Pringle, especially as gunboats persist in coming up.

In the engagement to-day with the monitors, from 8 a. m. to 2 p. m., 19 men were killed and 26 wounded at Moultrie, nearly all by a shell from the *Weehawken*, which exploded a lot of ammunition in chests. Two guns were also disabled by the enemy's fire.

Report of Major De Treville, U. S. Army, commanding at Fort Moultrie.

FORT MOULTRIE, S. C., *September 1, 1863.*

CAPTAIN: I have the honor to report that yesterday morning between 11 and 12 o'clock one of the enemy's ironclads approached this fort, and when within range I opened fire on her. The enemy replied at long range, principally with shrapnel, all of which fell short. After about an hour's engagement the monitor withdrew.

A little before 2 o'clock the enemy again approached, this time with four monitors, and found us ready to receive them. We opened on them and kept up a steady fire, firing in all 182 shots, to which the enemy replied with XV-inch and rifled shells, firing in all, as near as can be estimated, about sixty times. The fort was struck six times by XV-inch shells, and in several places by fragments, but received no injury. Many of their shells fell short, and a number burst on each side and among the neighboring buildings. Not the slightest injury of any kind happened to either officers or men.

Particulars of the engagement will be furnished in an official report.

Very respectfully, your obedient servant,

ROBERT DE TREVILLE,
Major, Commanding.

Captain W. F. NANCE,
Assistant Adjutant-General.

Report of Colonel Butler, U. S. Army.

HEADQUARTERS ARTILLERY,
Sullivan's Island, September 1, 1863.

SIR: I have the honor to report that on yesterday, about 12 m., a monitor moved up to within or about 1,700 or 1,800 yards of Fort Moultrie and opened fire upon that fort; the fire was returned, and the monitor, after firing two or three shells, which burst short, returned.

Between 2 and 3 p. m. four monitors approached, perhaps 200 yards nearer, and opened fire upon Fort Moultrie with rifled and XV-inch guns. The fort mentioned, with Battery Beauregard and the batteries adjoining Fort Moultrie, engaged them for some two hours, when they withdrew. The enemy fired, I think, forty or fifty shots without doing damage to the batteries or inflicting injury upon officers or men.

I will forward a report of the amount of ammunition expended.

Very respectfully, your obedient servant,

WM. BUTLER,
Colonel, Commanding.

Captain EDWARD WHITE,
Assistant Adjutant-General.

Additional report of Colonel Butler, U. S. Army.

HEADQUARTERS ARTILLERY,
Sullivan's Island, September 2, 1863.

SIR: I have the honor to report that on last night, a short time before 11 o'clock, six monitors came within range of the guns of Fort Moultrie and the batteries to the right and left, manned by Companies

D and K, First South Carolina [Regular] Infantry, and opened fire at close range upon Fort Sumter. Fire was opened upon them from the batteries mentioned and Fort Moultrie, and as it was distinctly seen that many shot struck them, the fire was continued until they withdrew, just before daylight this morning, being under fire about five hours.

I think they were struck at least 100 times, fire being generally concentrated on the nearest vessel, and in every instance when the fire was at all rapid causing it to withdraw.

A report of the amount of ammunition expended will be duly forwarded.

Very respectfully, your obedient servant,

WM. BUTLER,
Colonel, Commanding.

Captain EDWARD WHITE,
Assistant Adjutant-General.

Additional report of Major De Treville, U. S. Army.

HEADQUARTERS FORT MOULTRIE, *September 2, 1863.*

LIEUTENANT: I have the the honor to report that last night at 11 o'clock six monitors and the *Ironsides* came in, and soon after we opened fire, which was kept up frequently by battery until 4 a. m. The moon being very bright, we could distinctly see the enemy's vessels, and at almost every discharge, both of bolts and shots, it could be plainly seen that the vessels were struck.

During the whole night the firing was excellent, and we have every reason to believe it was effectual. About 2:30 a. m. one of the monitors withdrew, and at daylight all followed.

The enemy fired but few times at this island, their attention being directed principally against Fort Sumter. We fired in all 291 times.

No casualties to report.

Respectfully, your obedient servant,

ROBERT DE TREVILLE,
Major, Commanding.

Lieutenant M. KING,
Acting Assistant Adjutant-General.

Report of Colonel Keitt, U. S. Army, commanding Fort Wagner.

HEADQUARTERS BATTERY WAGNER,
September 5, 1863—6 a. m.

CAPTAIN: I sent you by Sergeant Leathe this morning a report of affairs up to 4:30 a. m., and now commence journal for the day.

At that time the enemy had opened a mortar fire on this battery.

The dawning revealed a United States flag planted on the enemy's work, 300 to 400 yards in front, this morning, and their main line strengthened, with probably a small advancement of the parallel which they have to run from about the termination of their main approach. Our riflemen opened early, and a fieldpiece fired two shots, but the enemy opened slowly just before 5 with large Parrott guns, first at flank curtain and then at center curtain, with a few shots at the elevated points used by our sharpshooters. The *Ironsides* soon drew up to about 1,500 yards, at, say, 5:20 a. m.; opened fire rapidly. I ordered

one-fourth the infantry to remain on the lines, balance to seek shelter in the bombproof and passages. A few minutes ago one man (Private J. P. Worsham, [Joseph C.] Burgess's Company, Twenty-Fifth South Carolina Volunteers) was killed and one wounded, on the flank curtain.

8:30 a. m. The bombardment of the *Ironsides* terminated at 7:45; combined with the land fire, was rapid and fatal in its effects, falling heavily upon the Twenty-fifth South Carolina Volunteers. The principal damage was done by a shell exploding in the entrance to the parade between the sally port and the passage opposite, throwing fragments into the crowd in the passage (between Magazine U and bombproof), wounding a large number and creating a general stampede for the bombproof, which I was obliged to check. Enclosed are rough lists of casualties up to this hour. The *Ironsides* knocked down a large lot of sand from the traverse above the headquarters passage, and the continual fire of rifled guns is shaking down more. The exit to the rear is nearly blocked up, but I have a detail working to replace. There has been a heavy rifled gun fire upon the south end of bombproof, knocking away half the traverse in front of the stairs leading to the left salient from the bombproof and Magazine B.

I have assigned Captain Lesesne to the command of Battery Gregg. Captain Huguenin ranks him and remains chief of artillery.

The IX-inch Dahlgren was not mounted last night, in spite of my efforts. The enemy appear determined to keep a heavy fire against this battery. I will send the slightly wounded to the sand hills. This bombardment is probably a preliminary to an assault or an attempt to penetrate bombproof and magazine by continual displacement of sand.

Very respectfully, your obedient servant,

LAWRENCE M. KEITT,
Colonel, Commanding.

Captain W. F. NANCE,
Assistant Adjutant-General.
Send candles.

[Telegram.]

MORRIS ISLAND, *September 5, 1863.*

(Received at 12:45 a. m. September 6.)

I had 900, and not 1,400 men; about 100 of these to-day were killed and wounded. The parapet of salient is badly breached; the whole fort is much weakened. A repetition to-morrow of to-day's fire will make the fort almost a ruin. The mortar fire is still very heavy and fatal, and no important work can be done. Is it desirable to sacrifice the garrison? To continue to hold it is do so. Captain Lee, the engineer, has read this and agrees. Act promptly and answer at once.

L. M. KEITT,
Colonel, Commanding.

Captain NANCE,
Assistant Adjutant-General.

[Endorsement.]

The above was received by me at 1:30 a. m. September 6.

G. T. B.

[Telegram.]

CHARLESTON, *September 6, 1863—2:15 a. m.*

Repair work with soldiers and negroes on island. I will determine to-day what measures to adopt. No action should be taken in haste. It is too late to act this night.

G. T. BEAUREGARD.

Colonel L. M. KEITT,
Commanding Morris Island.

[Telegram.]

CHARLESTON, S. C., *September 6, 1863—8 p. m.*

Terrible bombardment of Wagner and Gregg for nearly thirty-six hours. First work much damaged; repairs impossible. Approaches of enemy within 40 yards of salient. Casualties over 150; garrison much exhausted; nearly all guns disabled. Communications with city extremely difficult and dangerous; Sumter being silenced. Evacuation of Morris Island becomes indispensable to save garrison; it will be attempted to-night. This is fifty-eighth day of attack.

G. T. BEAUREGARD,
General, Commanding.

General S. COOPER,
Adjutant and Inspector-General, Richmond, Va.

[Telegram.]

CHARLESTON, S. C., *September 7, 1863—8 p. m.*

Those 210 sailors are still much needed for night communication with Sumter and Sullivan's Island, and for harbor guard boats. Admiral Dahlgren demanded to-day surrender of Sumter. I replied to take it if he could.

Ironsides and six monitors opened this afternoon on Moultrie; result not yet known, but I fear little from their guns afloat for Sullivan's Island batteries.

G. T. BEAUREGARD.

General S. COOPER,
Adjutant and Inspector-General, Richmond, Va.

Report of Major Elliott, C. S. Army, commanding Fort Sumter.

HEADQUARTERS FORT SUMTER, *September 7, 1863.*

CAPTAIN: I have the honor to make the following report:

Up to this time no direct shots have been fired upon this fort. Heavy firing was kept up continuously during yesterday and until 2 o'clock this morning. Two monitors had moved up under cover of the darkness, and about the time the Morris Island movement commenced, commenced throwing random shots up the harbor approaches, which they continued during the night. The Morris Island movement was accomplished successfully, so far as this post was concerned.

At 8 this morning the *Ironsides* and five monitors were near this post; one of the latter quite near. There being a fog seaward, the number of vessels inside the bar and at the other points can not be accurately counted, but there is no perceptible change since yesterday. Two monitors have been employed this morning in sounding along Morris Island. They have taken convenient positions for firing at short range at this fort. I received a communication from Commander Dahlgren, through Lieutenant [R. J.] Bowen, C. S. Navy, demanding the surrender of this fort. An answer has been sent, stating that a definite reply would be returned as soon as I could communicate with the commander of the department. Some valuable time has thus been gained.

Very respectfully, your obedient servant,

STEPHEN ELLIOTT, JR.,

Major Artillery, Provisional Army, C. S., Commanding Post.

Captain W. F. NANCE,

Assistant Adjutant-General.

Extract from report of Colonel Keitt, C. S. Army, commanding Fort Wagner.

CHARLESTON, S. C., *September 7, 1863.*

CAPTAIN:

* * * * *

Lieutenant Stiles, assistant engineer, stationed at Battery Gregg, at my request, had come up to Battery Wagner in the morning. Upon examination, he expressed to me a doubt whether there was powder enough in the magazine to blow it up. I should state at this point that I had sent on Friday for an additional supply of powder, sending the requisition and my report as to the state of the garrison and of the day's proceedings by Major Warley, chief of artillery, who was wounded, and returning to the city in a small boat sent for the purpose. This boat was captured by the enemy's barges, and my report either taken or destroyed by Major Warley. Of this capture I had no knowledge until Saturday night. The blowing up of the magazines was intrusted by me to brave and intelligent officers, who, I think, did their best to effect it. (See Huguenin's and Lesesne's reports, marked A and B). The chief ordnance officer of the district came to Morris Island apparently to look after this, and was given every facility he asked for.

* * * * *

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

LAWRENCE M. KEITT,

Colonel, Commanding.

Captain W. F. NANCE,

At. A. G., 1st Military District, Dept. S. C., Ga., and Fla.

Report of Major De Treville, C. S. Army, commanding Fort Moultrie, regarding engagement of September 7.

HEADQUARTERS FORT MOULTRIE, S. C., *September 7, 1863.*

SIR: I have the honor to report that this evening, about 6 o'clock five monitors and the *Ironsides* were reported approaching the fort.

The guns were manned, and when within range fire was opened. All the boats replied rapidly, striking the fort a number of times, but without any other damage than destroying a portion of the barracks. The fire continued very rapidly and with precision from the boats, our guns replying steadily for about two hours, when the enemy withdrew. No casualties to report.

Very respectfully, your obedient servant,

ROBERT DE TREVILLE,
Major, Commanding.

Lieutenant M. KING,
Assistant Adjutant-General.

Report of Major Elliott, C. S. Army, commanding Fort Sumter, regarding engagement of September 7.

HEADQUARTERS FORT SUMTER, *September 8, 1863.*

CAPTAIN: I have the honor of making the following report:

During yesterday the enemy's land batteries were silent. Early in the morning two monitors came up within short range of the fort, the *Ironsides* and the remaining four monitors taking position near the outer buoy.

About 8 a. m. a flag of truce was sent by the enemy's fleet, which was met by Lieutenant Bowen, C. S. Navy. A reply to the communication received was subsequently sent by flag of truce from this fort.

At 7 p. m. the *Ironsides* and six monitors engaged Fort Moultrie, throwing an occasional shot at this post, which did no damage excepting tearing away a small portion of the parapet on the west face. During the night, the noise of hammering could be distinctly heard from the parapet, indicating that one of the monitors had been injured and was repairing damages. One of the monitors appears to be aground about 1,200 yards from Sumter. There are thirty-six vessels inside the bar, including the *Ironsides* and six monitors.

Very respectfully, your obedient servant,

STEPHEN ELLIOTT, JR.,
Major, Commanding.

Captain W. F. NANCE,
Assistant Adjutant-General.

[Telegram.]

SUMTER, *September 8, 1863—7 a. m.*

CAPTAIN: The monitor near Cumming's Point is evidently aground. Her deck is now 4 feet above water and will be some 2 feet higher at low water. Fire should be opened on her, as the thin part of her hull is probably exposed.

STEPHEN ELLIOTT, JR.

Captain NANCE,
Assistant Adjutant-General.

[Endorsement.]

Attended to.

W. G. M.

[Endorsement.]

This monitor is being fired at from Sullivan's Island and Fort Johnson.

NANCE,
Assistant Adjutant-General.

[Telegram.]

SUMTER, *September 8—9:45 a. m.*

CAPTAIN: The monitor has been hit three times on water line. No change apparent in obstructions.

STEPHEN ELLIOTT, Jr.

Captain NANCE,
Assistant Adjutant-General.

[Telegram.]

SUMTER, *September 8—10:35 a. m.*

CAPTAIN: The monitors have been hit repeatedly. Those next Moultrie have drawn her fire from the one aground, which is to be regretted. The *Ironsides* is 1,460 yards from this fort.

STEPHEN ELLIOTT, Jr.

Captain NANCE.

[Telegram.]

SUMTER, *September 8—11:15 a. m.*

CAPTAIN: *Ironsides* was heavily hit just now, throwing great deal sand off her deck. Enemy very busy at their old works on Morris Island. One Parrott gun from there opened on fort just now.

STEPHEN ELLIOTT, Jr.

Captain NANCE,
Assistant Adjutant-General.

[Telegram.]

SUMTER, *September 8—Noon.*

CAPTAIN: Fragments of *Ironsides* torn away by shot from Sullivan's Island just now.

STEPHEN ELLIOTT, Jr.

Captain NANCE.

[Telegram.]

SUMTER, *September 8—1:05 p. m.*

CAPTAIN: The *Ironsides* is withdrawing. One of the monitors has her smokestack badly bent.

STEPHEN ELLIOTT, Jr.

Captain NANCE.

[Telegram.]

SUMTER, *September 8—2:10 p. m.*

CAPTAIN: The *Ironsides* has been injured, but it is thought not seriously. One monitor has her smokestack bent down, and appears to be disabled. Another is aground on Morris Island, and could be destroyed by our batteries if they would fire at her. She has been shelling this fort without injury to us.

STEPHEN ELLIOTT, JR.

Captain NANCE.

[Endorsement.]

Have ordered the rifle guns on Sullivan's Island and James Island to continue.

NANCE,
Assistant Adjutant-General.

Report of Major Elliott, C. S. Army, commanding Fort Sumter, regarding engagement of September 8.

HEADQUARTERS FORT SUMTER, *September 9, 1863.*

CAPTAIN: I have the honor to make the following report:

About 8 o'clock yesterday morning the *Ironsides* and five monitors took positions close to Sullivan's Island and engaged Fort Moultrie and the batteries on that island. They kept up a very severe fire for several hours, our batteries replying promptly. Yesterday morning a monitor was evidently aground near Morris Island. On reporting the fact Fort Moultrie opened on her, hitting her effectively at least twice. Her deck was 6 feet above the water line, leaving her sides exposed. Shell Point battery also fired on her. It is to be regretted that our fire was not more general and continuous. At high water in the afternoon she got off. In the engagement of the fleet with Fort Moultrie the monitors were frequently struck, and the *Ironsides* had her deck hit twice, one of the shots tearing away a large portion of her upper bulwarks. She lay alongside of a transport all the afternoon, evidently undergoing repairs.

* * * * *

Very respectfully, your obedient servant,

STEPHEN ELLIOTT, JR.,
Major, Artillery, Provisional Army, C. S., Comdg.

Captain W. F. NANCE,
Assistant Adjutant-General.

[Telegram.]

CHARLESTON, S. C., *September 9, 1863—7 a. m.*

A determined attack on Moultrie and Sullivan's Island batteries was made yesterday by the *Ironsides* and five monitors, sixth monitor being aground off Cumming's Point. The attack lasted five hours, resulting in repulse of ironclads, the *Ironsides* and several monitors appearing more or less damaged. Our works suffered but little; our casualties about 40.

G. T. BEAUREGARD.

General S. COOPER,
Adjutant and Inspector General, Richmond, Va.

Report of Colonel Butler, C. S. Army, regarding engagements of September 7 and 8.

HEADQUARTERS ARTILLERY,
Sullivan's Island, September 12, 1863.

SIR: I have the honor to make the following report of the action between the batteries on this island and the ironclad fleet of the enemy on the 7th and 8th of this month:

On the afternoon of the 7th, about 6 p. m., five monitors and the frigate *Ironsides* engaged the batteries until after dark, resulting only in one casualty at our batteries. First Lieutenant E. A. Erwin was killed by a shell at Battery Beauregard. Lieutenant Erwin had just returned from service at Morris Island, and escaped unhurt to meet death at a less exposed position. He was more than ordinarily intelligent, brave, and conscientious. The regiment has lost in him one of its best officers.

The *Ironsides* continued to fire an occasional shot after we had ceased firing until about 9 o'clock p. m. It was, however, so dark that the vessels could not be seen.

On the morning of the 8th one of the monitors, supposed to be the *Weehawken*, which had the day previous taken a position very near the beach of Morris Island, in the channel leading to Cumming's Point, nearly opposite to Fort Moultrie, was observed to show so much of her hull as to lead to the belief that the boat was aground. I received also, early in the morning, a dispatch from Major Elliott, commanding Fort Sumter, giving his belief that the boat was aground and could be destroyed. Learning from a conversation with General Clingman, commanding Sullivan's Island, that it would meet with his sanction, I directed a slow fire to be opened upon the monitor from the treble-banded Brooke gun and X-inch columbiads, I think with some effect. The fire was returned and about 9 o'clock a. m. five other monitors, with the *Ironsides*, were seen approaching; whether to shield the boat that was thought to be aground or whether it was a preconcerted move I am unable to say. About this time a shot or shell from the *Weehawken* struck the muzzle of an VIII-inch columbiad in Fort Moultrie and glanced into some shell boxes, which were protected by a traverse, producing an explosion, killing 16 and wounding 12 men of Company E, First South Carolina Infantry, Captain R. Press. Smith. This disaster rendered it necessary to replace Company E by Company F, Captain B. S. Burnet, which arrived, under fire, from the Beauregard Battery.

The *Ironsides* took a position some 1,500 yards distant and opened a very heavy fire from her broadsides. The monitors took positions varying from 900 to 1,400 yards, all directing their fire upon Fort Moultrie and the batteries adjoining. Batteries Bee and Beauregard also received a portion of their fire. The batteries replied, but owing to the scant amount of ammunition on hand the fire was not so rapid as that of the fleet.

After the action had continued about five hours the fleet withdrew, one of the monitors, I think, disabled, the *Weehawken* remaining in the same position it occupied in the morning.

Besides the loss produced by the explosion before referred to, 3 men were killed, 2 officers, Captain G. A. Wardlaw slightly and Lieutenant D. B. De Saussure severely, and 14 men wounded at Fort Moultrie.

At Battery Bee 1 officer and 1 man were slightly wounded, and at Battery Beauregard 1 officer (Lieutenant Edward Macbeth) slightly wounded.

Two guns in Fort Moultrie were disabled, the VIII-inch columbiad before referred to, and 1 rifle 32-pounder, which had the right trunnion knocked off by a shot or shell from the enemy.

No other material damage was done to the batteries.

I regret to say that the treble-banded Brooke gun gave way during the action, a crack being made in the band in rear of the vent and through the breech. I beg leave to refer to the report of Lieutenant Dwight for an explanation of the circumstances attending the loss of this valuable gun.

The firing at the several batteries on the island was accurate and deliberate, and it affords me great pleasure to commend the conduct of both officers and men of my command.

I enclose herewith the reports of battery commanders, with a list of killed and wounded.

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

WM. BUTLER,
Colonel, Commanding.

Captain EDWARD WHITE,
Assistant Adjutant-General.

Report of Captain Mitchel, C. S. Army, regarding operations at Fort Johnson and Battery Simkins.

ARTILLERY AT FORT JOHNSON AND BATTERY, SIMKINS,
September 9, 1863.

SIR: I have the honor to report that, having been ordered yesterday morning to concentrate all available fire on a monitor aground at Cumming's Point, I first turned on it the VIII-inch naval shell gun on the right of Battery Simkins, and then the three X-inch seacoast mortars, which, with the X-inch columbiad, had been previously keeping up a steady fire on Morris Island.

The VIII-inch naval shell gun was mounted on a shattered carriage and could only be fired slowly and with the utmost caution. It was impossible to do accurate shooting with it, but I struck her from it seven or eight times with round shot.

The mortars are mounted on perfectly frightful, utterly worn-out platforms, and could, of course, do no spot shooting. I ceased firing from them in the evening.

About 3 o'clock I had a portion of the left traverse of the X-inch columbiad in same battery cut away, and made some good shooting on the monitor before her escape.

The Brooke gun on the right was mounted during the day, but only succeeded in firing four shots on the monitor before she got off, one of which I think took effect.

About dark I temporarily ceased firing (to allow of some alteration to the traverse of X-inch columbiad, and because I did not think that the VIII-inch naval shell gun could stand many more discharges, and wished to reserve her for any emergency during the night) from the mortars, because I wished to lay in a further supply of shell, of which I was out, and to rest my almost tired-out men.

At about 2 o'clock last night the signal of an attack on Fort Sumter was observed, when, as soon as practicable, I opened fire, according to previously received directions, from the VIII-inch naval shell gun, the 6.40-inch Brooke, and from the three X-inch columbiads at Fort Johnson.

This fire was kept up irregularly for about an hour. Fire was kept up from that time until this morning from Battery Simkins, from two guns and one mortar on Battery Gregg, and from two mortars on Battery Wagner, at intervals of about five minutes between each shot.

Altogether there were fired from Shell Point, from 9 a. m. on the 8th until 9 a. m. on the 9th, 68 columbiad shots (VIII and X inch) and 118 mortar shells and about 11 Brooke bolts, besides some 8 or 9 columbiad solid shots from Fort Johnson.

I have the honor to remain, very respectfully, your obedient servant,
 JOHN C. MITCHEL,
Captain, Commanding.

Lieutenant J. M. SCHNIERLE,
Adjutant, Artillery Command.

[Endorsement.]

HEADQUARTERS FIRST MILITARY DISTRICT,
Charleston, September 10, 1863.

Respectfully forwarded for information of the commanding general. It was thought on the 9th instant that these batteries were not firing sufficiently, and this direct report was asked for from these headquarters.

R. S. RIPLEY,
Brigadier-General, Commanding.

[Telegram.]

[U. S. S.] PAWNEE, *September 1, 1863.*

ADMIRAL: The repairs to the *Pawnee's* engine and boilers are completed.

GEO. B. BALCH,
Commander and Senior Officer Present.

Admiral DAHLGREN.

Order of Commander Reynolds, U. S. Navy, to Acting Ensign Wood, U. S. Navy, commanding U. S. schooner Norfolk Packet, to proceed to Ossabaw, Ga.

[PORT ROYAL, S. C., *September 2, 1863.*]

SIR: The schooner *Norfolk Packet* being ready for sea, you will proceed to Ossabaw and report to Lieutenant-Commander Pendergrast.

[Very respectfully, your obedient servant,

WM. REYNOLDS,
Commander and Senior Officer Present.]

Acting Ensign G. W. WOOD,
Commanding Norfolk Packet.

Report of Rear-Admiral Dahlgren, U. S. Navy, responding to the Department's letter regarding torpedoes.

No. 118.]

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 2, 1863.

SIR: In reply to the Department's communication of August 19, I have to state that if the Department thinks the torpedoes referred to could be used to advantage here I should be glad to have them.

If they are sent out, I trust that persons familiar with their use and construction may be sent in charge of them.

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

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Rhind, U. S. Navy, commanding U. S. S. Wabash, to proceed to Port Royal, S. C.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 2, 1863.

SIR: You will proceed to Port Royal with the *Wabash* under your command, and on your arrival report to Commander W. Reynolds, senior officer present.

After having coaled and provisioned your vessel, you will return to this station.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander A. C. RHIND,
Commanding U. S. S. *Wabash*.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Shufeldt, U. S. Navy, to assume command of the U. S. S. Catskill.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 2, 1863.

SIR: You are hereby detached from the U. S. S. *Conemaugh* and ordered to take command of the U. S. ironclad *Catskill*.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander R. W. SHUFELDT,
Commanding U. S. S. *Conemaugh*.

Report of Rear-Admiral Dahlgren, U. S. Navy, urging the need of additional tugs.

No. 120.]

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 4, 1863.

SIR: The tugs in use here are now nearly all disabled. No vessel can long endure the service required of these tugs in this seaway, and

I beg leave to urge upon the Department the necessity of sending me, at once, three or four strong propeller tugs. The demand for their services in connection with the pending operations is imperative.

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

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

[Telegram.]

OFF MORRIS ISLAND, *September 4, 1863—12: 15 p. m.*

(Received 2: 10 p. m., September 6.)

I have to request that ten four-fluked anchors and four 1½ chain cables, such as are used by the monitors, may be sent here at the earliest possible moment. One of the monitors is already crippled for want of them. A quantity of bolts such as are used for fastening the smoke boxes of the monitors are also requested to be sent without delay.

J. A. DAHLGREN,
Rear-Admiral, Commanding.

Hon. GIDEON WELLES,
Secretary of Navy.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Lieutenant-Commander Blake, U. S. Navy, commanding U. S. ship John Adams.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 5, 1863.

SIR: You will proceed with the *John Adams*, in tow of the *Mary Sanford*, to Port Royal, and report to Commodore Reynolds, senior officer present.

You will then turn over the command of the *John Adams* to Acting Master A. S. Gardner, and take passage north by the first public conveyance. On your arrival at a Northern port, proceed to Newport, R. I., and report to Commodore Blake, Superintendent of the U. S. Naval Academy.

* * * * *

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander F. B. BLAKE,
Commanding U. S. Ship John Adams.

Order of Rear-Admiral Dahlgren, U. S. Navy, regarding salutes for the Secretary of War.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 5, 1863.

I have just learned informally that the Hon. Edwin M. Stanton, Secretary of War, has arrived at Port Royal.

He is to be received by every commander of this squadron with the honor due to his rank.

Every vessel having the guns will salute as soon as he is in sight, firing 17 guns.

He may come to this place in the *Arago*.

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Order of Commander Reynolds, U. S. Navy, to Acting Volunteer Lieutenant Kittredge, U. S. Navy, commanding U. S. S. Wamsutta, to proceed with that vessel to Philadelphia.

SEPTEMBER 5, 1863.

SIR: The *Wamsutta* having received sufficient repairs to permit her to go north, you will get underway at the earliest favorable moment and make the best of your way direct to Philadelphia, where you will report your arrival to Commodore C. K. Stribling, commandant of station.

Very respectfully, your obedient servant,

WM. REYNOLDS,
Commander and Senior Officer Present.

Acting Volunteer Lieutenant KITTREDGE,
Commanding U. S. S. Wamsutta.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the appropriation and appraisalment of the schooner Shark.

No. 124.]

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 5, 1863.

SIR: I have to inform the Department that in conducting operations here I have found it necessary to take possession of the schooner *Shark*, Beaston, master; and appropriate her as a powder vessel to be blown up on the obstructions.

I forward herewith, marked "Enclosure No. 1," an appraisalment of the vessel by a board of officers, together with a copy of my letter to Mr. Beaston, master of the *Shark*, marked "Enclosure No. 2," from which it will be seen that his valuation of the vessel does not differ from that assigned by the board of survey.

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

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

[Enclosure No. 1.]

U. S. FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 5, 1863.

SIR: In obedience to your order of this date, we have appraised the hull, spars, rigging, tackle, and furniture of the schooner *Shark*, now lying at this anchorage, and value the same at \$6,000.

We have the honor to be, very respectfully, your obedient servants,

E. P. WILLIAMS,
Lieutenant-Commander.
 PAUL C. GIBBS,
Acting Master.
 T. H. BISHOP,
Carpenter, U. S. Navy.

Rear-Admiral JNO. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

[Enclosure No. 2.]

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 5, 1863.

SIR: The schooner *Shark*, of which you are now master, and now under charter to the Navy Department, having discharged her cargo, and the exigencies of the public service requiring that she be made use of in certain operations now in progress against Charleston, her charter will be terminated this day by the Government's taking possession of her.

I have ordered a board of experienced officers to survey and appraise the vessel, and their valuation will be forwarded to the honorable Secretary of Navy, to whom application can be made on your arrival at the North for the payment of her value, which you have estimated at about \$6,000.

You will be furnished a passage north in the U. S. S. *Massachusetts* for yourself and crew.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain BEASTON,
Schooner Shark.

[Telegram.]

U. S. S. PAWNEE; [*Stono River*], *September 5, 1863.*

ADMIRAL: We are greatly in want of coal. I discovered yesterday that the rebels were throwing up two earthworks near the parallel of 32° 43' on James Island, and about 1 mile above Tom Grimball's on the Stono. The enemy did not return my fire.

GEO. B. BALCH,
Commander and Senior Officer Present.

Admiral DAHLGREN.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the Department's request relative to the U. S. S. Atlanta.

No. 123.]

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 7, 1863.

SIR: In reply to the Department's communication of 30th ultimo, asking that the *Atlanta* should be sent to Philadelphia, I would state

that immediately after its receipt I instructed Commander Reynolds, senior officer present, at Port Royal, to place that vessel in a condition to proceed north without delay. Commander Reynolds has not yet reported what progress has been made with the work.

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

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Brigadier-General Gillmore, U. S. Army, requesting a steamer for ramming the obstructions in Charleston Harbor.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 7, 1863.

GENERAL: I desire to procure as large a side-wheel steamer as can cross this bar, to be used as a ram against the obstructions in the channel between Sumter and Moultrie.

Have you a fast steamer under charter that could be used for this service? Such, for instance, as the *Spaulding*, or one of greater draft of water?

I have not a suitable one at my disposal.

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

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

General Q. A. GILLMORE, U. S. Army,

Commanding Department of the South, Morris Island.

Report of Commander Colhoun, U. S. Navy, commanding U. S. S. Weehawken, regarding expenditure of ammunition, and hits received, August 17 to September 8, 1863.

U. S. IRONCLAD STEAMER WEEHAWKEN,
Off Morris Island, September 9, 1863.

Date.	Rounds fired.	Hits by enemy.	Distance	Object.	Remarks.
1863.			Yards.		
Aug. 17	62	3	1,100	Fort Wagner	
Aug. 18	64	3	1,300	.....do	
Aug. 22	33	10	1,000	Fort Sumter	A report of this action was made August 23.
Aug. 31	35	9	1,200	Fort Moultrie and other batteries on Sullivan's Island.	Hits heavier and making deeper indentations than any previously.
Sept. 2	46	30	900	Fort Sumter	Heavy fire from rebel batteries on Sullivan's Island, 60 bolts in turret broken.
Sept. 6	62	.....	1,300	Wagner, Gregg, Sumter, Moultrie.	Battery Gregg only fired a few shot. During the night 16 of the 52 shell were fired at Sumter, Moultrie, and the obstructions.
Sept. 8	82	24	{ 2,150 1,530	{ Fort Moultrie Fort Sumter	{ Being aground off Cumming's Point with but 7 1/2 feet water at low tide, port side being toward Fort Moultrie and Battery Bee, they opened on us with a very heavy fire. Battery Simkins, on James Island, also fired at us.
	374				

RECAPITULATION.

Rounds fired previous to July 10, 1863.....	40
Rounds fired since July 10, 1863.....	897
Total.....	937
Rounds fired from XV-inch gun.....	281
Rounds fired from XI-inch gun.....	653
	937

Very respectfully, your obedient servant,
EDMUND R. COLHOUN,
Commander.

Rear-Admiral JNO. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Lieutenant-Commander Simpson, U. S. Navy, commanding U. S. S. Passaic, regarding actions participated in by that vessel, July 29 to September 8, 1863.

U. S. IRONCLAD STEAMER PASSAIC,
Port Royal Harbor, October 9, 1863.

SIR: Conformably to the call of the Navy Department for reports from the commanders of the ironclads of the actions in which they have been engaged, I have the honor to submit the following:

On the 29th of July, 1863, I went into action in this vessel with Fort Wagner, on Morris Island, at the distance of 1,200 yards. In this action I fired 13 rounds from the XV-inch and 10 rounds from the 150-pounder rifle. A cap-square bolt was carried away on the carriage of the rifle. I received no hits from the enemy.

On the night of the 9th of August, while on close picket duty, and in easy range of Sumter and the batteries of Sullivan's Island, I was discovered from Battery Gregg, on Morris Island, from which place fire was opened on the vessel. I dropped down from my advanced position, giving Gregg 1 rifle shell as I passed. No hits from the enemy's fire.

On the night of the 15th of August, while employed on the same duty of close picket, I discovered a steamer of the enemy communicating between Fort Sumter and Cumming's Point. I opened fire upon her, which had the effect of causing her to move rapidly up the harbor. Battery Gregg opened fire in return, but I received no hits.

On the 17th of August I joined the squadron in the attack of the forenoon on Fort Wagner, after which I was engaged with Fort Sumter at distance of 2,000 yards. In the afternoon of the same day I again engaged Fort Wagner at a distance of 900 yards, in company with the *Patapsco*, and succeeded in silencing the fire of two guns that had been mounted subsequent to the withdrawal of the squadron in the forenoon. During the day the vessel was hit 13 times. I fired 30 shells from the XV-inch gun and 9 from the rifle, having been ordered to retain the fire of the rifle for service against the walls of Sumter.

On the 18th of August I was again engaged with Fort Wagner, at a distance of 1,000 yards. During the action I fired 18 shells from the XV-inch gun, and received 5 hits from the enemy, 1 of them causing the water to run freely through the deck into the bread room.

On the night of the 23d of August I was engaged, in company with the rest of the squadron of ironclads, in an attack on Fort Sumter, at

a distance of about 750 yards. The mist obscured the fort so much as to make it very difficult to distinguish the object. I fired 9 rounds from the XV-inch gun and 10 from the rifle. I was hit 5 times by the enemy.

On the afternoon of the 31st of August I was engaged, in company with the *Patapsco*, *Weeharoken*, and *Nahant*, with Fort Moultrie, at a distance of 875 yards. I fired 1 round from the XV-inch gun and 9 rounds from the rifle, and received 9 hits from the enemy. Three of the hits penetrated the deck, forcing pieces of broken iron through on the berth deck; one hole measured 20 inches by 9 inches.

On the night of the 1st of September I was engaged, in company with the rest of the ironclad squadron, in an attack on Fort Sumter, at a distance varying from 1,200 to 700 yards. During this action I fired 20 rounds from the XV-inch gun and 26 from the rifle, and received 7 hits from the enemy.

On the morning of the 6th of September I was engaged, in company with the other vessels of the ironclad squadron, in shelling the covered way from Fort Wagner to Battery Gregg. There was no reply from the enemy. I fired 6 rounds from the XV-inch gun and 9 rounds from the rifle.

On the night of the same day I was on picket, under orders to fire an occasional shot to prevent reinforcements crossing from Sullivan's Island to Morris Island. After firing 1 round from each gun, while revolving the turret it was discovered that the central shaft or spindle of the turret had taken up motion with the turret, carrying the pilot house with it. The steering gear was of course deranged. In revolving the spindle back to its proper place a casting, indispensable for the steering gear, was broken. Temporary steering gear was rigged on deck and I returned to the lower anchorage. During the night, finding it impossible to detach the spindle from the turret, a starting bar was slipped in the shaft of the turret engine in the turret chamber, and relieving tackles were hooked to the steering chains and brought to the barrel of a wheel, temporarily rigged in the turret chamber. The vessel was reported as ready to go into action on the morning of the 7th.

On the 8th of September I was engaged, in company with the rest of the ironclad squadron, with the batteries on Sullivan's Island, and, having been ordered to go well up and engage Battery Bee, I became a prominent mark for the fire of the enemy. During the action I fired 19 rounds from the XV-inch gun and 30 from the rifle, and received 51 hits from the enemy.

The turret, spindle, and pilot house all revolved together. I received three new holes through the deck, the side armor was badly injured in several places, and was sprung off the side abreast of the turret. Eleven hits took effect on the ring around the base of the turret; one of these hits caused so much friction on the plate below the ring as to require 34 pounds of steam to revolve the turret, until it was eased by melted tallow squirted in from the outside. Had it not been for the elastic character of the packing under the plate the turret would inevitably have stopped.

The difficulty of steering the ship with relieving tackles, the quartermaster below not having even the benefit of a compass to know when the vessel is running steady, and the copious leaks through seven holes in the deck, combined with my desire to adjust the turret and

spindle, induced me, after this action, to represent to you the condition of the vessel, and, on being informed by you of the probable suspension of active operations for a while, I applied for permission to come to this place for repairs.

The concussion from the guns is not found to inconvenience any one on board. During the last action, a shot struck one of the armor plates on the roof of the turret, driving it down into the turret; fortunately, no one was seriously injured; one man was cut and slightly bruised. The wounds inflicted on the deck are very rough and jagged; all signs of fiber disappear from the iron and the projecting pieces are broken off with a sledge. The shot generally burrows along on the plate that it first strikes, until it comes in contact with the edge of the next plate, when it breaks. The armor on the sides does not successfully resist the impact of the shot from the guns of the heavy caliber of the enemy. There are several places on the side of this vessel where all five plates are broken through.

The turret of this vessel is much battered, but very few bolts or nuts have broken off; the strength of the turret has been most severely tried; at one place two round shot of very large caliber (estimated by some as XI-inch, by others as XV-inch) have struck close together on the same plate, the impression of the second shot overlapping a portion of that made by the first. The mass of iron has been pressed in so as to form an extensive bulging in on the inside, and the outer plate is broken, but no more serious effect was produced.

In an official report of the actions in which this vessel has been engaged, I can not refrain from making special mention of Lieutenant William Whitehead, the executive officer, whose earnest zeal, fine ability, and untiring energy make him most valuable in his position, and have been of the greatest assistance to me. I must also specify Mr. Henry Mason (the senior engineer) and Third Assistant Engineer William A. Dripps, whose valuable services, as rendered on board of this vessel, prove their interest in the cause, and have, on several occasions, called forth my commendation. If Mr. Dripps remains in the service, he is destined to occupy a prominent place in his corps.

I have the honor to be, very respectfully,

E. SIMPSON,

Lieutenant-Commander, Commanding.

Rear-Admiral J. A. DAHLGREN,

Commanding South Atlantic Blockading Squadron.

Report of Lieutenant-Commander Bacon, U. S. Navy, regarding a loan of howitzers to Brigadier-General Gillmore, U. S. Army.

U. S. S. COMMODORE McDONOUGH,

Light-House Inlet, September 8, 1863.

SIR: I have the honor to report that, on the afternoon of the 6th instant, General Gillmore requested me to let him have the two 24-pounder howitzers to be used in army boats in the rear of Wagner, both for the purpose of picketing and cutting off supplies from that fort, which I did. Being very short of men, could not spare enough to man them, but sent Acting Master's Mate Hallett and the quarter gunner to assist in mounting them. As the guns are very useful, I

will allow them to remain there for a few days if it meets with your approval.

Very respectfully, your obedient servant,

GEORGE BACON,
Lieutenant-Commander, U. S. Navy.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, U. S. Navy.

Report of Rear-Admiral Dahlgren, U. S. Navy, in reference to guns reported to have been landed at Bermuda.

No. 128.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 8, 1863.

SIR: I have to acknowledge the receipt of your communication of August 24, stating that two large guns, of 22 tons each, had been landed on the 12th at Bermuda.

I have kept an eye on this order, as reported from time to time, as they would confer great advantage if mounted here.

The channels of this place have generally been well watched, though at this time the disability of steamers has brought their number lower than desirable.

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

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding injuries sustained by the ironclads.

No. 130.] FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 8, 1863.

SIR: Conformably to your directions, I will cause weekly reports to be made of the injuries sustained by the ironclads.

The heavy shot fired, which have struck, have generally been X-inch, and are well borne at 1,200 yards, but when the distance is less than 1,000 yards there is a marked difference. The shot which struck the top of the *Catskill's* pilot house on a glance, killing Captain Rodgers and Paymaster Woodbury, must have been a X-inch. To prevent similar accidents the plate should be strengthened and have an interior lining.

The shot which struck the turret of the *Weehawken* at the base came from Moultrie, and was probably a X-inch. It detached a portion of the interior lining, which broke Captain Badger's leg. The decks always suffer severely, and two or three of the monitors are now in need of repairs from this cause.

The *Catskill* has been eighteen days at Port Royal under repair; when she returns another will be sent.

Ensign [M. L.] Johnson was slightly hurt last night in the turret by a bolt.

I am, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 8, 1863—9:40 a. m.

Captain Balch telegraphs to me that the rebels are hard at work on the battery above Grimball's, in the Stono, yet.

DAHLGREN,
Admiral.

General GILLMORE.

Report of Lieutenant-Commander Cornwell, U. S. Navy, regarding firing of the U. S. S. Nahant, March 3 to September 8, 1863.

U. S. MONITOR NAHANT,
Off Morris Island, January 26, 1864.

SIR: In obedience to your request of the 23d instant, I have to make the following report, viz:

1st. The most rapid fire from the XV-inch gun has been eleven times per hour for one and one-half hours.

2d. The most rapid fire from the XI-inch gun has been nineteen times per hour for one and one-half hours.

3d. The least rate of continuous fire from the XV-inch gun has been two and one-half times per hour for five hours.

4th. The least rate of continuous fire from the XI-inch gun has been four times per hour for five hours.

Very respectfully, your obedient servant,

JOHN J. CORNWELL,
Lieutenant-Commander.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

[Enclosure.]

Report of the several engagements of the U. S. monitor Nahant.

Engagements.	Time engaged.		Shots fired.		Average fire.	
	Hours.	Minutes.	XV-in.	XI-in.	XV-in.	XI-in.
1863.						
Mar. 3.....	4	35	32	39	7	9
Apr. 7.....	1	40	7	8	4	5
July 10.....	8	.....	53	47	64	6
July 11.....	2	.....	12	12	6	6
July 12.....	.....	50	1	3	1	3
Aug. 17.....	4	30	.....	61	.....	14
Aug. 17.....	3	35	30	.....	8	.....
Aug. 22.....	1	30	17	28	11	19
Aug. 31.....	1	30	5	11	3	7
Sept. 2.....	5	.....	12	20	24	4
Sept. 7.....	1	.....	6	9	6	9
Sept. 8.....	4	30	18	54	4	12

Report of Rear-Admiral Dahlgren, U. S. Navy, reviewing services of the ironclads from July 6 to September 8, 1863.

No. 44.]

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, January 28, 1864.

SIR: Conformably to the wishes of the Department, I submit the following review of the service of the monitors while under my command, and as some knowledge of the circumstances under which they have been tested may afford a better appreciation of their qualities, I shall briefly narrate some of the leading events in which they have participated during the operations at this place.

On the 6th July, Rear-Admiral Du Pont delivered to me the command of the naval forces occupying the coast of South Carolina, Georgia, and part of Florida. They embraced seventy vessels of all classes, and were distributed at various points along an extent of more than 300 miles. There was no concentration, the purpose being rather to distribute the vessels in order to enforce an efficient blockade.

Of the ironclads, the *Ironsides* was off the Charleston Bar, two monitors were at Edisto, one at Stono, three at Port Royal, and one at Ossabaw.

The orders of the Department (June 24, 1863) only directed me to assume the command; they went no further, nor was there need that they should. There was an enemy in front, and it was my duty to compel him to obedience so far as my means permitted.

On the day that I arrived an interview occurred with General Gillmore, in which the details for a descent on Morris Island were arranged, to commence on the Wednesday following, but which were postponed first to Thursday and then to Friday, in order to allow General Gillmore to perfect his arrangements.

In the absence of specific instructions, I was obliged to assume the responsibility of action, which the Department was advised of.

The naval part of the operations consisted:

First. In assembling the ironclads at the Charleston Bar, so as to cross at early daylight on the day named, to cover the attack of the troops, to prevent the arrival of reinforcements during that attack, and to engage the rebel batteries, particularly Fort Wagner.

Second. To furnish a convoy for the column that was to ascend the Stono, cover its landing, and shell James Island.

Third. To guard the depots of the army at Hilton Head and at Seabrook during the withdrawal of the troops concentrated on Folly Island.

I should here state that Mr. Ericsson had decided to increase the thicknesses of the pilot houses of all the monitors and add heavy circles of metal to the bases of the turrets and pilot houses.

The three at Port Royal were already in hand for this purpose, and some progress had been made. A part of my preparation consisted in putting a stop to the work and having the vessels fitted temporarily for service.

This was effected in season, and before daylight of the 9th of July the monitors were off the bar, ready to pass in at the first sign of movement by the United States batteries on Folly Island.

The plan was to open from the masked batteries on the north end of Folly Island, cross the bar with the monitors, and enfilade the rebel position on the eminences of Morris Island, while the troops were to

cross the narrow inlet which divides Morris Island from Folly Island when the proper moment arrived.

The obscurity of the night still rested on land and sea, when I went on board the *Catskill* (July 10), and not a symptom of preparation on shore was visible to us.

It was important that the monitors should not, by their appearance, give any intimation of what was meditated by being seen on the bar until the details ashore were completed, so I waited the first fire of the batteries. This was not long coming, and I led with my flag in the *Catskill*, followed by Captains Fairfax, Downes, and Colhoun in the *Montauk*, *Nahant*, and *Weehawken*. Steering for the wreck of the *Keokuk*, and passing it, the monitors were laid in line about parallel to the land, opposite the southern eminences of Morris Island, and poured in a steady fire among the rebel garrison, who were there posted, making a feeble and ineffectual return to the storm of shot and shell that came upon their front and flank. I could see plainly the great confusion into which they were thrown by this sudden and overwhelming onslaught. It was a complete surprise, both as to time and to power developed.

The monitors were run in as close as the shoal water permitted, so that the shells from our own batteries on Folly Island passed close ahead of, and, at times, over some of them.

About 8 o'clock a body of men were seen coming over the low sand beach of Morris Island, and while hesitating whether to treat them to some volleys of grape, the sight of the Union flag* told who they were. They composed the brigade which had been brought from the Folly River by the boats of the squadron under Lieutenant-Commander Bunce and Lieutenant Mackenzie. I paused for a moment to observe the gradual accumulation of our men in masses, and their advancing movement, then pushing forward to accelerate with our enfilading fire the retreat of the rebels.

The sight was now of great interest; our own troops could be seen taking possession of the sand hills, where the enemy had rested the sole defense of this end of the island, while some battalions were moving along the beach. The defeated rebels were hurriedly making way along the low, flat land north of their position, and some two or three detached dwellings were in flames, while the monitors, skirting the shore, maintained a steady fire on the retreat. Presently they reached Fort Wagner, and here we were advised that our advance was checked, at least for the day, though it was but 9 o'clock. The discomfited rebels were safe in the work and our own men halted at a reasonable distance from it.

The monitor with my flag was now anchored as near the beach as the depth of water permitted (1,200 yards) and the other monitors in line to the southward. A steady fire was begun about 9:30, the fort replying briskly, and maintained through the day, except the dinner hour, until 6 in the evening; then I retired and anchored lower down.

Next morning before 6 o'clock the flag-lieutenant reported to me that an assault had been made at daybreak by our troops and failed, and about 9 o'clock I had a note in pencil from the general saying, "We attempted to carry Fort Wagner by assault this morning and reached the parapet, but the men recoiled and fell back with slight loss."

*The first planted on Morris Island by Lieutenant Robeson.

It is known now that reinforcements had been hurried to the island by the rebels and had entered the work about midnight.

I had no notice whatever of the general's intent and could, therefore, render no aid in time.

Here ended the first part of the enterprise against Morris Island. It had been in all respects a surprise, and so complete that the rebels do not seem to have had any idea of it until the day before, and it is not certain they were then aware of the scale on which it was to be conducted.

Had a work like Wagner crowned the sand hills of the south end, we could not have established our position on the island; even a surprise would probably have been out of the question. But there were to be no more surprises; the undertaking was to be completed only by hard work, patiently endured, in the trenches and by batteries ashore and afloat.

The general now decided to make a second assault in force and to cover it by some light batteries, established at distances varying from 1,000 to 1,600 yards.

While the preparations for this design were going on, the monitors were daily at work to occupy the attention of Wagner and keep down its fire, the gunboats assisting at long range.

On the 18th July, all being ready, about noon I led up in the *Montauk*, followed by four monitors and the *Ironsides*, anchored at 1,200 yards, as near as the state of the tide would permit, and opened fire, the gunboats firing at a greater distance and the shore batteries also in action.

As the tide rose *Montauk* gradually closed in, until at 7 o'clock she was about 300 yards from Wagner, when I ordered grape to be used.

Unable to endure the fire of the vessels, the guns of the fort were now silent, and not a man was to be seen.

About sunset a note in pencil from General Gillmore announced his intention to assault, but it was quite dark before the column reached the work. The fire of the vessels was continued so long as it was safe for our own men ashore, but ceased when the darkness made it impossible to distinguish friend from foe. The rattle of musketry soon made known the commencement of the assault and continued with little intermission until 9:30, when it ceased, and then came the painful tidings of our defeat.

This was the end of the second part of the operation, and proved that the work was too strong and too pertinaciously defended to be taken by any offhand blow. The slow and laborious operation by trench and cannon only were capable of reducing it. And here I may remark that in this necessity is to be found a principal cause for the delay in reaching Charleston that subsequently ensued. It was, no doubt, unavoidable, for it is to be presumed that no more troops could then be spared from the main armies.

If there had been sufficient to make such an assault as would have overpowered all opposition, Wagner might have been carried at the first assault, Gregg would have yielded immediately, Sumter would soon have followed as a matter of course, and the ironclads, untouched by severe and continuous battering, would have been in condition to come quickly in contact with the then imperfect interior defenses.

The rebel movements clearly indicate that they admitted the impracticability of defending Morris Island, and consequently Sumter, after our position on it was fully established and covered by the ironclads.

They only sought to hold the island long enough to replace Sumter by an interior position; hence every day of defense by Wagner was vital to that of Charleston.

This policy was successful for two months (10th July to 7th September), and gave time to convert Fort Johnson from a forlorn old fort into a powerful earthwork, improved by the experiences of Wagner. Moultrie received similar advantages, and most of the cannon of Sumter were divided between Johnson and Moultrie; batteries were established along the south shore of the channel from Johnson toward the city, and thus an interior defense was completed, which, though it separated more widely the salient and principal works of the defense by substituting Johnson for Sumter, yet rendered access to the upper harbor far more difficult, because a more powerful fire was concentrated from additional batteries upon vessels attempting to enter.

And thus it was that even after Morris Island was evacuated and Sumter dismantled, the fleet must still pass the fire of Moultrie and Bee to find itself in presence of a formidable earthwork supported by continuous batteries and commanding obstructions more difficult than any between Sumter and Moultrie.

The real nature of these obstructions was not suspected until the winter freshets had broken away and floated into our hands a fair specimen of them, which certainly were far more formidable than had been anticipated.

So well do the rebels keep their counsel that the best informed refugees who had been constantly engaged about the harbor appeared to know as little about them as we did.

During the progress of the engineers toward Wagner the ironclads played an important part, using their guns whenever an opportunity offered, as shown in the instances quoted in the following pages. It may be readily conceived that, all things being equal, it was just as easy for the rebels to have worked toward theirs; but there was a serious difference in the fact that the cannon of the ironclads, and also of the gunboats, completely enfiladed the entire width of the narrow island and absolutely interdicted any operation of the kind on the part of the rebels. In addition, whenever their fire was bearing severely on our own workmen, a request from the general always drew the fire of the vessels, and I do not know that it failed to be effective in an instance.

As a consequence the rebels were restricted to Wagner, and were powerless to hinder the progress of the trenches that were at last carried into the very ditch of the work and decided its evacuation without assault.

The day before the contemplated assault I led in the ironclads in force, as agreed on, and battered the fort all day, turning it into a sand heap.

The next morning it was to have been stormed, but the enemy had fled. They foresaw the inevitable result.

The vessels thus shared fully with the army in the operations that led to the abandonment of the works on Morris Island, and besides what is already mentioned prevented the access of reinforcements or their accumulation between Wagner and Gregg.

The boats of the squadron were also engaged on picket duty by night along the seashore of Morris Island and the little stream on its inner border.

A detachment of seamen and marines under Captain Parker participated in the practice of the batteries at Fort Sumter by working four navy rifle cannon landed for the purpose.

The duties of the ironclads were not performed under idle batteries. The guns of Wagner never failed to open on them, and fired until their crews were driven by those of our ironclads to take shelter in the bombproofs. One of these cannon, a X-inch, left deep dents on every turret that will not easily be effaced.

The operations of the ironclads against Morris Island were appropriately closed by a severe contest with Fort Moultrie, Batteries Bee, Beauregard, etc., to relieve the *Weehawken*, which had grounded under their fire, and was finally got off with some severe injuries, owing to the falling tide having exposed the hull under the overhang.

There were other occasions when severe conflicts occurred with the rebel works on Sullivan's Island. And besides the principal attacks in force, there were few days from the first attack on Morris Island (July 10) to its evacuation (September 7) that some ironclads or gunboats were not engaged in firing at the enemy's works so as to facilitate the labor of our troops ashore, as will be perceived by the following sample from the record:

Date.	Vessels engaged.	Class.	Object.
1863, July 18	Montauk (flagship)	Monitor	Assault on Wagner.
Do...	Ironsides	Ironclad	Do.
Do...	Catskill	Monitor	Do.
Do...	Nantucket	do	Do.
Do...	Weehawken	do	Do.
Do...	Patapsco	do	Do.
Do...	Paul Jones	Gunboat	Do.
Do...	Ottawa	do	Do.
Do...	Seneca	do	Do.
Do...	Chippewa	do	Do.
Do...	Wissahickon	do	Do.
July 22	Nantucket	Monitor	Do.
Do...	Ottawa	Gunboat	Do.
July 24	Weehawken (flagship)	Monitor	Assault on Wagner, to cover advance of our batteries.
Do...	Ironsides	Ironclad	Do.
Do...	Catskill	Monitor	Do.
Do...	Montauk	do	Do.
Do...	Patapsco	do	Do.
Do...	Nantucket	do	Do.
Do...	Paul Jones	Gunboat	Do.
Do...	Seneca	do	Do.
Do...	Ottawa	do	Do.
Do...	Dai Ching	do	Do.
July 25	Ottawa	do	Wagner.
Do...	Dai Ching	do	Do.
Do...	Paul Jones	do	Do.
July 28	Weehawken	Monitor	Do.
Do...	Catskill	do	Do.
Do...	Ottawa	Gunboat	Do.
July 29	Ironsides	Ironclad	Do.
Do...	Patapsco	Monitor	Do.
July 30	Ironsides	Ironclad	Do.
Do...	Catskill	Monitor	Do.
Do...	Patapsco	do	Do.
Do...	Ottawa	Gunboat	Do.
July 31	do	do	Rebel Batteries on Morris Island.
Aug. 1	Montauk	Monitor	Wagner.
Do...	Patapsco	do	Do.
Do...	Catskill	do	Do.
Do...	Weehawken	do	Do.
Do...	Passaic	do	Do.
Do...	Nahant	do	Do.
Do...	Marblehead	Gunboat	Do.
Aug. 2	Ottawa	do	Do.
Do...	Marblehead	do	Do.
Aug. 4	Montauk	Monitor	Do.
Do...	Marblehead	Gunboat	Do.
Aug. 6	do	do	Do.
Aug. 8	Ottawa	do	Do.
Do...	Marblehead	do	Do.
Do...	Mahaska	do	Do.

Date.	Vessels engaged.	Class.	Object.
1863.			
Aug. 11	Patapsco	Monitor	Wagner and vicinity.
Do...	Catskill	do	Do.
Aug. 13	Dai Ching	Gunboat	Rebel batteries on Morris Island.
Do...	Ottawa	do	Do.
Do...	Mahaska	do	Do.
Do...	Wissahickon	do	Do.
Do...	Racer	Mortar schooner	Do.
Aug. 14	Wissahickon	Gunboat	Do.
Do...	Mahaska	do	Do.
Do...	Ottawa	do	Do.
Do...	Dai Ching	do	Do.
Do...	Racer	Mortar schooner	Do.
Do...	Dan Smith	do	Do.
Aug. 15	Racer	do	Wagner.
Do...	Dan Smith	do	Do.
Aug. 17	Weehawken	Monitor	Rebel batteries on Morris Island, to divert fire from our batteries which opened on Sumter.
Do...	Ironsides	Ironclad	Do.
Do...	Montauk	Monitor	Do.
Do...	Nahant	do	Do.
Do...	Catskill	do	Do.
Do...	Passaic	do	Do.
Do...	Patapsco	do	Do.
Do...	Canandaigua	Gunboat	Do.
Do...	Mahaska	do	Do.
Do...	Ottawa	do	Do.
Do...	Cimarron	do	Do.
Do...	Wissahickon	do	Do.
Do...	Dai Ching	do	Do.
Do...	Lodona	do	Do.
Aug. 18	Ironsides	Ironclad	Wagner, to prevent assault.
Do...	Passaic	Monitor	Do.
Do...	Weehawken	do	Do.
Do...	Wissahickon	Gunboat	Do.
Do...	Mahaska	do	Do.
Do...	Dai Ching	do	Do.
Do...	Ottawa	do	Do.
Do...	Lodona	do	Do.
Aug. 19	Ironsides	Ironclad	Wagner.
Aug. 20	do	do	Rebel batteries on Morris Island.
Do...	Mahaska	Gunboat	Do.
Do...	Ottawa	do	Do.
Do...	Dai Ching	do	Do.
Do...	Lodona	do	Do.
Aug. 21	Ironsides	Ironclad	Sumter and Wagner.
Do...	Patapsco	Monitor	Do.
Do...	Mahaska	Gunboat	Do.
Do...	Dai Ching	do	Do.
Aug. 22	Weehawken	Monitor	Wagner.
Do...	Ironsides	Ironclad	Do.
Do...	Montauk	Monitor	Do.
Aug. 23	Weehawken	do	Sumter.
Do...	Montauk	do	Do.
Do...	Passaic	do	Do.
Do...	Patapsco	do	Do.
Do...	Nahant	do	Do.
Sept. 1	Weehawken	do	Sumter and obstructions.
Do...	Montauk	do	Do.
Do...	Passaic	do	Do.
Do...	Patapsco	do	Do.
Do...	Nahant	do	Do.
Do...	Lehigh	do	Do.
Sept. 5	do	do	Between Sumter and Gregg.
Do...	Nahant	do	Do.
Sept. 6	Ironsides	Ironclad	Wagner and Gregg.
Do...	Weehawken	Monitor	Do.
Do...	Montauk	do	Do.
Do...	Passaic	do	Do.
Do...	Patapsco	do	Do.
Do...	Nahant	do	Do.
Do...	Lehigh	do	Do.
Sept. 7	Ironsides	Ironclad	Batteries on Sullivan's Island.
Do...	Patapsco	Monitor	Do.
Do...	Lehigh	do	Do.
Do...	Nahant	do	Do.
Do...	Montauk	do	Do.
Do...	Weehawken (ashore)	do	Do.
Sept. 8	Ironsides	Ironclad	Do.
Do...	Patapsco	Monitor	Do.
Do...	Lehigh	do	Do.
Do...	Nahant	do	Do.
Do...	Montauk	do	Do.
Do...	Weehawken (ashore)	do	Do.

I shall now briefly comment on the various qualities of the monitors:

First. Capacity for resistance.

Second. Power of ordnance.

Third. Draft of water.

Fourth. Speed.

Fifth. Number of crew.

First, endurance.—During the operations against Morris Island, the nine ironclads fired 8,000 projectiles and received 882 hits; including the service at Sumter, in April, and the Ogeechee, the total number was 1,194, distributed as follows:

Service of ironclads, South Atlantic blockading squadron.—Shots fired and hits received by them during operations against Morris Island.

	No. shots fired.		Hits.	Hits Apr. 7, 1863.	Hits at Ogeechee.	Total hits.
	XV-inch.	XI-inch.				
Catskill	188	425	86	20	.....	106
Montauk	301	478	154	14	46	214
Lehigh	41	28	36	.....	.....	36
Passaic	119	107	90	35	9	134
Nahant	170	276	69	36	0	105
Patapsco	178	230	96	47	1	144
Weehawken	264	633	134	53	.....	187
Nantucket	44	155	53	51	.....	104
Ironsides .....	.....	4,439	164	(*)	.....	164
	1,255	6,771	882	256	56	1,194

*The log of the U. S. S. *New Ironsides* states that about 50 hits were received April 7, 1863. An additional report of Rear-Admiral Dahlgren adds 29 to the number of hits received by this vessel, which increases the total hits to 1,273.—COMPILERS.

	No. of shots fired.	Weight of projectiles.
By Ironsides	4,439	Tons. 288½
XI-inch, by monitors	2,332	151½
XV-inch, by monitors	1,255	213½
	8,026	653½

Of the eight monitors, one was always absent at Wassaw (*Nahant* or *Nantucket*) to blockade the rebel ram. The *Lehigh* did not arrive until August 30, therefore was only able to participate in the operations of the remaining seven days, but did good work.

For some time only five monitors were available for general attack, and then six, which was the greatest number disposable at any one time.

The consequence of the protracted firing and hard usage to which the monitors were exposed during these two months of incessant service were unavoidably very considerable in the aggregate, and the greater also that all repair which could possibly be dispensed with was postponed to the conclusion.

It was therefore necessarily extensive when entered upon. The battering received was without precedent; the *Montauk* had been struck 214 times; the *Weehawken* 187 times, and almost entirely by X-inch shot. What vessels have ever been subjected to such a test?

It is not surprising that they should need considerable repair after sustaining such severe pounding for so long a time, but only that they could be restored at all to serviceable condition. The force of a X-inch shot must be experienced to be appreciated; any one in contact with the part of the turret struck falls senseless, and I have been nearly shaken off my feet in the pilot house when engaging Moultrie.

All the little defects of detail were marked by such a searching process; decks were cut through, cannon were worn out, side armor shaken, tops of pilot houses crushed, etc., but all these were repairable, and no vital principle was seriously touched.

With such workshops and means as a Northern navy yard includes, the repair of all the monitors would have been speedily executed; but when machinery, tools, labor, and material have all to be obtained, as they were here, from a great distance, there was, of necessity, considerable delay; and, moreover, it was not admissible to withdraw but a portion of the monitors at a time from the blockade.

The additions that were deemed advisable for strengthening the pilot houses and turrets were also put on at this time, and the bottoms cleaned, for they had now become so foul with oysters and grass that the speed was reduced to 3 or $3\frac{1}{2}$ knots, and with the strong tide of this harbor added considerably to the difficulties of working the vessels properly under fire.

On one night I was caught by heavy weather from southeast while close up to Sumter, when I had gone to attack it, and it was well that the darkness of the night prevented the slowness of our motion from being perceived while extricating the monitors from their position.

Power of ordnance.—Each turret contains two guns, and from the peculiar facility which it has for giving direction to the heaviest ordnance, no doubt arises the desire to make these of the heaviest description. How far other considerations should control the character of the ordnance is necessarily an unsettled question.

To strike an armored ship it may be best to use a gun capable of the greatest power, but whether this shall be derived from a projectile of great weight driven by low velocity or of less weight and high velocity; whether it shall be a XV-inch gun fired with 35 or 40 pounds, or a XII-inch fired with 50 pounds of powder, is not here material; the weight of the gun for either purpose will not vary to any important degree.

But in operations against earthworks, whose material can not be damaged permanently, but only disturbed, and which are only to be dealt with by keeping down their fire, a much lighter projectile would be preferable in order that the practice may be as rapid as possible; hence a piece of 16,000 pounds for X-inch or XI-inch shot and shell.

When a number of monitors are brought together it would be better also to have guns of like kind in each turret, and bring into action whichever might be preferable.

Each of the monitors of this squadron had a XV-inch and a smaller gun (XI-inch or 8-inch rifle), and hence the rapidity of fire which was most desirable was not attained.

That this was due to the caliber of the gun, and not to its being located in a turret, may be shown by one notable instance:

November 9, 1863, the *Montauk*, Captain Davis, was engaged in battering Sumter. In so doing the XI-inch gun fired twenty-five

shells successively in one hour, of which twenty-one hit the wall of the fort aimed at; distance, 1,600 yards. This is at the rate of one shell in 2.4 minutes, which is not only rapid but also exceedingly accurate practice.

There is no reason why another XI-inch, if placed in the adjoining carriage (instead of the XV-inch), could not have been fired in the same time; at which rate that monitor would have delivered an XI-inch shell every 1.2 minutes.

The rates of fire reported for the *Ironsides* by Captain Rowan are:

	Time.	Number fired.	Time for each fire.
	H. M.		M.
Most rapid.....	05	25	1.74
Continuous.....	2 55	490	2.86
Assumed.....	1	360	1.33
Montauk.....	1	25	2.40

It will be perceived that for a short space of time the frigate delivered a shell from each gun in 1.74 minutes, for three hours in 2.86 minutes, and it is believed that a fire could be sustained at the rate 1.33 minutes.

The last rate is therefore possible, but I am sure that it would be difficult to sustain it long with much regard to good aim at considerable distance.

And I believe on the whole that, for every practical purpose, there would be all desirable rapidity of fire from the XI-inch in turret.

Thus it is to be presumed that there will be equality of ordnance power in the same number of XI-inch guns as to rapidity of fire, whether in a turret or broadside.

Draft of water.—The monitors of the *Passaic* class draw about 11½ feet of water when properly trimmed. On this coast 10 and 11 feet is the most convenient draft of water for penetrating all the principal sounds and rivers, and navigating them to any extent. A greater draft restricts a vessel in movement, and in many instances excludes her from several ports except under very favorable circumstances.

Speed.—The speed of the monitors is not great (7 knots), but it is quite respectable with a clean bottom, and is fully equal to that of the *Ironsides*. Their steerage is peculiar, but when understood and rightly managed, not difficult of control. They pivot with celerity and in less space than almost any other class of vessel.

Number of men.—The number of men required to work them and the guns is only 80, which is very moderate.

In common with all ironclads, the scope of vision is much restricted for the plain reason that in such vessels apertures of any size must be avoided.

There are some other defects, but they are not inherent, and it is believed are susceptible of being remedied wholly or in part. So much for the monitors.

The *Ironsides* is a fine, powerful ship. Her armor has stood heavy battering very well, and her broadside of seven XI-inch guns and one 8-inch rifle has always told with signal effect when opened on the enemy. Draft of water, about 15½ to 16 feet; speed, 6 to 7 knots and crew about 440 men.

The defects of the vessel are the unplated ends, which are consequently easily damaged by a raking fire, and involve the rudder and screw, more or less, while she can return no fire in either direction. This was particularly and frequently inconvenient in attacking the works on Morris Island, for, at certain stages of the tide, vessels tail nearly across the channel and present bow and stern to the beach of Morris Island. So that sometimes it was necessary to delay placing the vessel in position, and at others she would swing around very awkwardly when engaged.

The monitors, on the other hand, were almost equally well defended on all sides and could fire in any direction.

The *Ironsides* was also open to descending shot and her scope of fire too much restricted by badly placed ports.

The desire for comparison, which rages just now, can easily be satisfied by bringing the above data in juxtaposition.

Just as they are, the *Ironsides* is capable of a more rapid and concentrated fire, which, under the circumstances, made her guns more effective than the XV-inch of the monitors.

On the other hand, she was restricted by draft to the mid-channel, was very vulnerable to a raking fire, and the direction of her own guns was very limited laterally.

The monitors could operate in most of the channels, could direct their fire around the whole circle, and were almost equally well defended on all sides.

The defects in both classes of vessels are susceptible of being remedied partially or entirely. The defense of the *Ironsides* could be made complete, and that of the monitors equally so. The armament of the monitors could be perfected so as to give all desirable rapidity of fire, but by no contrivance could the *Ironsides* be enabled to use much heavier guns than those mounted. Yet, when such changes were made as experience has suggested, there still would remain to the monitors the lighter draft, choice of guns from the heaviest to the lightest, defensibility, and direction of fire around the whole circle; consequently, the ability to carry a heavy battery into the least depth of water, with equal power of offense and defense in any direction, and that with half the number of guns carried in broadside by another vessel.

The comparison now made is to be understood as having relation to existing circumstances and not at all intended as conclusive in regard to the general merits of ironclads.

It is in this sense that the action of the Navy Department is to be considered with reference to the selection of one class of vessels over another.

It is evident that it was not designed to adopt any one style exclusively, for of the three vessels first ordered two were of the ordinary broadside class, the *Ironsides* and the *Galena*.

The latter was quickly proved to be absolutely inefficient, and so must any armored steamer of that size. It is universally admitted that plates of less than $4\frac{1}{2}$ inches can not stand the shock of heavy projectiles, and vessels so armored must be of considerable tonnage.

I presume the Department only intended to build such vessels as were best adapted to the service at the scene of war.

Keeping in view the peculiar exigencies of the case, which required light draft and great ordnance power, it appears that the selection of

the Department could not have been more judicious in preferring a number of monitors to operate from a heavy frigate as a base. And if the intent of the Department could have been carried out in regard to numbers, we should now have been in entire possession of the coast from the capes of Virginia to New Orleans, including Wilmington, Charleston, Mobile, etc.

Many defects of both classes are easily remediable, but some of those in the monitors could only be determined by the test of battle. Before that approximation only was possible.

What other style of vessel could the Department have chosen? Certainly none that have been built by English or French naval authorities. The *Warrior* and her class are exceedingly powerful, but could not get within gunshot here.

According to Rear-Admiral Paris, the French *Gloire* draws 28 feet; the British *Warrior*, 26 feet, and the *Black Prince*, 23½ feet. Even those of inferior class, *Defence* and *Resistance*, draw 24 feet. Not one of these vessels could cross the Charleston Bar, and would be perfectly impotent to render the least service in any of the operations now being carried on.

On the other hand, there is very little navigable water on this coast which is not accessible to the monitors. They command supremely all that is near the shore, and can not themselves be reached by vessels of heavier draft. So that when there was some reason to apprehend the appearance of certain rams in this quarter, I assured the Department that the ironclads could maintain position so long as coal and provisions lasted.

It may appear that I speak too positively on the subject, but some experience with them certainly gives me a right to do so.

With a single exception, I have been on board a monitor in all the principal actions, and the recurrence of casualties to the fleet captains* near me, shows that I was in a situation to judge. I was once in the *Ironsides* in an attack on Moultrie and Sumter.

I have also watched the behavior of the monitors at anchor through all the phases of winter weather in this exposed situation.

The completeness with which four little monitors, supported by an ironclad frigate, have closed this port is well worth noting.

Very soon after entering the roads I advanced one monitor well up toward the inner debouches of the northern channels, supported by another. On the night of the 19th of July an English steamer attempted to run in, and, having eluded the hot pursuit of the outside blockade, no doubt indulged in the belief that all danger was past. But the gallant Captain Rodgers was in advance that night with the *Catskill*, and a shell sent suddenly by him ahead of the culprit steamer signified no escape. In despair or alarm, the latter grounded on a shoal, and her wreck has since served as a warning to like evildoers. Two or three steamers that were in managed to get out immediately after, and one or two may have gotten in, for the crews of the monitors were often too fatigued then with a day's battle to keep watch at night; but there ended the business as such, and for several months not a vessel has passed in or out.

* Captain George [W.] Rodgers was next ahead when killed off Wagner, and his successor, Captain Badger, had his leg broken by an iron splinter in the attack on Sumter.

These four monitors which thus kept watch and ward muster 8 guns and 320 men, which is almost insignificant in contrast with the work done.

I have thus put on paper the general impressions now uppermost, but very hastily and under great pressure of business, which will, I hope, excuse such imperfections as may have inadvertently occurred. With more leisure I could do full justice to this interesting subject.

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

JNO. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Additional report of Rear-Admiral Dahlgren, U. S. Navy, regarding actions engaged in by ironclads, July 18 to September 8, 1863.

No. 207.]

FLAG-STEAMER PHILADELPHIA,

Off Morris Island, May 17, 1864.

SIR: I find that several omissions have occurred in my report to you on the ironclads; they are handed to me just as the mail closes, and I have time only to request that they may be inserted in the report of January 28, among the list of actions then given, and also published in the Army and Navy Journal, which has published that report.

As my object was to show what the Navy had done in this quarter, I am very glad to be able to extend the list.

The loss of three fleet captains in succession—Captain Rodgers, killed in the *Catskill*; Captain Badger, wounded in an action with Moultrie, and Lieutenant Preston, taken prisoner in the assault on Sumter—necessarily deranged all the business of my command very much.

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

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

[Enclosure.]

Additional list of actions in which the ironclads were engaged with the rebel batteries in Charleston Harbor, while reducing Morris Island.

Date.	Name.	Rounds fired.	Hits by enemy.	Distance.	Object.	Remarks.
1863.				Yards		
July 18	New Ironsides..	805	4	1,400	Fort Wagner	
July 20	.....do	168	13	1,300	.....do	
Aug. 23	.....do	90	4		.....do	Ship was underway, distance varied from 1,100 to 1,300 yards.
Sept. 2	.....do	41	7	1,000	Fort Gregg	Hits from Gregg and Moultrie; ship at anchor.
Sept. 2	.....do	9		1,500	Fort Sumter	
Sept. 5	.....do	488		1,300	Fort Wagner	
Sept. 5	.....do	32	1	1,800	Fort Gregg	Hit from Gregg.

Date.	Object.	Vessels engaged.
July 29	Wagner	Passaic.
Aug. 31	Moultrie, etc	Passaic, Patapsco, Weehawken, and Nahant.
Sept. 8	Moultrie.....	Passaic (in a disabled condition).

I have the honor to be, very respectfully, your obedient servant,
J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Report of Lieutenant-Commander Simpson, U. S. Navy, commanding U. S. S. Passaic, reviewing the services of that vessel from July 29 to September 8, 1863.

U. S. IRONCLAD PASSAIC,
Off Morris Island, April 21, 1864.

SIR: In the Army and Navy Journal of 16th instant there is published a "Review of the service of the monitors,"* by Rear-Admiral J. A. Dahlgren. As this review does not give this vessel credit for the service performed by her, I respectfully ask your attention to the subject, in order that the statement may be corrected at the Navy Department.

On the 29th of July, 1863, this vessel went into action with Fort Wagner, followed by the *Patapsco*; the *New Ironsides* joined in the action also. The presence of the *Passaic* in this action is not mentioned in the review.

On the 31st of August, 1863, the most serious engagement for ironclads that had taken place to that date occurred between Fort Moultrie on one side and the monitors *Patapsco*, *Weehawken*, *Passaic*, and *Nahant* on the other, the detachment being under command of Commander T. H. Stevens, commanding the *Patapsco*.

The conflicts with Fort Wagner and Battery Gregg on Morris Island, each using two guns on the water face, were but trifling actions for ironclads, but every collision with the batteries on Sullivan's

* See p. 590.

Island that has taken place by daylight has been formidable. This action of the 31st of August, 1863, was of such a character. During the action the *Passaic* grounded about half a mile from Fort Moultrie and was severely hammered by that fort before she floated off. This engagement is not mentioned in the review.

On the 8th of September, 1863, the most remarkable action between ironclads and sand batteries was fought under command of Commodore S. C. Rowan, between the batteries on Sullivan's Island on one side and the *Ironsides*, *Patapsco*, *Lehigh*, *Passaic*, *Montauk*, *Nahant*, and *Weehawken* (aground) on the other. This action, lasting for three hours, terminated in silencing the fire of the batteries on the island. During this action the *Passaic* was at the head of the line, having received an order from the commodore as she was going into action to "Go well up and engage Battery Bee." In this action the *Passaic* was hit in fifty-one new places, which were easily counted after the action, and I have no doubt that she was actually struck oftener than I have reported. Strange as it may seem, the presence of the *Passaic* in this action is not mentioned in the review.

I feel especially concerned about the omission in reference to this vessel on the 8th of September, in consequence of the great efforts that were made on board to keep her in an effective condition. This was very difficult to do in consequence of her turret having been jammed on the night of the 6th of September, which had caused the spindle and pilot house to take up motion with the turret, thus disabling the steering gear. Ingenious expedients were adopted (of all of which Rear-Admiral Dahlgren has reports) and the vessel was carried successfully into action and out of action, notwithstanding her disabled condition.

After all these efforts to keep the vessel available, and after having endured the battering of those batteries on Sullivan's Island for three hours, it is most disheartening to find that the presence of the vessel in the action is not mentioned in the review, and I respectfully request, in justice to my own reputation, as well as that of every officer and man on board of this vessel, that you will have this report corrected.

I feel, sir, that the service of this vessel has been underrated; it is patent to all the commanders of ironclads in the fleet that the *Passaic* is more battered than any of them, in many cases showing three shot marks to one, and I ask that justice may be done her by correcting at the Navy Department the errors that I have pointed out in the review of Rear-Admiral Dahlgren.

For further information I enclose a copy of statements of firing made to Rear-Admiral Dahlgren during the past nine months.

Very respectfully, your obedient servant,

E. SIMPSON,
Lieutenant-Commander, Commanding.

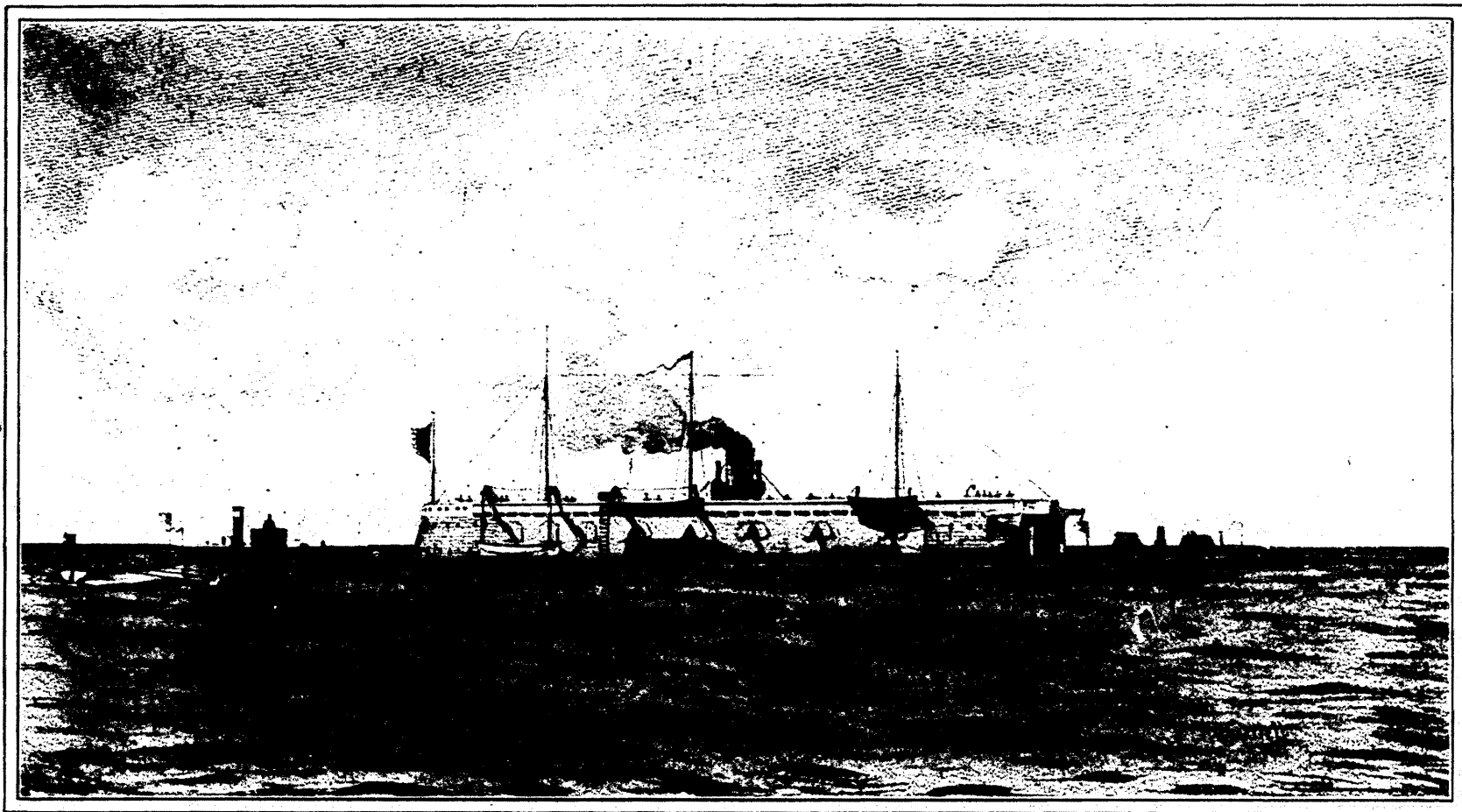
HON. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

Statement of firings, U. S. ironclad Passaic, Lieutenant-Commander E. Simpson.

Date.	Rounds fired.	Hits by enemy.	Distance.	Object.	Remarks.
1863.			Yards.		
July 29.....	{XV-in.....12 shells XV-in.....1 shot 150-pdr.....9 shells 150-pdr.....1 shot		1,200	Fort Wagner.....	Carried away cap-square bolt of rifle.
Aug. 9.....	Rifle, 150-pdr.....1 shell		1,200	Battery Gregg.....	Returning fire of Battery Gregg while on picket duty.
Aug. 15.....	{XV-in.....2 shells 150-pdr.....2 shells}		1,200	{Black steamer and Battery Gregg.}	While on picket duty.
Aug. 17.....	{XV-in.....30 shells 150-pdr.....9 shells}	13	{1,200; 900 from Wag- ner, 2,000 from Sumter.	Fort Wagner and Fort Sum- ter.	Engaged Wagner in forenoon, then engaged Sumter; and after dinner engaged Wagner again.
Aug. 18.....	XV-in.....18 shells	5	1,000	Fort Wagner.....	Several bad hits, deck leaking over bread room.
Aug. 23.....	{XV-in.....9 shells 150-pdr.....1 shell 150-pdr.....9 shot}	5	750	Fort Sumter.....	Shot from Sumter drove in a bolt of ring around base of turret.
Aug. 31.....	{XV-in.....1 shell 150-pdr.....9 shells}	9	875	Fort Moultrie.....	{Three shots through the ———, one of them over coal bunkers, 20 inches by 9; the other two causing bad leaks on berth deck. Another bolt driven in from ring around base of turret.
Sept. 1.....	{XV-in.....20 shells 150-pdr.....20 shells 150-pdr.....6 chilled shot}	7	1,200 to 600	Fort Sumter.....	{No bad hits, but side armor sprung apart 6 inches at the stem, caused by fouling a monitor.
Sep. 6, a. m.....	{XV-in.....6 shells 150-pdr.....9 shells}		1,100	{Covered way between Wag- ner and Gregg.}	No reply from the enemy.
Sept. 6, p. m.....	{XV-in.....1 shell 150-pdr.....1 shell}			Obstructions.....	{This firing was done on picket to prevent reinforcements coming to Wagner. In revolving turret the spindle and pilot house took up motion with the turret: turret, spindle, and pilot house revolving together. Three new holes through the deck, and side armor badly injured in several places. Eleven hits on ring around base of turret, one of them at the base caused so much friction on deck plate as to require 34 pounds of steam to revolve the turret: 29 new hits on turret.
Sept. 8.....	{XV-in.....19 shells 150-pdr.....30 shells}	Fifty-one.	750	{Battery Bee, on Sullivan's Island.}	Covering the Nahant and Montauk, towing the Lehigh that was aground.
Nov. 16, a. m.....	{XV-in.....3 shells 150-pdr.....31 shells}	Three.....	1,500	Fort Moultrie.....	Trying to ignite Moultrie House.
Nov. 16, p. m.....	150-pdr.....3 shells		1,750	Moultrie House.....	
1864.					
Feb. 2.....	{XV-in.....3 shells 150-pdr.....68 shells}		2,350	Blockade runner.....	Blockade runner aground off Fort Moultrie.
Feb. 3.....	150-pdr.....35 shells		2,350	do.....	Trying to destroy blockade runner off Fort Moultrie.

E. SIMPSON,
Lieutenant-Commander, Commanding.



UNITED STATES STEAMER NEW IRONSIDES.

Showing the vessel without masts, as she appeared off Charleston, S. C.

Report of Commodore Rowan, U. S. Navy, regarding actions of the U. S. S. New Ironsides, July 18 to September 8, 1863.

U. S. S. NEW IRONSIDES,
Off Morris Island, May 13, 1864.

SIR: In obedience to your order of the 12th instant, I enclose herewith a tabular statement of various actions of this ship with the rebel fortifications of Charleston Harbor, and have the honor to be,

Very respectfully, your obedient servant,

S. C. ROWAN,
Commodore, Commanding.

Rear-Admiral JNO. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron.

[Enclosure.]

Statement of firing of the U. S. S. New Ironsides during her several engagements with the rebel fortifications in Charleston Harbor.

Date.	Rounds fired.	Hits by enemy.	Distance.	Object.	Remarks.
1863.			<i>Yards.</i>		
July 18	805	4	1,400	Fort Wagner	At anchor.
July 20	168	13	1,300	.....do	Do.
July 24	464	5	1,200	.....do	Do.
July 29	183	2	1,200	.....do	Do.
July 29	25	.....	2,500	Fort Sumter.....	50-pounder rifle on spar deck.
July 29	2	.....	1,900	Fort Gregg .....	.....do
July 30	329	2	1,800	.....do	At anchor.
July 30	1	.....	2,250	Fort Sumter.....	50-pounder rifle on spar deck.
Aug. 17	400	21	900	Fort Wagner	Most of the hits were from X-inch guns in Wagner and Gregg; at anchor.
Aug. 17	55	.....	1,700	Fort Gregg .....	.....do
Aug. 17	2	.....	2,700	Fort Sumter.....	50-pounder rifle on spar deck.
Aug. 18	118	.....	.....	Fort Wagner	Underway; distance varied from 1,200 to 1,400 yards.
Aug. 19	50	.....	1,100	.....do	At anchor.
Aug. 20	158	.....	1,150	.....do	Do.
Aug. 20	2	.....	3,400	Rebel steamer....	50-pounder, spar deck.
Aug. 21	70	1	1,300	Fort Wagner	At anchor; hit from Sumter; XI-inch shot, solid.
Aug. 22	115	.....	.....	.....do	Underway; distance varied from 1,100 to 1,300 yards.
Aug. 23	90	4	.....	.....do	Do.
Sept. 2*	41	7	1,000	Fort Gregg	The hits were from Gregg and Moultrie; ship at anchor.
Sept. 2	9	.....	1,500	Fort Sumter.....	.....do
Sept. 5	488	.....	1,300	Fort Wagner	At anchor.
Sept. 5	32	1	1,800	Fort Gregg	Hit from Gregg.
Sept. 6	184	.....	1,300	Fort Wagner	Firing to meridian; at anchor.
Sept. 6	38	.....	1,300	.....do	Firing from meridian to sundown.
Sept. 7†	152	24	1,200	Fort Moultrie....	These hits were from Sullivan's Island
Sept. 8	483	70	1,200	.....do	batteries; at anchor.

*September 2, night attack.

†September 7, night attack on Moultrie.

Respectfully submitted.

S. C. ROWAN,
Commodore, Commanding.

Boat attack upon Fort Sumter, September 8-9, 1863.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Brigadier-General Gillmore, U. S. Army, agreeing to joint expedition.

[U. S. S.] PHILADELPHIA, *September 8, [1863].*

GENERAL: I am glad we are of a mind, and have no doubt of the result.

I will take all the boats you can spare.

Very truly, yours,

J. A. DAHLGREN.

General GILLMORE,
Commanding Department of the South.

Order of Rear-Admiral Dahlgren, U. S. Navy, for the organization of a force of sailors for special service.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 8, 1863.

Lieutenant-Commander E. P. Williams is instructed to organize a force of sailors for special service, and the commanding officers of the following vessels will place under his command men (volunteers preferred) and boats as follows:

	Men.	Boats.
Powhatan.....	50	3
Housatonic.....	30	2
Wissahickon.....	20	2
Mahaska.....	30	1
Lodona.....	20	2
Memphis.....	20	2

If the *Cunandaigua* arrives off the bar in time, Captain Green will send 40 men and 3 boats.

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 8, 1863—9:15 a. m.

Do you wish the navy launches to remain any longer?

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

MORRIS ISLAND, *September 8, 1863—11:15 a. m.*

Lieutenant Higginson's party and launches are relieved. I would like the two launches that have been so long in the creek to remain for

a few days longer. Suppose Captain Balch shells the rebels on the Stono.

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 8, 1863—11:45 a. m.

I am organizing an expedition for to-night and would like to use the four launches now in Light-House Inlet under command of Lieutenant Higginson, if you can possibly dispense with their services. I have also to ask if you can place at the disposal of Lieutenant Remy boats capable of carrying 150 men; the boats to be in Light-House Inlet by 3 o'clock this afternoon.

It is reported that the enemy are mounting guns on Sumter, which will soon open on the *Weehawken*, now aground. Will you please open with a full fire of your batteries on Sumter to stop their work?

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Morris Island, September 8, 1863—1 p. m.

Your last dispatch at 11:45 and letters of yesterday were duly received. When I get my guns mounted on Cumming's Point I will use them as you prefer. I have sent my aid off to explain my views to you more fully.

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 8, 1863—1 p. m.

I will assault Sumter to-night.

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

MORRIS ISLAND,
September 8, 1863—1:20 p. m.

The general is going to use his boats, therefore I can not get the boats.

REMEY,
Lieutenant.

Lieutenant PRESTON.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 8, 1863—1:30 p. m.

Assemble your men and marines at Light-House Inlet and tug will bring them off. We will provide boats.

PRESTON,
Lieutenant.

Lieutenant REMEY.

[Telegram.]

MORRIS ISLAND, *September 8, 1863—7 p. m.*

Your dispatch by signal that you intended to assault Sumter to-night reached me about an hour after I had sent my letter by one of my staff, informing you that I intended to do the same thing. In an operation of this kind there should be but one commander to insure success and prevent mistakes. Will your party join the two regiments that I have designated and let the whole be under command of the senior officer, or will the two parties confer and act in concert? The former method is, I think, much to be preferred.

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 8, 1863—8:10 p. m.

I have assembled 500 men and I can not consent that the commander shall be other than a naval officer. Will you be kind enough to let me know at what time you will move and what the watchword will be, to prevent collision.

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

MORRIS ISLAND, S. C., *September 8, 1863.*

You decline to act in concert with me or allow the senior officer to command the assault on Sumter, but insist that a naval officer must command the party.* Why this should be so in assaulting a fortification, I can not see. I am so fearful that some accident will take place between our parties that I would recall my own if it were not too late.

I sent you the watchword † by special messenger, who has returned.

* Only the first thirty words of this dispatch were sent by signals; the rest were communicated to Lieutenant Preston on the same evening.—GILLMORE.

† This communication has not been found. In *Leaves from a Lawyer's Life Afloat and Ashore* by Charles Cowley (Lee & Shepard, Boston, 1879), there is printed on page 109 a dispatch giving the countersign "Detroit." Mr. Cowley states that he copied the dispatch from the papers of Rear-Admiral Dahlgren.—COMPILERS.

We must trust to chance and hope for the best. No matter who gets the fort if we place our flag over it.

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

MORRIS ISLAND, *September 8, 1863—9:30 p. m.*

I have found it impossible to communicate with you. Mr. Adams must have left your ship and an incompetent signal officer taken his place. [Not finished.]

Admiral DAHLGREN.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 8, 1863—10 p. m.

Will you please name the hour. I am waiting.

DAHLGREN,
Admiral.

General GILLMORE.

[Telegram.]

MORRIS ISLAND, *September 8, 1863—10:25 p. m.*

I have sent a lieutenant [not finished].

Admiral DAHLGREN.

[Telegram.]

U. S. FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 8, 1863—10:45 p. m.

I am waiting an answer.

DAHLGREN,
Admiral.

General GILLMORE.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Captain Rowan, U. S. Navy, commanding U. S. S. *New Ironsides*.

[U. S. FLAGSHIP] PHILADELPHIA, *September 8, [1863].*

DEAR ROWAN: I intend to assault Fort Sumter to-night and will ask the *Ironsides*, etc., to cover the operation, you as senior officer of that part. Commander Stevens will have charge of the assault.

If you have any preferences otherwise, let me know.

Very truly, yours,

J. A. DAHLGREN.

[Captain S. C. ROWAN, U. S. Navy,
Commanding U. S. S. New Ironsides.]

Order of Rear-Admiral Dahlgren, U. S. Navy, to Captain Stevens, U. S. Navy, commanding naval detachment.

[FLAG-STEAMER] PHILADELPHIA,
September 8—11:30 p. m.

SIR: I have been unable yet to agree on a plan with the general.

You will therefore take a position near to Cumming's Point, so as to assist the assault of the troops if any is made on Sumter.

Let a boat connect at once with the troops on your left. The watchword is "Detroit."

Toward morning let not your boats be seen, but draw them off in proper season.

Very respectfully,

JNO. A. DAHLGREN.

Commander STEVENS,
Commanding Naval Detachment.

[Endorsement.]

This is the order written while Lieutenant Preston was ashore conferring with General Gillmore, and intended to be delivered if he could not cooperate. Lieutenant Preston reported cooperation agreed on, and the order was not sent.

[DAHLGREN.]

First report of Rear-Admiral Dahlgren, U. S. Navy.

No. 131.]

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 9, 1863.

SIR: I regret to say that an attempt to assault Sumter last night was unsuccessful.

Our column was repulsed with loss.

I have just time to make this statement to go by the *Massachusetts*.

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

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Detailed report of Rear-Admiral Dahlgren, U. S. Navy.

No. 141.]

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 11, 1863.

SIR: The Department is already informed that on the night of the 6th the enemy evacuated Morris Island, leaving it in our possession.

This offered an opportunity for assaulting Fort Sumter, which was well broken on the gorge and southeast faces, and, if successful, would enable me to pass the obstructions in the main channel.

I therefore directed a party of volunteers to be called for, which was done, under the following officers, viz:

Commander T. H. Stevens; Lieutenant Moreau Forrest, aid; Lieutenant-Commander E. P. Williams, commanding first division; Lieutenant G. C. Remy, commanding second division; Lieutenant S. W.

Preston, commanding third division; Lieutenant F. J. Higginson, commanding fourth division; Ensign C. H. Craven, commanding fifth division; Lieutenant-Commander F. M. Bunce, Lieutenant E. T. Brower, Ensign James Wallace, Ensign B. H. Porter, and Ensign C. H. Craven. Also the following officers of the Marine Corps: Captain C. G. McCawley, First Lieutenant Charles H. Bradford, Second Lieutenant John C. Harris, Second Lieutenant R. L. Meade, Second Lieutenant William Wallace, and Second Lieutenant L. E. Fagan.

Commander Stevens was appointed to command the whole detachment.

On making a request to General Gillmore for some boats I learned that he also contemplated an assault the same night.

It was late in the evening before all the arrangements were made, particularly the concert with the detachment from the army, which was chiefly due to the want of competent signal officers.

It was about 10 o'clock when the boats in tow of a tug started up the main channel, with directions to await orders.

Delays of various kinds prevented me from moving till about 1 o'clock, when the *Philadelphia* was put in motion and in half an hour I was well up the channel and had hardly approached Sumter when the sound of musketry announced the attack; this did not last long and was followed by shell, etc., from Moultrie. Before I could reach Sumter the conflict had ceased. It was next morning before I learned positively that our party had been repulsed with considerable loss.

Of 400 men, I learn by flag of truce that 130 are prisoners; by our accounts 104 men and 10 officers are prisoners and 3 men are killed.

The names of the killed have not yet been ascertained, but will be forwarded to the Department as soon as reports are made of them.

I herewith transmit such reports as have been received of the action. Upon the receipt of additional reports I will forward them directly to the Department.

I am, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Extract from the staff journal of the South Atlantic Blockading Squadron.

During the afternoon boats assembled at the flagship; officers came on board and made all arrangements for the proposed assault on Fort Sumter.

About 10:30, all arrangements being made, the boats pulled alongside the tug *Daffodil*, which was to tow the boats up.

Owing to difficulties in signaling, at 10:40 [p. m.] Lieutenant Preston, acting chief of staff, was sent on shore to confer with General Gillmore. At 12:10 he returned and very soon after the *Daffodil*, with boats in tow, started up the channel.

At 12:45 flagship got underway and stood up channel. At 1:10 was hailed by *Daffodil* and told if we went two lengths farther should be ashore; we immediately anchored near buoy No. 3.

We had hardly anchored before a launch under command of Lieutenant Harris, of marine battalion, came on board and reported having lost the remainder of the party. He was directed to follow the admiral in.

At 1:30 the admiral left the ship. As about to leave a very heavy volley of musketry was seen to be fired from Fort Sumter; admiral immediately pulled for Sumter. Meanwhile Fort Sumter threw up a rocket and burned a red light and almost immediately the batteries on Sullivan's and James islands opened a heavy fire.

While pulling for Fort Sumter we encountered the *Lehigh* (the casing monitor) and pulled on board to learn if possible the results of the fire from the fort. A launch came alongside under command of Acting Master Hustace, and Lieutenant Pope, U. S. Marine Corps, reported a very heavy fire and loss as heavy.

Admiral remained on board *Lehigh* about ten minutes, when he left and pulled for the flagship.

MORTIMER L. JOHNSON,
Ensign, U. S. Navy.

Report of Ensign Wallace, U. S. Navy, transmitting additional reports.

NAVAL BATTERY, MORRIS ISLAND, S. C.,
September 9, 1863.

SIR: I have the honor to report that on the evening of the 8th September, in obedience to orders from Lieutenant G. C. Remey, commanding naval battalion, I took charge of one boat and 19 men, armed and equipped. Lieutenant Remey commanded four boats, forming the second division, of which mine was the right boat. About 10 p. m. the *Daffodil* took the boats in tow and stood up for Charleston Harbor. About midnight we cast off from the *Daffodil*, and directly after Captain Stevens hailed and ordered me to pull for Fort Sumter. I did so, and while pulling Captain Stevens ordered me to follow the boat on my starboard bow, telling me she was going behind the fort. I followed the boat as directed and passed the side of Fort Sumter which faces Fort Moultrie. Discovering a steamer coming from behind the fort, the leading boat went close in under the walls; we followed her and pulled back toward the sea face, examining the foot of the fort to see if any of our boats had landed. Upon coming to the right bastion of the sea face, I found the marines in boats firing at the fort. I could find no officer to report to regarding the steamer, and no one could tell me whether our men had landed or where they were. Seeing a boat sinking, I pulled toward it, but found that all of its men had been taken out or drowned. Upon returning to the fort to examine the sea face and gorge wall, I observed all the boats retreating, and upon pulling up to one of them the officer in charge informed me that Captain Stevens had given the order to retreat. I could not find out if any of our boats had landed, and seeing no boats between me and the fort I pulled back to the flagship, where I first learned that Lieutenant Remey, with his boat's crew, had landed on Fort Sumter. The firing from the fort commenced about five minutes after I had received orders to follow behind the fort. The interval from the time the first gun was fired until the order to retreat was given was about twenty minutes, the enemy using small arms and hand grenades. Almost all

the marine boats and a great many boats with sailors in them replied to the enemy's fire with their muskets and revolvers. When Fort Sumter opened on the boats Forts Moultrie and Johnson also opened. Lieutenant Remy, with his boat's crew of 10 men, were left on the fort when the retreat commenced, and were captured by the enemy. Our losses from the naval battery were Lieutenant Remy and 5 men captured.

I enclose the reports of Acting Ensign William Knapp and of Acting Master's Mate Hollins, who were in the other boats of the second division.

Respectfully submitted.

JAMES WALLACE,
Ensign, Commanding Naval Battery.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Acting Ensign Knapp, U. S. Navy.

NAVAL BATTERY,
Morris Island, South Carolina, September 9, 1863.

SIR: At 10 p. m., 8th instant, I left the flagship, in company with other naval boats, in tow of U. S. S. *Daffodil*, to take part in the assault on Fort Sumter, under the immediate command of Lieutenant G. C. Remy, and was ordered by him to take position on the extreme left of the second division when we should be cast off from the tug. At midnight cast off from our tow, and took my position as ordered, and remained until ordered forward by Lieutenant Remy. I then pulled for Sumter until ordered to halt by the officer of the first division, and again advanced by his order, grounding my boat near the south angle of the fort as the sentry hailed us and discharged his musket; replied with a volley from our revolvers, and were loading again when the order was passed for us to cease firing and to withdraw. When shoving clear, discovered several men in the water; picked them up, 8 seamen and 1 marine, from the *Powhatan*; the marine being badly wounded, thought it best to take him to the nearest vessel for medical attendance, and arrived at the flagship at 3:15 a. m. of 9th instant and returned to camp of naval battery at 12 m.

Respectfully, your obedient servant,

WM. KNAPP,
Acting Ensign, U. S. Navy.

Ensign JAMES WALLACE,
Commanding Naval Battery, Morris Island, South Carolina.

Report of Acting Master's Mate Hollins, U. S. Navy.

NAVAL BATTERY,
Morris Island, South Carolina, September 9, 1863.

SIR: I have the honor to report that on the evening of the 8th instant, in obedience to orders from Lieutenant G. C. Remy, commanding this battalion, I, with 19 men, proceeded to report to Acting Master [Samuel] Hall, commanding one of the *Canandaigua's* boats, to take part in the assault on Fort Sumter. After casting loose from the tug *Daffodil*, Lieutenant Remy ordered us to take position on

his left. We did so, and followed him in, grounding our boat at the foot of the south bastion of the fort. While preparing to land, we discovered some men swimming astern of us, and shoved off to try and pick them up. We succeeded in saving 2 marines belonging to the *Powhatan*. While performing this duty we discovered a steamer coming from behind the fort. We again pulled for Sumter, and, grounding our boat, delivered a volley with our small arms, when the order was given to retreat. We shoved off and pulled out under a heavy fire from Forts Moultrie and Johnson, the steamer firing grape and canister. We succeeded in reaching the flagship at 3:30 on the morning of the 9th.

Respectfully, your obedient servant,

THOS. HOLLINS,
Acting Master's Mate.

Ensign JAMES WALLACE,
Commanding Naval Battery, Morris Island, South Carolina.

Report of Captain Rowan, U. S. Navy, of the capture of Ensign Porter, U. S. Navy.

U. S. S. NEW IRONSIDES,
Off Morris Island, South Carolina, September 9, 1863.

SIR: In obedience to your order, I have to report that Ensign Benj. H. Porter was taken prisoner in the assault upon Fort Sumter last night, being the only loss of the crew this ship sustained.

I have the honor to be, very respectfully, your obedient servant,
S. C. ROWAN,
Captain, Commanding.

Rear-Admiral JNO. A. DAHLGREN,
*Commanding South Atlantic Blockading Squadron,
Flag-Steamer Philadelphia.*

Report of Captain Green, U. S. Navy, senior officer present.

U. S. STEAM SLOOP CANANDAIGUA,
Off Charleston, S. C., September 9, 1863.

SIR: I have respectfully to report that all of the officers and men furnished from this ship yesterday as a part of the force for assaulting Fort Sumter returned this morning.

Master's Mate C. S. McCarty, in charge of a launch and crew of 13 men, and also 4 other men belonging to the crew of this ship, have been employed on picket duty on shore for several weeks past.

I understand Mr. McCarty and Aldric Febore, one of four men assigned to Ensign Porter for special duty, were taken prisoners last night. The other three have returned to the ship.

I have no knowledge of what has become of the launch and crew which Mr. McCarty had charge of, but shall send an officer on shore to-morrow to ascertain.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,
*Commanding South Atlantic Blockading Squadron,
Off Charleston, S. C.*

Report of Captain Green, U. S. Navy, giving the names of the missing from the U. S. S. Canandaigua.

U. S. STEAM SLOOP CANANDAIGUA,
Off Charleston, S. C., September 10, 1863.

SIR: I have respectfully to report that Master's Mate McCarty and 10 of the crew of this ship, who were detailed for the attack on Sumter on the night of the 18th instant, are missing. The names and rates of the men are as follows: James Monroe, coxswain; William Mack, Daniel C. Cash, Francis Garland, seamen; William E. Heald, ordinary seaman; Philip Hadnatt, Edward Martin, Thomas S. Meade, Jeremiah Conners, landsmen; Aldric Febore, captain foretop.

Master's Mate McCarty, Daniel C. Cash, Francis Garland, Philip Hadnatt, Thomas S. Meade, and Aldric Febore are, I understand, prisoners in Sumter. The remainder of the men are unaccounted for. The launch of which Mr. McCarty had charge is also missing.

Very respectfully, your obedient servant,

J. F. GREEN,

Captain and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,

*Commanding South Atlantic Blockading Squadron,
Off Morris Island.*

Report of Captain Steedman, U. S. Navy, commanding U. S. S. Powhatan, regarding officers and men engaged.

U. S. S. POWHATAN,
Off Charleston, September 9, 1863.

ADMIRAL: I have the honor herewith to transmit the names of the officers and men* sent from this ship on the expedition against Fort Sumter yesterday:

Lieutenant Higginson, U. S. Navy; Lieutenant Pope, U. S. Marine Corps; Acting Master Hustace, U. S. Navy; Acting Master's Mate Hovey, U. S. Navy; Sailmaker Brayton, U. S. Navy.

* * * * *

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

CHAS. STEEDMAN,

Captain.

Rear-Admiral JNO. A. DAHLGREN,

Commanding South Atlantic Blockading Squadron.

Report of Captain Steedman, U. S. Navy, commanding U. S. S. Powhatan, giving the list of the casualties for that vessel.

U. S. S. POWHATAN,
Off Charleston, September 9, 1863.

ADMIRAL: I have to report the following as the casualties which occurred in the crew of this ship last night on the expedition to Fort Sumter:

Missing.—William S. L. Brayton, sailmaker; Hovey, acting master's mate.

*The names of 116 men omitted.—COMPILERS.

Killed.—1 petty officer, 1 landsman.

Missing.—6 petty officers, 5 seamen, 6 ordinary seamen, 6 landsmen.

Wounded seriously, marines.—1 corporal, 1 private.

Missing, marines.—1 corporal, 8 privates.

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

CHAS. STEEDMAN,
Captain.

Rear-Admiral JNO. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Captain Steedman, U. S. Navy, commanding U. S. S. Powhatan, regarding casualties.

U. S. S. POWHATAN,
Off Charleston, September 9, 1863.

ADMIRAL: I have the honor herewith to transmit a list of the casualties which occurred in the crew of this ship on the expedition to Fort Sumter last night:

Killed.—John Seargent, gunner's mate; Joseph Emerick, landsman.

Wounded.—Corporal Hennis, Private John Haviland, Private Ball.

Missing.—Sailmaker Brayton, U. S. Navy; Acting Master's Mate Hovey, U. S. Navy; William Ritson, quartermaster; Francis Birnbaum, quarter gunner; James Winstead, landsman; William Simms, boatswain's mate; Thomas Coyley, seaman; Henry Dufrates, captain foretop; Damon P. Schultz, coxswain; John Green, James Cowan, seamen; William Underhill, ordinary seaman; Ernest Bullheimer, Francis Josephs, seamen; John Nagle, John McCrossin, George Diemar, James B. Mitchell, landsmen; John R. Morris, ordinary seaman; Patrick Halloran, landsman; William Warren, captain maintop; William Hill, seaman; Daniel Quigley, David Davis, John Friedline, ordinary seamen; Corporal Cally, Privates Scanlan, Foy, Kelly, White, Allen, McConigley, Hall, marines.

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

CHAS. STEEDMAN,
Captain.

Rear-Admiral JNO. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Captain Pickering, U. S. Navy, forwarding list of the missing from the U. S. S. Housatonic.

U. S. S. HOUSATONIC,
Off Charleston, September 9, 1863.

SIR: Agreeably to order, per telegraph, I herewith enclose a list of officers and men missing from this ship, who were volunteers in the expedition against Fort Sumter last night.

I am, very respectfully, your obedient servant,

C. W. PICKERING,
Captain.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

[Enclosure.]

List of men in the first launch, Ensign C. H. Craven, commanding.

Quartermaster John Williams, Ordinary Seaman William Brown, Coxswain William Forrest, D. S. Milliken, C. W. Gardner, T. H. Durgan, C. Hine, C. E. Richards, Jim Jones, A. John, W. Caird, jr., J. S. Murphy, M. Daly, G. F. Allen, Thomas H. Wright, Leonard Fuller, G. M. Fairchild.

All the above have returned to the ship.

Respectfully submitted.

C. W. PICKERING,
Captain.

Report of Captain Pickering, U. S. Navy, regarding boats of the U. S. S. Housatonic engaged in the expedition.

List of men in third cutter, Acting Master's Mate E. A. Butler, commanding.

Coxswain Frank Nelson, Sol. Petersen, A. Anderson, C. Ferdon, A. Garland, J. Schneck, F. C. Gould, Benj. H. Balch, John Blackler, H. Forrester, D. Linnehan, G. F. Whittle, W. Purinton, Richard Johnson, Vernon Bennett.

All the above have returned to the ship.

List of men in fourth cutter, Lieutenant E. T. Brower, commanding.

Third Assistant Engineer J. H. Harmony (volunteer), Coxswain Thomas McCarthy, Thomas D. Crawford, John Dillingham, H. B. Southerd, F. A. James, Victor Bartlett, Master Bannon (marine), John Keefe, Tim Daly, William Beeby, John Foley, Joseph Conna-ton, Thomas Simpson, Richard Tinker, John A. Hyde.

All the above, with the boat, are missing.

Respectfully submitted.

C. W. PICKERING,
Captain.

Report of Captain Pickering, U. S. Navy, regarding the second launch of the U. S. S. Housatonic.

U. S. S. HOUSATONIC,
Off Charleston, S. C., October 3, 1863.

SIR: In forwarding the enclosed report from Ensign Craven, I would state in reference to the *Housatonic's* second launch, alluded to as not having been brought into action, that I have interrogated the coxswain of that launch upon the subject, who states as follows:

The launch had been employed for several days previous in the creek. Half of her crew, being sick, were put on board the flagship *Philadelphia* and 6 marines with a sergeant took their place. There was no officer in charge of the boat, and none of the crew knew anything of their destination further than the fact that an attack was to be made somewhere. The tug in approaching Sumter with the boats in tow swept around a buoy, fouled the boats, and cast them off. In the confusion which ensued this launch followed the lead of the *Housatonic's* first launch, which was manned with a crew from the *Powhatan*, with no officer in charge. These two launches, instead of

going to Fort Sumter, went alongside of the *Philadelphia*, and from thence were ordered to the fort. Upon getting within 50 or 60 yards of the fort, the coxswain of the second launch states that the sergeant told them that they had better go back, that there was no one to tell them where to go, and that they would only get shot; that some of the boats were already retreating, etc. Whereupon the second launch, alluded to in the report, pulled for the *Ironsides*, where she made fast until the next day.

I am, respectfully, your obedient servant,

C. W. PICKERING,
Captain.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Lieutenant Higginson, U. S. Navy, regarding the operations of the boats under his command.

U. S. S. HOUSATONIC,
Off Charleston, S. C., September 21, 1863.

SIR: I have the honor to make the following report of the part taken by the boats under my command in the naval assault on Fort Sumter on the 8th September, 1863:

After casting off from the tug, I pulled up to the northeast face of the fort, in obedience to my instructions. I succeeded in reaching the fort without being seen and immediately attempted to land.

I found myself upon a narrow ledge of sharp rocks, in which no foothold could be obtained. My boats were in danger of getting stove, and after several ineffectual attempts I withdrew.

I then pulled around to the southeast face and found the boats were in retreat. Picking up a boat in which there were but 2 men, I pulled out. As I was pulling up to the northeast face, I observed a steamer close to the fort on my right; whether she was an ironclad vessel or a river steamer I am unable to state. My impression is that she was the latter. As I neared the fort she steamed quietly away toward Charleston.

Very respectfully, your obedient servant,

F. J. HIGGINSON,
Lieutenant.

Rear-Admiral J. A. DAHLGREN,
Flag-Steamer Philadelphia, off Morris Island.

In forwarding this report I have to state that Ensign C. H. Craven is too sick to make the report required of him.

C. W. PICKERING,
Captain.

Report of Acting Ensign Odiorne, U. S. Navy, giving the names of the missing from the U. S. S. *Wissahickon*.

U. S. STEAM GUNBOAT WISSAHICKON,
Off Morris Island, South Carolina, September 9, 1863.

SIR: I have to report the following men as missing from this vessel since the engagement of last night:

Charles Hilliard, boatswain's mate; Charles P. Pyne, master-at-arms; Frederick Seedsman, quarter gunner; Ambrose H. Gaines, seaman; John Pasque, William Hull, Philip McDevitt, ordinary seamen; John S. White, Thomas Flynn, William O'Connor, landsmen, being the crew of the second cutter. Lieutenant-Commander [E. P.] Williams and Acting Ensign E. G. Dayton, executive officer, are also missing.

I am, very respectfully, your obedient servant,
 WALTER C. ODIORNE,
Acting Ensign.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Acting Master Phinney, U. S. Navy, commanding U. S. mortar schooner *Racer*.

U. S. MORTAR SCHOONER RACER,
Off Charleston, S. C., September 9, 1863.

SIR: I have the honor to make the following report:

At 6:30 p. m., on the 8th, I received orders from the captain of the fleet to send 2 of my boats with 8 men in charge of an officer to the flag-steamer *Philadelphia* to report to him for duty. At 7 p. m., I sent my first and second cutters, in charge of Acting Master's Mate J. F. Kavanaugh, in obedience to said orders. At 5:30 this morning both boats returned in safety without loss or injury. Enclosed please find Mr. Kavanaugh's report.

I am, sir, very respectfully, your obedient servant,
 ALVIN PHINNEY,
Acting Master, Commanding.

Rear-Admiral JOHN A. DAHLGREN, U. S. Navy,
Comdg. South Atlantic Blockading Squadron,
Off Charleston, S. C.

Report of Acting Master's Mate Kavanaugh, U. S. Navy, of the U. S. mortar schooner *Racer*.

U. S. MORTAR SCHOONER RACER,
Off Charleston, September 9, 1863.

SIR: I have the honor to make the following report:

In obedience to your orders I, at 7 p. m. last evening, reported for duty with first and second cutters and 8 men to Lieutenant Preston on board flagship *Philadelphia*, who ordered me to remain in charge of first cutter, and attached me to second division under command of Lieutenant Remy, the second cutter being given in charge of another officer. At 9:30 received orders from Lieutenant Remy to go alongside of tugboat and receive 14 men from naval battery, making in all 20 men in boat.

At 10:30 Ensign Wallace came on board and took charge of boat; made fast to tow; was towed up above Wagner buoy, where we cast off, and were ordered to proceed to Fort Sumter. Pulled up to within 20 yards of fort and laid on our oars for further orders. Received orders to follow boat on our right to southeast side of fort, where we lay within a boat's length of the shore waiting for orders, the enemy

firing at us from the fort with muskets and hand grenades. About this time we observed a rebel steamer coming down, and the boat on our right having kept away, leaving us alone. The steamer coming close to us, we pulled round to southwest side, where the remainder of the boats were, with the intention of finding the commander of our division. Not being able to find him, we remained there some ten minutes (the fort firing musketry all the time). The boats all having left, we dropped down and spoke our second cutter and learned that orders had been given to retreat. Took a wounded man out of another boat and pulled down to the flagship; put wounded man, Ensign Wallace, and extra men on board. Took our second cutter in tow and returned on board our vessel, having received no damage to men or boats.

Very respectfully, your obedient servant,

J. F. KAVANAUGH,
Acting Master's Mate.

Acting Master ALVIN PHINNEY,
Commanding U. S. Mortar Schooner Racer.

Report of Acting Lieutenant Brodhead, U. S. Navy, commanding U. S. S. Lodona, giving the names of the missing from that vessel.

U. S. S. LODONA,
Charleston, September 9, 1863.

SIR: I have the honor to report the following-named men of this ship, who participated in last night's attempt to storm Fort Sumter, as missing or wounded, as well as the loss of our first cutter:

Missing.—David Welch, captain hold; John Brown, coxswain; James Blake, Nathaniel Sedan, James Lawton, Henry H. Horn, seamen; William Morrison, ordinary seaman; James Wholley, Austin Littlefield, landsmen.

Wounded slightly (on board).—Leonard McComber, seaman.

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

EDGAR BRODHEAD,
Acting Lieutenant, Commanding.

Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, Charleston, S. C.

Report of Acting Master Dean, U. S. Navy, commanding U. S. schooner Dan Smith.

U. S. SCHOONER DAN SMITH,
Off Morris Island, September 9, 1863.

SIR: I would most respectfully beg leave to transmit the following report:

At 6 p. m. on the 8th instant I received an order from the fleet captain to send two of my boats with men armed with revolvers and cutlasses.

At 7:30 p. m. I sent Acting Master's Mate Jacob C. Van Deventer in charge of first and second cutters with 12 men, armed, as per order, to report to fleet captain.

At 4:15 a. m. Acting Master's Mate J. C. Van Deventer returned in first cutter, after having reported on board flagship, whose report you will please find enclosed.

I have also to report that the second cutter has not returned, and that the following-named crew are missing, namely:

William Dowden, boatswain's mate; Alexander Clark, carpenter's mate; Henry B. Middleton, master at arms; Richard Kaine, ordinary seaman; Francis Swift, landsman.

At 12:15 a. m. I sent gig and 4 men on-board flagship, which returned at 7:30 a. m.

Hoping this may meet your approval, sir, I remain, very respectfully, your obedient servant,

BENJ. C. DEAN,
Acting Master, Commanding.

Rear-Admiral JOHN A. DAHLGREN, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

Report of Acting Master Carr, U. S. Navy, commanding U. S. S. *Daffodil*.

U. S. S. DAFFODIL,
Off Morris Island, September 10, 1863.

SIR: In obedience to your order I have the honor to make the following report:

At 9:30 o'clock on the 8th instant, by order of Captain Stevens, I left the flag-ship with 25 boats in tow. We stopped at the *Montauk*, and Captain Stevens went on board of her. In fifteen minutes he returned and ordered me to proceed up to the *Patapsco*. He went on board of her. In twenty minutes he returned and put his pilot on board and ordered me to proceed to Fort Sumter. At 11:30 o'clock was within a quarter of a mile of Fort Sumter in 8 feet of water, which I reported to Captain Stevens. He then said he wanted to go nigher. I told him I could not go any nearer, as we had already touched the bottom. He then ordered me to go up to the picket monitor, which I did, and he went on board. In a short time he returned and took his pilot into the boat. He then ordered me to go toward Fort Sumter again, which I did. And after getting within a quarter of a mile of the fort, and in 8 feet of water, I reported it to him. He ordered the boats to cast off from the steamer, and told me to come to an anchor and wait for the boats to tow them out. After coming a short distance, I saw the *Philadelphia* and told them they would be ashore if they went twice their length farther. I was then near the small buoy off the point of the flats near Sumter. About 2 o'clock I came to anchor in 2 $\frac{1}{2}$ fathoms of water. About 3 o'clock Captain Stevens came alongside and ordered me to leave with the boats in tow, and take them to the steamer *Memphis* and leave them, which I did.

I am, respectfully, your obedient servant,

JOHN P. CARR,
Acting Master, Commanding Daffodil.

Rear-Admiral J. A. DAHLGREN,
Com. South Atlantic Blockading Squadron, off Morris Island.

Report of Captain Reynolds, U. S. Marine Corps, giving the list of those missing from his battalion.

CAMP MARINE BATTALION,
Morris Island, September 10, 1863.

ADMIRAL: Accompanying is a statement of the absent from my command, caused by the storming of Sumter by a detachment from this battalion, night 8th instant.

It is furnished from the adjutant's office, based upon reports from companies.

I am, sir, very respectfully, your, obedient servant,
E. McDONALD REYNOLDS,
Captain of Marines, Commanding Battalion.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

[Enclosure.]

List of officers and men missing from marine battalion.

MARINE BATTALION,
Morris Island, September 9, 1863.

First Lieutenant C. H. Bradford, assistant quartermaster.

Company A.—Private Rodgers, wounded on the *Memphis*.

Company B.—Second Lieutenant R. L. Meade, Orderly Sergeant Chisholm, Corporal Piggott, Privates McKenna, Mullen, Vanzant, McIntyre, Hurshfield, Johnson, Kieffer, Himes, Gardner, Long, Stansbury, Reynolds, Murphy, Mullaly.

Company C.—Sergeant Mulhall, Corporal Black, Privates Haynes, Hurley, Preston, Gettings, McKinley, McNeal, Bradshaw, Kassman, Walsh, Siddell, Martin.

RECAPITULATION.

	First lieutenant.	Second lieutenant.	Sergeants.	Corporals.	Privates.	Aggregate.
Staff	1					1
A Company					1	1
B Company		1	1	1	14	17
C Company			1	1	11	13
Total.....	1	1	2	2	26	32

JOHN C. HARRIS,
Second Lieutenant and Adjutant.

Report of Captain McCawley, U. S. Marine Corps.

MARINE BATTALION,
Morris Island, September 9, 1863.

SIR: As required by you, I make the following statement in relation to the boat expedition of last night to Fort Sumter:

I was in charge of a detachment of 6 officers, 6 sergeants, 8 corporals, and 86 privates, and reported myself and command to Commander T. H. Stevens. I received instructions from the flag lieutenant, Mr.

Preston, that my command was to be detailed for several large launches, the names of which were given to Ensign Craven. I placed my men in them as he desired, by sections, with officers in them, as far as I could. I was instructed to keep my division in the rear and not to land until the sailors had done so; to fire on the enemy from our boats, and cover the landing, and so soon as they got in to cease firing, land ourselves, and use the bayonet.

When the boats started I had all of mine next [to] the tug, and was myself in a small four-oared boat on the quarter; the chief of the expedition was on the other quarter. After much delay the boats were cast off and in great confusion; the strong tide separated them, and I found it quite impossible to get all my boats together as ordered; such as I could find I ordered to keep behind and pull in after the sailors, who were then advancing. We soon were discovered, and the fire began from the parapet and loopholes; this my men returned briskly, until a cry arose of "Cease firing." Presuming that our sailors were landing, I called to the boats to cease firing and land, but to my surprise saw them all immediately turn and pull away after the crowd of others which were going out. I called in vain to stop and followed as fast as I could, until I found that the leading boat was that of Captain Stevens, which Mr. Craven hailed and threatened to fire into, until informed whose it was. We asked what we were to do, and were told to go to the *Daffodil*.

At this time neither of us in my boat believed that anyone had landed at all. We returned on board the flagship. One of the officers of my command informed me that the negro sailors in his boat hid themselves in the boat and would not pull, and that he had to use force with them.

As far as my observation went the boats seemed to be moving off as if ordered to do so when I overtook them. Those officers and men who landed must have pulled in at once as soon as the tug cast off their boats, and so were already in when our heavy launches came up.

I find that 2 lieutenants, 2 sergeants, 2 corporals, and 25 privates are missing, probably in the hands of the enemy, and one private wounded, on board the *Memphis*. It was very dark near the fort, and there was great confusion.

Very respectfully, your obedient servant,

C. G. McCawley,
Captain, U. S. Marines.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Charleston.

Report of Lieutenant Harris, U. S. Marine Corps.

CAMP MARINE BATTALION,
Morris Island, September 9, 1863.

SIR: In accordance with your request, through Flag Lieutenant Forrest, I have the honor to submit my experience in the attempted storming of Sumter by the naval forces last night.

We, the marines, arrived at the flagship from Light-House Inlet a short time before dark on the tug *Daffodil*, from which we were transferred to launches; in these we lay some hours, and finally started

toward Sumter, towed by the same tug. The boat in which I was, was the first of some ten or twelve towing to her port quarter. We steamed slowly up, the commanding naval officer's boat communicating with every ironclad as we advanced, and for that purpose halting the column. Thus we continued until nearly abreast of Moultrie, when, most unaccountably to us, the tug stopped, put about (not having cast off any of us), and stood directly down the harbor, zigzagging all the way, as if her rudder gear made her unmanageable. The cry of a "Strange boat" was passed from the rear of the column, and immediately, whether on that account or not we did not know, she cast us off. The painter of the *Housatonic's* launch, which was attached to our stern, got foul of the buoy before we had time to cast it off and, the tide setting in very strongly, made it very difficult to prevent capsizing both boats, until we could get the painter cut. We succeeded, however, and then waited a few moments, supposing the tug would pick us up as soon as she had reconnoitered this "strange boat." No one in our boat, or the *Housatonic's*, heard the order, "Pull for Sumter" (which I have understood since was passed around). We were completely at a loss what to do; the tug did not come back. We supposed, from the distance the tug had gone after putting about, we were some ways down the harbor again, and this belief seemed to derive confirmation from the fact that some one discovered the flagship through the gloom (we not then being aware of her change of position). We then felt certain that, for some unaccountable reason, the whole expedition had returned, and that we were cast off, to be dismissed as we came together. I pulled to the *Philadelphia* and reported for orders; you then sent for me to come on board, when, to your evident surprise, I acquainted you with what had occurred, and, after some conversation, you directed me to take to my boat, and you would be out at once with a compass. Scarcely had I got in my boat when I saw two or three quick, small flashes of light (musketry) by which I found we were but a few hundred yards of Sumter. Before I could say "Cast off," almost, the men were pulling lustily and in great spirits for the fort. We closed in rapidly among the other boats and got into the thick of the fight, when Moultrie and the other batteries opened. Every boat left us; the call all around was, "Cease firing" and "Draw off," and, disgusted anew, we did so. After we got out a little, I reconnoitered our position and found the stampede was increasing and no boats on the ground; so, with the heavy, loaded down launch, we slowly made our way back to the flagship, where many boats were, and more were arriving.

Throughout, I could see nothing but the utmost confusion, and am strongly inclined to think, had we been properly managed (judging from the excellent, zealous spirit which prevailed among the men), the fort might have been gained and been now in our possession. Providentially, no casualties occurred in my boat.

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

JNO. C. HARRIS,
Second Lieutenant, U. S. Marines.

Rear-Admiral JOHN A. DAHLGREN.
Commanding South Atlantic Blockading Squadron.

Report of Lieutenant Pope, U. S. Marine Corps, commanding guard from the U. S. S. Powhatan.

U. S. STEAM FRIGATE POWHATAN,
Port Royal, S. C., September 11, 1863.

SIR: I have to report that on the night of the 8th instant I was detailed with 20 marines from this ship and took part in the attempt to "storm" Fort Sumter. During the action that night I lost, in killed, wounded, and missing, 11 men, including two noncommissioned officers; and it gives me great pleasure to state that, without one exception, my men did their duty most faithfully, and, excepting some men taken prisoners, they were under a very much heavier fire and longer exposed than any others in the expedition. We succeeded in landing, but being unsupported, were driven back, with the loss above stated. I would respectfully call your attention to Corporal Peter Hennis, who was very dangerously wounded and behaved with great coolness and bravery. He has been under my command for nearly fifteen months, since which time he has ever been prompt and very attentive to his duties and universally praised by the executive officer of this ship, and I respectfully urge his claim for promotion. He was transferred this morning to the *Vermont*, and is still in a critical condition. Private Haviland, who was shot through the body, also transferred to the *Vermont*, conducted himself in a most soldierlike manner, and I would, sir, also call him favorably to your notice. The crew have taken up a contribution of \$216 for his wife. I have promoted James Fullen to a corporal, with the approval of Captain Steedman, which I trust, sir, you will sanction. There is another vacancy in the place of Corporal Calley, missing since the night of the 8th. Admiral Dahlgren has promised to send 15 privates to fill vacancies existing in the guard from the battalion on Morris Island. The fifer, which I applied to you for by letter some weeks since, has not yet arrived.

Very respectfully, sir, your obedient servant,

P. C. POPE,
First Lieutenant, Commanding Guard.

P. S.—We learn that orders have arrived for this ship to return north, and we leave in a few days for Philadelphia.

P. C. P.

Colonel Commandant JOHN HARRIS,
U. S. Marine Corps, Washington, D. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting report of Commander Stevens, U. S. Navy.

No. 162.]

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 25, 1863.

SIR: Conformably to your directions, I enclose herewith the report of Commander Stevens, just received, in relation to the proceedings of the detachment which he commanded in the assault on Fort Sumter.

The Department will find more detail in some of the reports of commanders of divisions that have been transmitted, and in others which I have called for.

I intend also to furnish lists of killed, wounded, and missing, as soon as they can be procured, and which is not yet possible for want of information from those who were taken.

I have the honor to be, very respectfully, your obedient servant,
 JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Report of Commander Stevens, U. S. Navy, commanding U. S. S. Patapsco.

U. S. IRONCLAD PATAPSCO,
Port Royal, September 21, 1863.

SIR: I have to report that the boat expedition against Fort Sumter left the flag-steamer *Philadelphia* on the night of the 8th instant, about 10 o'clock, in tow of the steam tug *Daffodil*. On the way to Sumter we communicated with the monitors *Lehigh* and *Montauk*, giving orders to their respective commanders to move up for our support.

When within about 800 yards of the fort the tug was ordered to stop, and the final instructions with regard to the operations of the night and the watchword were given.

Lieutenant Higginson was directed to move up to the northwest front of the fort with his division, for the purpose of making a diversion; while the remainder of the divisions was ordered to close up and wait for the order to advance upon the southeast front.

My intention was to wait until we had the full benefit of the diversion Lieutenant Higginson was directed to make in our favor, but mistaking his movement, doubtless, as intended for a general one, and in that spirit of gallantry and emulation which characterizes the service, many of the other boats dashed on; finding it too late to restrain them, the order was then given to advance.

As soon as the boats were discovered, they were met with a fire of musketry, hand grenades, lighted shells, and grape and canister, and simultaneously, at a signal from the fort, all the enemy's batteries surrounding us, with one of their gunboats and rams, opened fire.

Several of the boats, and among them two of the *Powhatan's*, had by this time effected a landing, but the evidences of preparation were so apparent, and the impossibility of effecting a general landing, or scaling the walls, so certain, that orders were given to withdraw. All who landed were either killed or taken prisoners, and serious casualties occurred in the boats near the fort. Withdrawing from the vortex of the fire, I remained near the neighborhood of Sumter for some time to afford assistance if needed, and about 4 o'clock returned to the flagship and reported to the admiral the result of the expedition.

For zealous cooperation and gallant support, I have to thank all engaged, in the Navy and Marine Corps, but particularly Lieutenant-Commander Bunce, of the *Patapsco*, Lieutenant Moreau Forrest, of the staff, who acted as my aid, and Dr. Wheeler, all of whom were in the boat with me.

With great respect, your obedient servant,
 T. H. STEVENS,
Commander, U. S. Navy.

Fleet Captain G. F. EMMONS.

Report of Lieutenant-Commander Bunce, U. S. Navy.

U. S. IRONCLAD PATAPSCO,
Port Royal, September 23, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of the 21st instant. In obedience to its requirements I would state that I left the flag-steamer at 11 p. m. and with the other boats in tow of a tug stood up toward Fort Sumter.

After communicating with the two monitors on picket, we were towed to within about 800 yards of Fort Sumter. The boats were then formed in three columns. Lieutenant Higginson, with his column, was ordered to move up the northwest face, the other two columns to close up and move up toward Sumter.

As we approached the fort, many of the boats gave way strongly and landed. The order was then given to push for the fort, and all gave way.

The foremost boats were received by a very heavy fire of musketry and grenades, etc., from the fort. Moultrie and some of the Sullivan's Island batteries also opened, together with one of the rebel gunboats.

We pushed in till the boat grounded, and it became perfectly apparent that there was no footing for the men, nor any means of scaling the high walls.

The order was then given for all boats to withdraw, and after some little delay all, as I supposed, had shoved off. We then withdrew to the tug, where a large number of boats were already collected.

I have the honor to be, very respectfully, your obedient servant,
FRANCIS M. BUNCE,
Lieutenant-Commander, U. S. Navy.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. S. Atlantic Blkdg. Squadron, Flagship Philadelphia.

List of officers engaged in assault on Sumter, September 8, 1863.

Captains of expedition.—Commander Thomas H. Stevens, *Patapsco*; Lieutenant-Commander F. M. Bunce, *Patapsco*; Lieutenant Moreau Forrest, flagship.

First division.—Lieutenant-Commander E. P. Williams, *Wissahickon*, prisoner; Acting Master E. G. Dayton, *Wissahickon*, prisoner; Ensign B. H. Porter, *Ironsides*, prisoner; Sailmaker D. C. Brayton, *Powhatan*, prisoner.

Second division.—Lieutenant G. C. Remy, naval battery, prisoner; Ensign James Wallace, naval battery; Master's Mate Thomas Holland.

Third division.—Lieutenant Sam. W. Preston, flagship, prisoner; Lieutenant Edwin T. Brower, *Powhatan*, prisoner; Third Assistant Engineer J. H. Harmony, *Canandaigua*, prisoner; Acting Master's Mate J. C. Van Deventer.

Fourth division.—Lieutenant F. J. Higginson, *Powhatan*; Acting Master's Mate C. S. McCarty, *Canandaigua*, prisoner; Acting Master's Mate James Holland, *Dan Smith*, prisoner; Acting Master C. A. Curtis, *Memphis*; Master's Mate D. B. Corey, *Racer*.

Fifth division.—Ensign C. H. Craven, *Housatonic*; Captain Marines C. G. McCawley, marine battery; First Lieutenant C. H. Bradford, marine battery, prisoner; Second Lieutenant J. C. Harris, marine battery, prisoner; Second Lieutenant R. L. Meade, marine battery, prisoner; Second Lieutenant William Wallace, marine battery; Second Lieutenant L. E. Fagan, marine battery.

Report of Lieutenant-Commander Williams, U. S. Navy.

ROXBURY, MASS., *September 27, 1864.*

SIR: I have the honor to make the following report of the capture of myself and party on the morning of the 9th of September, 1863, in an attempt to storm Fort Sumter. On the morning of the 8th, I received orders from Admiral Dahlgren to take command of a division of boats in a night attack on Fort Sumter, to proceed with the vessel under my command outside the bar, and call for the requisite number of men and boats, from the vessels stationed there. During the day, I collected the men and boats, the number and names of which have been reported by their respective commanders. I recrossed the bar after sunset, so late as to render it impossible for the enemy to see the boats in tow. On reporting on board the flagship, I found the remainder of the force assembled around that vessel, but the order of attack had not been arranged. Lieutenant Preston and myself at once arranged the different divisions, Commander Stevens, who commanded the party, approving of the arrangement and of the orders. The landing party was in three divisions—first division, commanded by myself; second division, commanded by Lieutenant Remy; third division, commanded by Lieutenant Preston.

The orders were to form the divisions as soon as cast off from the tug, pull quietly for the fort, land without firing, and do our best to gain the walls; the other divisions with the marines to cover or land, as circumstances should require. Commander Stevens fully approved of these orders. At 9 o'clock I saw Commander Stevens and received his last orders. I said to him that the orders were fully understood. If he should not be up to land with me, I would land as soon as I reached the fort. If the enemy should offer no resistance to the landing, would form my men, wait for him, and all go over together; but if resistance was made, I would storm the walls at once and depend upon being supported. He said he expected to land with me, and if not, would see that the others supported my division. That is the last order I received from him. Between 10 and 11 o'clock the tug got underway, and with the boats in tow, we steamed up the harbor. After nearing the fort it turned back, and three times it made a circle near the fort. None of us in the boats could understand the maneuver, and it had the effect of dampening the ardor of the men. Suddenly, without any word being passed to prepare for it, we found the boats adrift, the tug at the same time heading so as to render it impossible to form the divisions without great confusion. Ordering the first division to follow me, I pulled clear of the boats and formed line abreast.

The first division was composed of the following boats: *Powhatan*, third cutter, Acting Master Hustace, and Lieutenant Pope, of the

Marine Corps, with 15 marines; *Powhatan*, fourth cutter, with myself, Acting Master's Mate Hovey, and Sailmaker Brayton; gig from the *New Ironsides*, Ensign Porter; *Wissahickon*, first cutter, Acting Master Dayton; *Wissahickon*, second cutter, Acting Master's Mate King.

As I was to land in the gorge wall, I took the right of my division, ordering Mr. Porter on the left to make sure the boats should be kept close. As soon as the division was formed, I ordered the boats to lay on their oars and only use them to keep our position. The tide swept us rapidly up to the fort; when within 50 yards, the sentinel on the gorge wall hailed. I made no reply, but with my night glass sought a good place to land. He hailed three times and fired on us at the third hail, to which I had answered "Passing." On his firing, having found a good landing place, I ordered the boats to give way and land. Three strokes of the oars sent us to the beach. I at once jumped from my boat, followed by the men, and started up the walls. On reaching the top of the second tier of casemates, we found the top of the wall projected, so as to render it impossible for us to close with the enemy. Mr. Porter, who was on the left of the division, and most distant from the beach, was by my side almost as soon as I struck the beach. Mr. Dayton, in the *Wissahickon's* third cutter, also landed at once with his men, but of those in the third cutter of the *Powhatan*, in charge of Acting Master Hustace and Lieutenant Pope, only two landed, William Simms, boatswain's mate, and Corporal Cully, marine. They reported that when they left the boat, Mr. Hustace was giving the order to shove off, and they jumped from the boat to follow the landing party. I know no reason why all in the third cutter should not have landed at once. They could have landed with a small loss, and retreating only exposed them to a heavy fire. I saw nothing of the *Wissahickon's* second cutter, under the charge of Acting Master's Mate King. He must have retreated at the first fire. I know no reason why the officers of these two boats should not have landed at once and followed me, as they were ordered. Lieutenant Remy, commanding the second division, landed, only a part of his division following him. Lieutenant Preston, commanding third division, also landed, but was not followed by the others of his division. The boats that held back opened fire with their revolvers, the shot striking among us who were halfway up the walls. Hoping to find a place where we could close with the enemy, I ordered the boats outside to cease firing and land, repeating the order several times. Lieutenants Meade and Bradford, of the Marine Corps, at once ceased firing and landed, losing but a few men, which showed how easy it would have been for the other boats to land. At this time the forts on James and Sullivan's islands opened fire with shell; also a ram, with grape and canister. It was then impossible for any boat to pass through the fire. The enemy sunk or disabled all the boats by shot and brick thrown from the wall. Finding it impossible to get over the walls, I ordered the men to shelter themselves in the holes made by our shells. The enemy kept up a constant fire on us, throwing hand grenades, bricks, fireballs, and other missiles among us. Hoping something might be done for our relief, I would not surrender, but some of the men from Lieutenant Bradford's boat, he having been mortally wounded in landing, surrendered, and were ordered around on the left, to come into the fort.

I stopped these and ordered them under the walls. Soon finding it was only losing my men without gaining anything, on a consultation with the officers, I surrendered, and was shown inside the fort, where we were courteously treated by Major Elliott, commanding the fort. The following officers were captured:

First division.—Lieutenant-Commander E. P. Williams, Ensign B. H. Porter, Acting Ensign E. G. Dayton, Acting Master's Mate C. P. Hovey, Sailmaker W. S. L. Brayton, severely wounded.

Second division.—Lieutenant G. C. Remy and Acting Master's Mate C. S. McCarty.

Third division.—Lieutenant S. W. Preston, Lieutenant E. T. Brower, and Third Assistant Engineer J. H. Harmony.

Fifth division.—Lieutenants of Marines R. L. Meade and C. H. Bradford, mortally wounded.

Ninety-five seamen and marines were also captured, and loss in killed and wounded amounted to 3 killed and 20 wounded, the names of which I will forward to the Department as soon as I can receive them from Columbia. The wounded were well treated by the enemy. All the officers and men who landed behaved gallantly and only surrendered when there was no hope of a relief and it was found to be impossible to close with the enemy. I would request that Lieutenants Remy and Preston may make a report of the conduct of the officers of the boats of their divisions. I know of no reason why they should not have followed their commanding officers. The small loss sustained in the boats which landed shows how easy it would have been for all to land. They could not tell but that those who landed were engaged hand to hand with the enemy, for with good glasses and time enough to have a fair look at the walls I fully expected that we would be able to go over them. The conduct of all, since our capture, has been good, with the exception of William Hill, seaman, from the *Powhatan*, and William Beeby, officers' steward, from the *Housatonic*, who were bribed by the enemy and deserted, giving all the information in their power regarding the squadron off Charleston. They took the oath of allegiance and are now in the Southern Confederacy.

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

E. P. WILLIAMS,

Lieutenant-Commander, U. S. Navy.

HON. GIDEON WELLES,
Secretary of Navy.

Abstract log of the U. S. S. *Powhatan*, Captain Steedman, U. S. Navy.

September 8, 1863.—At 3 p. m. called away third and fourth cutters, 30 bluejackets and 20 marines, in charge of Acting Master [Richard] Hustace, Lieutenant [P. C.] Pope, Master's Mate C. P. Hovey, and sailmaker, Mr. Brayton. At 2:30 the monitors hauled off and proceeded to their stations.

September 9.—From midnight to 4 a. m.: At 1:30 a. m. Fort Moultrie commenced firing. At 8:05½ a. m. firing at intervals from shore batteries. From 8 to meridian: Third cutter returned, in charge of Acting Master Hustace. The fourth cutter did not return with the other boat of the expedition, and she is supposed to have been captured. The following named were a working party on shore, who volunteered for the storming of Sumter on the 8th, and they are now

prisoners; they were in the *Ironsides*' boat, in charge of Mr. Porter: William Warren, captain maintop; William Hill, Daniel Quigley, seamen; C. H. Davis, ordinary seaman; John Friedline, ordinary seaman. From meridian to 4 p. m.: Moultrie firing occasionally at Cumming's Point. At 2 p. m. admiral sent in tug with a flag of truce and communicated with a boat from the enemy.

Abstract log of the U. S. S. *Mahaska*, Commander Creighton, U. S. Navy.

September 8, 1863.—From 8 to 12 meridian; heavy firing between ironclads and Forts Moultrie and Beauregard. At 1:30 p. m. the ironclad fleet ceased firing and withdrew from the engagement on Fort Moultrie. At 3, sent 30 men armed with cutlass and revolvers under command of Acting Ensign F. Elliott on board the *Wissahickon*. From 4 till midnight fire seen burning on Sullivan's Island, near Fort Moultrie.

September 9.—At 1:30 a. m. a bright light seen in the direction of Moultrie. Immediately after opened fire and continued a heavy fire during the watch. At 10 a. m. second cutter and crew returned with Mr. Elliott; also two men, who were left on shore the night before.

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

September 9, 1863.—At 12:20 a. m. the *Daffodil* passing, having in tow the boat expedition designed to act on Fort Sumter. At 1:45 the assault was made on Fort Sumter by the division of boats under command of Commander Stevens, and after a sharp and spirited engagement of thirty minutes were compelled to retire, the works having been heavily reinforced. At 2:20 got underway and stood toward Fort Sumter to cover the retreat of our boats, a heavy fire being kept up by the enemy's batteries on James and Sullivan's islands. At 3, the *Daffodil* returning with the boats of the expedition in tow. At 4:45 stood down the channel and anchored abreast of Morris Island beacon. A flag-of-truce boat was sent up by the tug *Daffodil*. It was met by a boat from Sumter and returned at 9:30. Very little firing from the enemy. From meridian to 6 p. m., flag-of-truce boat from the *Ironsides* communicating with a flag of truce from Charleston. From 6 to midnight, the enemy firing occasionally.

Abstract log of the U. S. S. *Lehigh*, Commander Bryson, U. S. Navy.

September 9, 1863.—At midnight got underway and steamed toward Fort Sumter to cover landing of a storming party on the fort. At 12:50 a. m. came to anchor within short range of the fort. At 1:20 a. m. a boat containing 2 officers and 13 men belonging to the *Powhatan* came alongside; 1 marine and 1 seaman of the party severely wounded; the latter died immediately after reaching the ship. The officer in charge of the boat reported 15 of his men missing. At 2:20, there being no appearance of any more of the storming party, got

underway and dropped down to Wagner's buoy and anchored. At 5, got underway and steamed to the flagship, picking up gig on the way. At 6, anchored ahead of the flagship. From 8 to midnight, heavy firing from Battery Bee and Fort Moultrie toward Morris Island.

Abstract log of the U. S. S. *Memphis*, Acting Master Curtis, U. S. Navy.

September 8, 1863.—At 6:30 a. m. got underway and went alongside of *Ironsides* to deliver shell. At 8:10, in obedience to orders, hauled away from the *Ironsides* and came to, abreast of Fort Wagner. At 10 the *Ironsides* engaging Fort Moultrie. Mustered the crew to obtain volunteers for a storming party, 32 men offered themselves. At 7 p. m. 21 of the men, in charge of Captain [Acting Master] Curtis and [Acting] Ensign Cowing, left the ship in first and second launches.

September 9.—At 2 a. m. heavy firing of musketry in the direction of Sumter. At 3:45 boat expedition returned, boats in tow of a tug. Eight boats made fast astern of us until morning. Received 2 wounded marines. Three of our party missing.

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

September 8, 1863.—Off Charleston Bar. From 6 to 8 p. m.: At 7:30 p. m. an expedition left this ship for the purpose of taking Fort Sumter, Lieutenant-Commander E. P. Williams, Executive Officer E. G. Dayton, and 30 men with boats, left the ship.

September 9.—From 4 to 8 a. m.: At 5, first cutter, with Mr. King and 10 men, returned; at 7:30 Dr. Mann, with 10 men and gig, returned.

Lieutenant-Commander Williams, Executive Officer E. G. Dayton, with 10 men and second cutter, were taken prisoners last night at Fort Sumter.

Abstract log of the U. S. mortar schooner *Dan Smith*, Acting Master Dean, U. S. Navy.

September 8, 1863.—At 6:30 p. m. received orders to send two boats, manned and armed, on board the flagship for orders. At 7:30 sent first and second cutters, with 12 men, armed, in charge of Acting Master's Mate J. C. Van Deventer, to report on board the flagship, as per order.

September 9.—At 4:30 a. m. first cutter returned. At 7:30 the gig and gig's crew returned. The second cutter is missing with the whole of her crew (supposed to have been taken prisoners).

Abstract log of the U. S. S. *Lodona*, Acting Lieutenant Brodhead, U. S. Navy.

September 8, 1863.—Off Charleston. At 8:25 a. m. anchored inside the bar. The ironclads bombarding Fort Moultrie. At 5:40 p. m. the executive officer left the ship with 20 men in first and second cutters on a boat expedition to attack Fort Sumter.

September 9.—From 4 to 8 a. m.: Executive officer returned with 14 men in second cutter; first cutter missing, and probably captured. Leonard McComber, seaman, was wounded in the attack on Fort Sumter and left on board the flagship. The gig was brought back, having lost all her crew, made prisoners in the attack. Names of men belonging to this ship, John Brown, coxswain; Austin Littlefield, landsman; William Morrison, ordinary seaman. From meridian to 4 p. m.: Leonard McComber, who was wounded last night, was returned on board.

Delayed report of Commander Stevens, U. S. Navy, forwarding reports of officers setting forth the impracticability of success in the attack.

ERIE, *September 28, 1865.*

SIR: I have the honor to enclose herewith communications from Lieutenant-Commander F. M. Bunce, Lieutenant Moreau Forrest, and Lieutenant E. T. Brower, in relation to the boat expedition against Fort Sumter upon the night of the 8th September, 1863, and have the honor respectfully to request that the same publicity may be given to them as has already been given to the reports of other officers who were engaged in the affair. The two first-named gentlemen were in the boat with me and acted as my aids. Lieutenant Brower was captured upon the occasion; and his statement, with the official report of General Beauregard, shows the preparation on the part of the enemy, and the impracticability of the assault.

Though the commanding officer of the expedition, none of the reports as published were forwarded through me, excepting that of Lieutenant-Commander Bunce, and I knew nothing of their existence until I first read them among the documents accompanying the report of the Secretary of the Navy.

While the arrangements for the assault were being made, I was engaged with all the other ironclads, in the *Patapsco*, the whole being under command of Commodore Rowan, in an attack upon Fort Moultrie and the supporting batteries, the most formidable and severe action which has occurred between ironclads and land batteries, and it was not until late in the day the admiral notified me I had been assigned to the command of the expedition. I stated that I knew nothing of its organization, and made some remonstrance on this ground and others, when he replied, "There is nothing but a corporal's guard in the fort, and all we have to do is to go and take possession."

Having been actively engaged on constant service from that time until the present, I have been unable to procure these additional reports before, which, in justice to myself, I respectfully request may be published with the reports of the present year.

At the time of the assault there was a large detachment from the army in boats lying close to the fort, which retired without making any demonstration.

I have the honor to [be] your obedient servant,

T. H. STEVENS,
Commander, U. S. Navy.

Hon. SECRETARY OF THE NAVY.

Report of Lieutenant Forrest, U. S. Navy.

[NEW YORK], August 10, 1865.

SIR: In the boat expedition organized for the assault on Fort Sumter on the night of the 8th of September, 1863, I acted as your aid, and at your request make the following statement:

The expedition originated with the officers of the flagship, and was hastily gotten up, all the preparations being made in broad daylight, without any attempt at concealment, the boats being towed in from outside to the *Philadelphia*, the flagship.

At about 10 o'clock the tug with the boats in tow started from the flagship for the fort, stopping on the way to communicate with the monitors *Patapsco* and *Lehigh*, at the former to procure a surgeon and at the latter to order its commanding officer to move up toward Sumter to support the boats.

Upon nearing Sumter the tug was stopped and the final orders given. Lieutenant Higginson, with a division of boats, being ordered to make a feint on the northwest side of the fort and to reconnoiter, the boats under his command pulled away. Many boats of the other divisions also gave way for the fort, when I passed the order, by your direction, for all to pull for the fort, which most of the boats obeyed. Upon grounding near the fort, at an organized signal, all the Sullivan's and James Island batteries, with a rebel ram, opened a terrific fire, a large force in Sumter opening upon the boats with small arms, hand grenades, and brickbats. We looked in vain for a feasible place to assault, but finding none, and that the boats were being rapidly disabled, you remarked there is only one of two things to do, either to land and be captured or to withdraw and save what we could. The order to retreat was then given, and in giving it you also remarked that your boat must remain until all the boats that I could see were away. You kept your boat under fire until not another could be seen or heard, when your own boat was ordered to retire. After this you pulled about the harbor until near daybreak to pick up stragglers and then returned to the flagship, where many of the boats were made fast astern. I have felt satisfied that all was done that could be done by you to make the expedition successful, and that it failed only on account of its impracticability.

In justice to yourself I would state that you had nothing to do with the organization of the expedition, and it was not until all the arrangements were made that you were ordered to the command.

I am, with much respect, your obedient servant,

MOREAU FORREST,
Lieutenant, U. S. Navy.

Commander T. H. STEVENS, U. S. Navy.

Report of Lieutenant Brower, U. S. Navy.

U. S. S. HARTFORD,
New York Harbor, August 10, 1865.

DEAR SIR: In reply to your enquiry as to my opinion of the conduct of the expedition for the assault of Fort Sumter on the night of the 8th of September, 1863, I would respectfully reply that as the expe-

dition was undertaken with an imperfect knowledge of the ground over which the party was expected to assault, consequently much must have been left to the discretion of the commanding officer.

Though there was some confusion on the casting off from the towing tug, the boat squadron moved up in good style, perfect silence being maintained.

Upon the discovery of the boats by the enemy, and the landing of the first division, so strong a force of the enemy was developed and such practical evidences were given of preparation for and expectation of an attack which, taken in conjunction with the appearance of the gorge over which we were expected to assault, rendered the order to retire that was given one necessary to preserve the remainder of the expedition from that entire destruction and capture which I am certain would have occurred to them had they landed on the beach.

The knowledge I afterwards obtained by being a prisoner in the fort corroborates this opinion.

I remain, yours, truly,

EDW. T. BROWER,
Lieutenant.

Commander THOS. H. STEVENS, U. S. Navy,
New York City.

Report of Lieutenant-Commander Bunce, U. S. Navy.

PHILADELPHIA, *September 12, 1865.*

I have read carefully the statement of Lieutenant Forrest and endorse fully all the particulars he mentions in regard to the movements of the boats and your actions. I was not before aware of the origin of the expedition nor of all the causes of its want of organization. I remember you stated to me that you had remonstrated regarding the haste and want of organization of the expedition.

Our boat was certainly the last either to be seen or heard near Sumter.

I am, very respectfully, your obedient servant,

FRANCIS M. BUNCE,
Lieutenant-Commander, U. S. Navy.

Commander T. H. STEVENS, U. S. Navy.

Extract from the diary of Rear-Admiral Dahlgren, U. S. Navy.

September 8, 1863.—Engaged all day arranging to assault Sumter. General Gillmore hearing it, tells me he has the same idea, and asked to put my men under his officers. I declined. Misunderstanding delays the move.

During the day a severe action between ironclads and Sullivan's Island to cover the *Weehawken*, which floated about 4 p. m. It is 1 o'clock [a. m. September 9] before I can get off; and before I can reach the scene the fire of musketry from Sumter begins. Moultrie opens. The affair is of short duration, and my impression, on a monitor a quarter of a mile off, not favorable. Moultrie fired like a devil, the shells breaking around me and screaming in chorus.

I came away without being able to see how the matter ended, and after a weary pull got on board the *Lodona*.

No news yet, except that we had been repulsed, losing many prisoners, not many killed, and few wounded. Did not look like a vigorous assault. Some of the boat's crew jumped overboard at the first fire. I fell in with two boats at least a mile from Sumter.

Extract from report of Brigadier-General Gillmore, U. S. Army.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, S. C., February 28, 1864.

* * * * *

149. During the night of the 8th of September a naval force attempted to carry Sumter by assault, and was repulsed with considerable loss. Before I was informed by the admiral of his intentions to storm the work I had made arrangements to do the same thing, but the force assembled for that purpose was detained by low tide at its rendezvous in the creek west of Morris Island until after the naval attack had failed. The project was then abandoned. The only arrangements for concert of action between the two parties that were finally made were intended simply to prevent accident or collision between them. Each party was deemed in itself sufficiently strong for the object in view.

Respectfully submitted.

* * * * *

Q. A. GILLMORE,
Major-General of Volunteers.

Brigadier-General G. W. CULLUM,
Chief of Staff, Hdqrs. of the Army, Washington, D. C.

[Telegram.]

CHARLESTON, S. C., *September 9, 1863—11 a. m.*

During night thirty enemy's launches attacked Fort Sumter. Preparations had been made for such an event. At concerted signal, all batteries bearing on Sumter, assisted by one gunboat ram, properly located, opened on exterior of fort. Fireballs and hand grenades were thrown out. Garrison behaved with gallantry and coolness. Major Elliott commanding post. Enemy was completely repulsed, leaving 125 prisoners (13 officers included), four boats, and three colors. Nobody hurt on our side.

G. T. BEAUREGARD,
General, Commanding.

General S. COOPER,
Adjutant and Inspector-General, Richmond, Va.

Report of Major Elliott, C. S. Army, commanding Fort Sumter.

HEADQUARTERS FORT SUMTER, *September 9, 1863.*

CAPTAIN: I have the honor of making the following report:

About 8 o'clock yesterday the *Ironsides* and five monitors took positions close to Sullivan's Island and engaged Fort Moultrie and the batteries on that island. They kept up a very severe fire for several hours, our batteries replying promptly.

Yesterday morning a monitor was evidently aground near Morris Island. On reporting the fact, Fort Moultrie opened on her, hitting her effectively at least twice. Her deck was 6 feet above the water line, leaving her sides exposed. Shell Point battery also fired on her. It is to be regretted that our fire was not more general and continuous. At high water in the afternoon she got off.

In the engagement of the fleet with Fort Moultrie, the monitors were frequently struck, and the *Ironsides* had her deck hit twice, one of the shots tearing away a large portion of her upper bulwarks. She lay alongside of a transport all the afternoon, evidently undergoing repairs.

Having for several nights expected a boat attack, I had one-third of the garrison under arms on the parapet, and the remainder so posted as to reinforce with promptness.

At 1 a. m. this morning I saw a fleet of barges approaching from the eastward. I ordered the fire to be reserved until they should arrive within a few yards of the fort. The enemy attempted to land on the southeastern and southern faces. He was received by a well-directed fire of musketry and by hand grenades, which were very effective in demoralizing him. Fragments of the epaulement were also thrown down upon him. The crews near the shore sought refuge in the recesses of the foot of the scarp, those farther off in flight. The repulse was decided and the assault was not renewed. His force is reported to have been 400 men, but it is believed to have been much larger. His loss is 4 men killed, 2 officers and 17 men wounded, and 10 officers and 92 men captured. We secured 5 stands of colors and 5 barges; others were disabled and drifted off. One gunboat and Fort Johnson and the Sullivan's Island batteries enfiladed our faces, and contributed to prevent a renewal of the assault. Many of the shot struck the fort. The garrison, consisting of the Charleston Battalion, behaved admirably. All praise is due to Major Blake, his officers and men, for the promptness and gallantry displayed in the defense.

Very respectfully, your obedient servant,

STEPHEN ELLIOTT, Jr.,

Major Artillery, Provisional Army Confederate States, Comdg.

Captain W. F. NANCE,

Assistant Adjutant-General.

Detailed report of Major Elliott, U. S. Army, commanding Fort Sumter.

HEADQUARTERS FORT SUMTER,

September 12, 1863.

CAPTAIN: I have the honor to submit a report of the late action at this post.

On the 4th instant, pursuant to special orders, No. 298, headquarters First Military District, Department of South Carolina, Georgia, and Florida, I assumed command, with the Charleston Battalion of infantry, commanded by Major J. A. Blake, as a garrison.

All the available guns having been already dismantled, the defense was to be conducted by infantry.

The condition of the work was as follows: The gorge "A" had been so cut by the enemy's artillery that the scarp had assumed the form of an inclined plane, with a dip of about 45 degrees. The wall of the east face had been shot away, leaving the arches, which had been filled

with sand, exposed. The north face was comparatively secure. The northwest contained several serious breaches, and one of very considerable size, "B." This was defended by a barricade; the others were securely obstructed.

The west face was uninjured; the lower tier of embrasures being merely closed by their usual shutters, the main sally port in this face had been pierced for musketry, and commanded the wharf.

Dispositions similar to the following were habitually made.

Captain Hopkins' company, D, 43 men, lay on their arms on the parapet of the gorge; and Captain Miles' company, E, 12 men, at the breach in the northwest face. The guard, except the sentinels on post, were to defend the sally port. Captain Simons' company, B, 28 men, lay at the entrance on the west face.

In case of an alarm, Captain Lord's company, F, 42 men, was to occupy the southwest angle and support Captain Hopkins on the right. Lieutenant Saltus's company, A, 12 men, at the southeast, was to support him on the left. Lieutenant Harris's company, G, 25 men, was to occupy the northeast angle. Captain Mulvaney's company, C, 43 men, was to support Captain Miles. In case their services should not be needed, the last four companies were to remain formed on the parade, below their respective positions, so as to be ready to move to any weak point.

I had procured from Charleston a supply of hand grenades and fireballs. Detachments of men for each of these kinds of service were kept constantly in position, at three different points of the parapet. I requested Captain Champneys, the engineer in charge, to plant two fougasses in the wharf, leading from the gorge; during the attack he kindly superintended their delivery.

At 1 a. m., while observing a monitor that had taken position near the fort, I saw the enemy pulling up from the eastward, in two columns; the head of the one directed upon the northeast, that of the other upon the southeast angle of the fort.

I ordered up three companies within supporting distance, and reserved our fire until they had deployed and commenced to land. The outer boats replied rapidly for a few minutes. The crews of those that had effected a landing sought refuge from a galling fire under the projecting masses of the wall, whence grenades and fireballs soon dislodged them.

The fire of the *Chicora*, lying at a short distance to the northward of Sullivan's Island, to the northwest, and of Fort Johnson, to the westward, encircled the work and effectually assisted to prevent any reinforcements from coming up.

The enemy, with some of his boats disabled by hand grenades and masses of masonry, convenient weapons to the ready hands of our garrison, and overwhelmed by our own and the fire of our supports, called for quarter, and were ordered, in detail, to make their way to the gorge, whence they were transferred to a place of security. Not one of our men was injured.

The whole force engaged on our side consisted of 80 riflemen and 24 men detached for service of the grenades and fireballs. The remainder of the garrison were ready for action and remained in position.

The force of the enemy exceeded, according to the statement of captured officers, 400 men. Captured papers would indicate it to have been 870.

His ascertained loss was 6 killed, 15 wounded, and 106 prisoners, of whom 11 were officers. We captured also 5 barges, 5 stands of colors, among them a flag, said by the prisoners to be the flag borne from the fort by Major Anderson in 1861, and a small quantity of arms and accouterments. Most of the latter were thrown overboard by the prisoners, and lost.

Several boats drifted off with dead and wounded men.

The action was brief and decisive, as they found us prepared, and were themselves surprised at meeting more than a nominal resistance.

The Charleston Battalion fully sustained its well-earned reputation, by cheerfully enduring the hardships of their position and moving forward with energy in the moment of danger.

All the officers performed their duties well. The adjutant of the battalion, Lieutenant W. Mason Smith, rendered me throughout great assistance.

I have the honor to refer you to the accompanying papers containing lists of killed, wounded, and prisoners, and captured arms and other property, and also a sketch of the fort, showing the positions of the interior communications and the dispositions of the troops.

I can not omit to mention the services of Captain T. J. Champneys, of the Engineer Corps, who has shown great zeal and ability in conducting the defenses of this work.

Very respectfully, your obedient servant,

STEPHEN ELLIOTT, Jr.,

Major Artillery, Provisional Army Confederate States, Comdg.

Captain W. F. NANCE,

Assistant Adjutant-General.

Letter from General Beauregard, C. S. Army, to the Governor of South Carolina.

HDQRS. DEPT. SOUTH CAROLINA, GEORGIA, AND FLORIDA,
Charleston, [S. C.,] September 22, 1863.

SIR: During the night of the 8th instant, thirty or more of the enemy's launches, containing about 800 men, attacked Fort Sumter, defended by the Charleston Battalion, under Major Blake, Major Elliott being in command of the post. Preparations had been made for such an event, and at a concerted signal all the batteries bearing on the works, assisted by the gunboat *Chicora*, properly located, opened fire on the exterior of the fort. Fireballs and hand grenades were thrown out by the garrison, which behaved with coolness and gallantry. In less than half an hour the enemy was decisively repulsed, leaving in our hands 125 prisoners (13 officers included), 5 launches, and 5 colors. His additional loss in killed, wounded, and drowned must have been large. Fortunately we had no casualties.

Among the colors taken was an old garrison flag, weatherworn, stained, and tattered, which was reported by some of the prisoners to be the one that had been lowered to us when Fort Sumter was surrendered by the United States on April 13, 1861. The appearance of this flag and the circumstances under which it was found satisfy me that really it is the same one that Major [Robert] Anderson was permitted to remove, and which our adversary hoped to replace above the shattered walls of that fortress as a dramatic surcease to his humiliation. With the sanction of the War Department, I have the honor

to present it, through your excellency, to the State of South Carolina as the fitting custodian of a flag that was designed to mark and make memorable the discomfiture of your people, in the face of your wives, children, and servants. I also send you herewith a set of photographs of Fort Sumter, showing its condition at the time of its assault.

Respectfully, your obedient servant,

G. T. BEAUREGARD,
General.

His Excellency M. L. BONHAM,
Governor of the State of South Carolina.

Order of Rear-Admiral Dahlgren, U. S. Navy, to Acting Lieutenant Brodhead, U. S. Navy, commanding U. S. S. Lodona.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 9, 1863.

SIR: You will proceed with the *Lodona* under your command to Philadelphia, and, on your arrival, report to Commodore C. K. Stribling, commanding U. S. navy yard there, for repairs.

Respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.
Acting Lieutenant Commanding E. BRODHEAD,
Commanding U. S. S. Lodona.

Report of Captain Rowan, U. S. Navy, commanding U. S. S. New Ironsides, requesting the return of marines from Morris Island.

U. S. S. NEW IRONSIDES,
Off Fort Wagner, S. C., September 10, 1863.

ADMIRAL: The whole of Morris Island and its defenses being now in possession of our troops, I hope you will be able to dispense with the further services of the marine guard of this ship on that island. I therefore respectfully request that the guard be ordered to return to their ship, where their services are indispensable for police duty, and very important in action.

I have the honor to be, very respectfully, your obedient servant,
S. C. ROWAN,
Captain, Commanding.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

[Telegram.]

MORRIS ISLAND, *September 10, 1863—12:45 p. m.*

In reply to your letter of the 7th, asking if I had a large side-wheel steamer under charter which would answer as a ram against the obstructions in the channel between Sumter and Moultrie, I beg leave to state, after making enquiry, that there is but one steamer in the department that meets the description, viz, the *Ben De Ford*. I hesitate to spare her for a use which would doubtless insure her destruction and seriously

cripple my transportation until I have time to get another to replace her. What time would you require her?

GILLMORE,
General.

Admiral DAHLGREN.

[Telegram.]

HEADQUARTERS DEPARTMENT OF THE SOUTH,
In the Field, Morris Island, September 10, 1863.

I hope you can spare the *Ben De Ford*. That the risk is great there is no doubt, but, if successful, it should pay. I want to begin as soon as you can turn her over to me, and will return her the next day, if possible.

DAHLGREN,
Admiral.

General GILLMORE.

Report of Rear-Admiral Dahlgren, U. S. Navy, requesting the use of a steamer for ramming the obstructions between Forts Sumter and Moultrie.

No. 132—Confidential.]

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 10, 1863.

SIR: Can the Department spare me a large, powerful steamer, of high speed, and no greater draft than 16 feet? The intention being to run into the obstructions between Sumter and Moultrie. She ought to have side wheels, so as to avoid the entanglement of ropes, to which propellers are liable.

I have nothing here but the *Powhatan*, and think it doubtful whether, when lightened to the utmost, she could pass the bar.

If the Department can comply with the request, may I ask to have the vessel as soon as possible.

I have the honor to be, very respectfully, your obedient servant,
J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES.

P. S.—Since closing the foregoing I find I can make an arrangement by which the army transport *Ben De Ford* may be secured for the purpose mentioned, provided the Department will authorize me to do so.

J. A. D.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to General Beauregard, C. S. Army, regarding communication by flag of truce.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 10, 1863.

SIR: I have received a copy of a communication* from your chief of staff to the commander of Fort Sumter, in regard to alleged discourtesy to flags of truce sent by you to me.

* See p. 767.

You are altogether misinformed. The steamer sent by you was guilty of impropriety in entering much farther within our lines than was necessary for its purpose, and no doubt received notice to that effect. General Gillmore complained to me on the spot that his batteries were being exposed to the view of those on board, and I observed the fact myself. This was rather sharp practice, which your officer omitted to make known to me.

On the other hand, when a flag of truce was sent by me in relation to the firing at our men in the water, I noticed its being fired at so often that I was puzzled to know what it meant.

No doubt you are not cognizant of these facts, but you ought to have been so before asking explanations.

Now, the fact is, that under existing circumstances all communications are limited to the wants of prisoners, and there I am willing to leave them.

If you choose to listen to the pretexts of those who carry your flags of truce, and trump up allegations of discourtesy in order to cover their own practices, so be it, though the result will be hard on our prisoners, who receive letters, clothing, and money. Your own men will not suffer, for their comforts are better attended to with us than if they were not prisoners. I shall continue to send flags of truce when the necessity arises; you may refuse them or not.

As for any question between yourself and General Gillmore, that is no concern of mine. General Gillmore is abundantly able to take care of his own part.

I believe that the visit of your steamer coincided with another event, which admits of considerable explanation; that night one of the few escapes through the blockade occurred.

The captain of the steamer is, if I am correctly informed, the person charged with having allowed our men to be fired at in the water. If he falls into my hands, I will give him an opportunity of disproving the charge.

So you perceive that this demand for explanation ends where such usually do, and I suppose will be considered as offensive as the original grievance, which is certainly not intended.

I am unable to perceive why you choose to communicate with me through your chief of staff and the commander of Fort Sumter, instead of addressing me directly.

I am, very respectfully, your obedient servant,

JNO. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

General G. T. BEAUREGARD,

Commanding Confederate Forces, Charleston, S. C.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, calling for reports regarding injuries sustained by the ironclads in the operations against the defenses of Charleston.

NAVY DEPARTMENT, *September 11, 1863.*

SIR: The Department has not yet received any reports from the commanders of the ironclads of their recent engagements with the forts and defenses of Charleston. Such reports are particularly desired, and you will call for them, if they have not already been made to you, and forward them to the Department.

These reports should embrace full information upon points of interest and importance connected with the ironclads, such as the effect of the enemy's projectiles upon the armored vessels, and the kind used; the number of times struck, etc., accompanied with sketches of the injured sections, when they can be conveniently prepared; number of rounds fired from the ironclads, the effect upon the heavy guns, and the performance of those vessels generally; the effect of the firing upon the officers and men engaged, etc.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JOHN A. DAHLGREN,
*Commanding South Atlantic Blockading Squadron,
Off Charleston, S. C.*

*Letter from the Secretary of the Navy to Rear-Admiral Dahlgren,
U. S. Navy, regarding submarine boats.*

NAVY DEPARTMENT, *September 11, 1863.*

SIR: Referring to your application to have submarine boats forwarded to you, I have to enclose herewith a copy of a letter* from Captain Drayton, assistant inspector of ordnance at New York, in which he states that nothing can be done toward their construction without further details and more definite instructions.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JNO. A. DAHLGREN,
Commanding South Atlantic Squadron, off Charleston, S. C.

*Report of Captain Green, U. S. Navy, senior officer off Charleston,
recommending the strengthening of the outside blockade.*

U. S. S. CANANDAIGUA,
Off Charleston, S. C., September 11, 1863.

SIR: I enclose herewith a copy of Acting Ensign B. D. Reed's (commanding the schooner *G. W. Blunt*) report† to me of a steamer attempting to run the blockade inward last night. She was not seen by any other vessel of the outside blockade.

The appearance of this steamer off the bar shows that attempts will be made to violate the blockade under any circumstances. I would therefore recommend that all wooden vessels that can be spared from inside the bar should be sent out nightly.

The schooners *Blunt* and *Hope*, the *Housatonic*, and this ship were the only vessels on the outside blockade last night.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron.

* Not necessary to publish.

† Not found.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding the removal of obstructions in Charleston Harbor.

NAVY DEPARTMENT, *September 12, 1863.*

SIR: I have received your No. 105 respecting the proposition of Mr. Merriam to remove obstructions from Charleston Harbor.

You are fully authorized to take all measures to effect the great object intrusted to you, including the removal of obstructions in the harbor as well as in silencing or passing the batteries on shore. Of the plans and purposes already accomplished, or in process of accomplishment, you are better informed than the Department, and consequently can better judge and decide in regard to the proposition of Messrs. Merriam and Kasson. The Department is not disposed to interfere with your movements and designs in this matter, which is committed to you.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, regarding picket duty.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 12, 1863.

The senior officer at the upper end of the channel is always charged with the observation and direction of the picket nearest Sullivan's Island and the works in that vicinity, and he will report to the flagship all events of interest.

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Report of Commander Beaumont, U. S. Navy, transmitting report of Commander Hughes, U. S. Navy, commanding U. S. S. Cimarron, regarding capture of the British steamer Jupiter.

U. S. IRONCLAD NANTUCKET,
Wassaw Sound, Georgia, September 13, 1863.

SIR: I respectfully inform you that at early daylight this morning I discovered a strange steamer off Tybee Island, and at once ordered Captain Hughes, of the *Cimarron*, to get underway and ascertain her character. A few moments after I sent an armed boat to cut off the boats which were discovered leaving the steamer, apparently for the mouth of Tybee River. The steamer proved to be the English steamer *Jupiter*, of Glasgow, six days from Nassau, bound to Savannah, with an assorted cargo and thirty-two persons on board, including two passengers, all of whom are now in our hands.

Some serious defects in her machinery render it necessary to send her to Port Royal for repairs before she can be sent north for adjudication.

The *Jupiter* is a side-wheel steamer, registered at 81 tons, English, about 180 feet long, and 20 feet beam.

I enclose herewith the report of Commander Hughes, giving a detailed account of the capture. It affords me pleasure to testify to his promptness and zeal on the occasion.

Accompanying this is a correct list of the officers and crew of this vessel at the time of the capture.

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

J. C. BEAUMONT,

Commander and Senior Officer Present.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. STEAM GUNBOAT CIMARRON,

Wassaw Sound, September 13, 1863.

SIR: Agreeably to orders received from Commander John C. Beaumont, commanding U. S. ironclad *Nantucket*, and senior officer present, I got this vessel underway this morning at early daylight, and steamed over to Tybee Island Point, and took possession of a steamer which, in endeavoring to run the blockade, had grounded on the north side of the channel. As we approached her, two boats were seen pulling rapidly toward the shore, when we opened with our battery upon them; they, however, succeeded in landing with the greater portion of her passengers and crew. After we had fired several times, two white flags were displayed from the steamer, but no other flag was shown.

Lieutenant Adolphus Dexter, executive officer of this vessel, with our armed boat's crew, was sent to take possession of the prize, which proved to be a Clyde-built, iron, side-wheel steamer of about 81 tons, English measurement, the *Jupiter*, of Glasgow, from Nassau, New Providence, bound to Savannah. When boarded, her seacocks were found open and the vessel rapidly filling with water. They were promptly closed, the water pumped out, and she was backed off into deeper water, where she floated; our boats were then dispatched to the shore, and, aided by one boat's crew from the *Nantucket*, brought the passengers and crew on board of this vessel. They numbered in all 32 souls.

Although we had a pilot on board, I regret to say that, in attempting to tow the *Jupiter*, her machinery being disabled, we grounded and remained on shore about nine hours.

The cargo of the *Jupiter* is an assorted one. She goes to Philadelphia for adjudication. All the papers found on board have been carefully preserved, and will be sent to the judge of the United States district court, where she has been directed to proceed.

Enclosed you will please find a complete list of the officers and crew attached to this vessel at the time the capture was made.

Acting Ensign George F. Howes, Acting Master's Mate Peter J. Markoe, and Third Assistant Engineer George W. Beard have been ordered to her. I also enclose a list of the prize crew.

I have the honor to be, your obedient servant,

A. K. HUGHES,

Commander.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Commander Beaumont, U. S. Navy, to Acting Ensign Howes, U. S. Navy, prize master of the British steamer Jupiter.

U. S. IRONCLAD NANTUCKET,
Wassaw Sound, Georgia, September 14, 1863.

SIR: You will proceed to Port Royal, S. C., with the prize steamer *Jupiter*, and on your arrival there report to Commander William Reynolds, U. S. ship *Vermont*, senior officer present, to whom you will exhibit your instructions regarding the *Jupiter*, inform him as to her condition, and await his orders regarding her.

Very respectfully, your obedient servant,

J. C. BEAUMONT,
Commander and Senior Officer Present.

Acting Ensign G. F. HOWES,
U. S. S. *Cimarron*, Wassaw Sound, Georgia.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding a resurvey of Charleston Bar.

NAVY DEPARTMENT, September 14, 1863.

SIR: The Superintendent of the Coast Survey will dispatch a steamer and a sailing vessel very early to report to you for the survey of such points as, in your judgment, may seem best. It is desirable that the bar off Charleston should be resurveyed.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron,
Port Royal, S. C.

Order of Commander Reynolds, U. S. Navy, to Lieutenant-Commander Harris, U. S. Navy, commanding U. S. S. Chippewa, regarding measures for the interception of the steamer Resolute.

SEPTEMBER 14, 1863.

SIR: Colonel [De Witt C.] Strawbridge, post commandant at Hilton Head, has just informed me that a contraband reports that the steamer *Resolute*, loaded with cotton, and with two rifled guns on board, will endeavor to run the blockade to-night.

You will please get underway and proceed to the neighborhood of Fort Pulaski, for the purpose of endeavoring to intercept her. You will communicate with the fort and remain in the vicinity, taking up a position that will command the passage out to the north of the fort until you are relieved or until further orders.

Very respectfully, your obedient servant,

WM. REYNOLDS,
Commander and Senior Officer Present.

Lieutenant-Commander HARRIS,
Commanding U. S. S. *Chippewa*.

Report of Commander Reynolds, U. S. Navy, regarding lumber reported at Mayport Mills and Jacksonville, Fla.

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., September 14, 1863.

SIR: In reply to your letter of the 9th, in regard to yellow pine timber supposed to be at Mayport Mills and Jacksonville, Fla., I would say that the blockading vessels *Hale* and *Norwich* are stationed quite near to Mayport Mills, at the mouth of St. John's River, and at times make reconnoissances as far as Jacksonville.

The presence of cargoes of lumber afloat could not escape their observation, but recently an army expedition landed at Jacksonville and burned and sacked a portion of the town.

There are now on board three young refugees from the rebel Army, who have been on picket duty at Jacksonville and below, who inform me that there is neither lumber afloat, nor on the banks of the river, anywhere near the mouth. They say but one sawmill is left standing in Jacksonville, which has been spared in the various raids upon that town, as the owner is an Englishman.

It is not at all probable, therefore, that the cargoes of lumber are to be found at present about the mouth of St. John's or at Jacksonville, but as I am about sending the *Thorn* down the coast with supplies, I shall write to the senior officer at St. John's on the subject.

Very respectfully, your obedient servant,

WM. REYNOLDS,
Commander and Senior Officer.

[Rear-Admiral DAHLGREN, U. S. Navy.]

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the condition of the U. S. S. Madgie.

No. 147.]

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 14, 1863.

SIR: I transmit for the information of the Department reports of surveys, respectively, held on the boiler and bottom of the *Madgie* by Fleet Engineer Danby and Carpenters Babbitt and Davies.

I would also communicate the following extract from a letter received from Commander William Reynolds, senior officer present, under date of 11th September, instant:

The *Madgie* is here in a condition to be towed home, but not fit to go home by steam, and it is my opinion that she is not worth the tow.

In view of the circumstances, I would respectfully ask the action of the Department in the premises.

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

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Order of Rear-Admiral Dahlgren, U. S. Navy, to Captain Green, U. S. Navy, urging vigilance against surprise in view of reported construction of rams in England.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 15, 1863.

SIR: It is proper always to guard against reasonable appearances of danger.

You, no doubt, observe, as well as myself, that the enemy is having built some large rams in England, and the last news indicates the completion of one of them.

I hardly expect to be able to maintain the outer blockade in case these vessels make their appearance here, but with coal and provisions can hold out inside.

Be vigilant, therefore, against surprise. All the vessels of 16 feet and upward must repair to Port Royal, where the senior officer must defend the channel by sinking obstructions and covering them with guns, in the event of the enemy making his appearance.

I am, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain J. F. GREEN,
Senior Officer Present, off Charleston Bar.

Report of Captain Green, U. S. Navy, regarding the delivery by flag of truce of a dispatch for General Beauregard.

U. S. STEAM SLOOP CANANDAIGUA,
Off Charleston, S. C., September 15, 1863.

SIR: I have respectfully to inform you that I dispatched a flag-of-truce boat on the 12th instant, in charge of Acting Master [Samuel] Hall, of this ship, with your communication for General Beauregard, with directions to approach the Breach Inlet batteries not nearer than $1\frac{1}{2}$ miles and wait there for a Confederate flag of truce to meet it.

Acting Master Hall reports that he complied strictly with my order, and anchored his boat with the American flag and flag of truce flying, at about that distance. That after he had remained at anchor near an hour, a shot was fired from the Breach Inlet battery, which struck about 50 yards outside of him. Whereupon he got underway and stood about one-quarter of a mile farther out and again anchored and waited for the arrival of the Confederate flag of truce and delivered your dispatch.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron,
Off Morris Island, South Carolina.

Letter from the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, authorizing the employment of the steamer Ben De Ford against the obstructions in Charleston Harbor.

NAVY DEPARTMENT, *September 16, 1863.*

SIR: Your dispatch No. 132, of the 10th instant, has been received. You are authorized to employ the *Ben De Ford*, or any other steamer, for the purpose indicated. The Department will, at the same time, send to New York and endeavor to obtain such a steamer as you desire. To do this will probably require several weeks.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JOHN A. DAHLGREN,
*Commanding South Atlantic Blockading Squadron,
Off Charleston, S. C.*

Order of the Secretary of the Navy to Rear-Admiral Gregory, U. S. Navy, for the charter of a steamer to operate against the obstructions in Charleston Harbor.

NAVY DEPARTMENT, *September 16, 1863.*

SIR: Admiral Dahlgren writes that he is [in] want of a large, powerful steamer of high speed, and not more than 16 feet draft, the intention being to run into the obstructions between Forts Sumter and Moultrie. She ought to be a side-wheel, to avoid entanglement by ropes, to which propellers are liable.

If you can charter, say, for 30 days, Government taking the war risk, a steamer such as required for the purpose indicated, you will do so and send her off Charleston at as early a date as practicable. It is not thought necessary that the steamer should be new or valuable, if she possesses the requisites necessary for the work she is intended to perform. As the crew will be changed upon her delivery to Admiral Dahlgren, the persons taking her out need not know to what duty she will be assigned, nor, indeed, need any one but yourself be informed.

Very respectfully,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral F. H. GREGORY, U. S. Navy,
New York City.

Report of Commander Reynolds, U. S. Navy, giving information obtained from a prisoner regarding affairs in and about Charleston.

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., September 16, 1863.

SIR: I have examined all the 19 prisoners of the *Chicora* separately, as you directed. The only one of them whom I found frank and willing to communicate what he knew, and intelligent, Robert Cross, seaman and coxswain, I send up to you. He has been in the *Chicora* since October last, and knows that there are obstructions laid down

between Sumter and Moultrie, consisting of shrouds and ratlines like a ship's rigging, anchored at the bottom and moored at the surface to buoys. He believes they were laid down last winter and have not been renewed or repaired since. There was always a passage open close to Sumter for vessels, which was still open on the night of his capture. Never heard them talk of closing it. Knows nothing of torpedoes along the line of obstructions or anywhere else. Was in Fort Sumter a few days before he was made prisoner. Thinks there are two casemate guns facing Moultrie left.

The steamer *Charleston*, iron plated and built like the *Merrimack*, *Atlanta*, *Chicora*, and others, is now in commission; is larger than the *Chicora* or *Palmetto State*, mounts six guns, but has but four at present. Believes two of them are IX-inch Dahlgrens. Commanded by Captain Brown, who ran the *Arkansas* down the Mississippi River. Says that they don't go down to the obstructions every night, but believes guard boats are usually there to give the alarm. Was on board the *Juno* when she came out on a flag of truce. The *Chicora's* boilers are weak. She can hardly stem the tide. The *Palmetto State* steams well enough 5 or 6 knots. Knows there is a very large Blakely gun mounted on the battery: Thinks it is a 12-inch bore. It was brought over by the *Sumter* to Wilmington. Another one of the same caliber is mounted somewhere else, he don't know where. The *Herald* has come in, running the blockade, since this attack on Morris Island, and ran out again several weeks ago. Believes the *Juno* to be the only blockade runner left in the harbor. One of the *Keokuk's* guns was mounted on Sumter. The garrison tried to save it, but he don't know whether they succeeded. The other gun of the *Keokuk* mounted somewhere else, on Moultrie side, he don't know where. He don't know about any XV-inch guns. The *Chicora*, *Palmetto State*, and *Charleston*, each, carry torpedoes rigged on bow. Believe that after the boats had taken away all the troops from Wagner and Gregg they were to go to Sumter that night to take away the troops from that place. The attempt to excavate Wappoo has been given up.

This is the pith of the information obtained from this man. He was very outspoken and wished not to be returned to the Confederacy, as were two or three others, whose intelligence was not so great as this man's, and whose opportunities for observation had not been as good.

One of these stated that he was in Sumter the night Wagner was assaulted. Her upper tier of guns was then complete, but does not know anything about casemate guns.

All of these 19 men were foreigners except three.

I send Cross to you because I suppose it will be more satisfactory to you to examine him yourself. I have signed a receipt for him to the provost-marshal without any other condition than that he is to be sent to you. He is very solicitous that he be not exposed to any risk of falling into the hands of the rebels again. Cross is an Englishman and says that he was born in Liverpool.

A contraband received to-day from *Marblehead*, who left Mount Pleasant August 17, reports there were no guns there at that date.

Very respectfully, your obedient servant,

WM. REYNOLDS,
Commander and Senior Officer.

Rear-Admiral DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Acting Master Dutch, U. S. Navy, commanding U. S. bark Kingfisher, regarding a reconnoissance up Ashepoo River and Mosquito Creek.

U. S. BARK KINGFISHER,
St. Helena Sound, September 17, 1863.

SIR: I have the honor to acknowledge the receipt of your communication under date of 7th; also order of 5th, in relation to registering vessels in signal book.

I would also report that on the 12th made a reconnoissance up Ashepoo River and Mosquito Creek, landing at Bennett's Point, Mitchell Seabrook's and Matthews' estates. Saw nothing of the enemy until nearly up to the estate of Mr. Ashe, on South Edisto, where we saw a small picket of three or four cavalry on a point nearly opposite Wills-town, on the Paw Paw River. Pickets have not been stationed at Bennett's Point since we took them from there on the 27th of June. A company, with four pieces of light artillery, stationed at that time between Matthews's and Croaton's, on the Jacksonboro road, have also been removed; the bridge torn up. The only pickets the enemy now have between the ship and Savannah Railroad are at Ashe's, on Paw Paw River, Smith's, on Deer Creek, about 5 miles above Chapman's Fort (say, three or four at each place), and at the fort, about fifteen. A company, with two pieces light artillery, have been withdrawn from G. D. Warren's, near Chapman's Fort, since I was there some two months since. I think the men at the fort could be captured by going in the night with twenty-five or thirty men, but as it is 12 or 15 miles from the ship, do not feel at liberty to attempt it without your permission.

I am, very respectfully, your obedient servant,

JOHN C. DUTCH,
Acting Master, Commanding.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Squadron.

Order of Rear-Admiral Dahlgren, U. S. Navy, announcing the appointment of fleet captain.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 17, 1863.

Captain G. F. Emmons has been appointed fleet captain of the squadron under my command, and all orders emanating from him will be respected accordingly.

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blkdg. Squadron.

Order of Fleet Captain Emmons, U. S. Navy, regarding detailed reports of firing, etc.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 17, 1863.

Conformably to the accompanying order from the Navy Department, the commanders of the ironclads will furnish me, as early as possible,

with a detailed report of the firing, hits, injuries, and casualties to the respective vessels under their command during the current month.

GEO. F. EMMONS,
Fleet Captain.

Order of the Secretary of the Navy to Commander Bryson, U. S. Navy, to furnish report regarding the conduct of the U. S. S. Lehigh in gales.

NAVY DEPARTMENT, *September 17, 1863.*

SIR: The public prints announce that the vessel under your command encountered a severe gale of wind on her passage from New York to Charleston Bar. You will please to report carefully and minutely the conduct of the *Lehigh* in any gale of wind you may have experienced. Deductions and speculations are not required, but simply a careful summary of facts which shall render unnecessary any further enquiry by the Department.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander A. BRYSON, U. S. Navy,
Commanding U. S. S. Lehigh, off Charleston.

Order of Commander Balch, U. S. Navy, to Lieutenant-Commander Stevens, U. S. Navy, commanding U. S. S. Huron, in view of an expected attack on Folly Island.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, September 17, 1863.

SIR: An attack is apprehended on Folly Island. I have just sent orders to the *C. P. Williams* to take a position off the White House; should she burn No. 1 Coston-signal, you will at once proceed to her assistance and be prepared to open with grape and canister, as we expect the attack by boats. The Union pickets on Long Island, up Secessionville Creek, will burn a green Coston light, and on the Stono a red Coston light. Should the attack be by Stono it will be necessary to have the vessels close to each other, that we may mutually support each other.

You will please to keep sufficient steam on to readily maneuver your vessel. Should you discover anything suspicious burn No. 1 Coston signal, as already agreed upon.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Lieutenant-Commander GEO. A. STEVENS,
Commanding U. S. Gunboat Huron.

Report of Commander Balch, U. S. Navy, regarding an expected attack of the enemy upon Folly Island by way of Secessionville Creek.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, September 18, 1863.

ADMIRAL: General Gillmore telegraphed to General Gordon, commanding south end of Folly Island, that he had information that an attack was to be made on Folly Island and directed General Gordon to

confer with me in relation to the proper disposition for resisting the attack, and also offering me what men I might require, as it was supposed that the attempt would be made to board the *Paronee*. I declined assistance of this kind, but made such disposition of my force as seemed proper.

The impression prevails in army circles that the attack will be made by way of Secessionville Creek, and by boats. I scarcely deem this possible, as our pickets are by Secessionville Creek, some 4 miles in advance, and if they do their duty it would preclude the possibility of success. I have furnished Coston lights for the advance posts up the Stono and Secessionville Creek, and by them I shall have timely warning of the approach of the enemy. My opinion is that if an attack be made it will be by way of Stono.

I sent the *C. P. Williams* up the Folly River as far as the White House, and on signal from that vessel the *Huron* has orders to proceed at once to her assistance.

Very respectfully, your obedient servant,

GEO. B. BALOH,

Commander and Senior Officer Present.

Rear-Admiral JOHN A. DAHLGREN,

Comdg. S. A. Blockading Squadron, off Morris Island.

Report of Acting Volunteer Lieutenant Giraud, U. S. Navy, regarding expenditure of ammunition and hits received by the U. S. S. Montauk, December 16, 1862, to September 8, 1863.

U. S. S. MONTAUK,

Off Morris Island, September 18, 1863.

SIR: I have the honor to submit the following report of firing from this vessel prior to the 10th of July and up to this date; also the number of hits received from the enemy:

Date.	Rounds fired.	Hits by enemy.	Distance.	Object.
1862.			Yards.	
Dec. 16	XV-inch 7			
1863.				
Jan. 27	XV-inch, 28; XI-inch, 35.....	17	1,200	Fort McAllister.
Feb. 1	XV-inch, 26; XI-inch, 32.....	48	900	Do.
Feb. 28	XV-inch, 6; XI-inch, 8.....	4	1,400	Nashville.
Apr. 7	XV-inch, 10; XI-inch, 17.....	10	1,200 to 800	Sumter.
July 10	XV-inch, 67; XI-inch, 108.....		1,400 to 700	Batteries on Morris Island.
July 11	XV-inch, 50.....	2	1,500	Wagner and Gregg.
July 18	XV-inch, 52; XI-inch, 108.....	4	1,000 to 500	Wagner.
July 20	XV-inch, 1; XI-inch, 23.....	5	1,400	Do.
July 28	XV-inch, 5; XI-inch, 30.....		1,200	Do.
July 24	XV-inch, 4; XI-inch, 55.....		1,000	Gregg and Wagner.
July 29	XV-inch, 5; XI-inch, 19.....		900	Wagner.
Aug. 1	XV-inch, —; XI-inch, 3.....		800	Do.
Aug. 4	XV-inch, 1; XI-inch, 16.....	4	1,300	Do.
Aug. 12	XV-inch, —; XI-inch, 1.....	1 shell jammed in gun.		
Aug. 17	XV-inch, 12; XI-inch, 50.....	2 shells jammed in gun.	1,400	Wagner.
Aug. 22	XV-inch, 20; XI-inch, —.....		1,200	Wagner and Gregg.
Aug. 23	XV-inch, 6; XI-inch, —.....	8	900	Sumter.
Sept. 1	XV-inch, 23; XI-inch, —.....	5	800	Do.
Sept. 6	XV-inch, 7; XI-inch, 1.....		700	Gregg.
Sept. 7	XV-inch, 6; XI-inch, —.....	2	600	Moultrie.
Sept. 8	XV-inch, 35; XI-inch, —.....	43	500 to 250	Moultrie and battery on Sullivan's Island.

Total, XV-inch, 371; XI-inch, 570 hits, 154.

The damage received to side armor is of a serious nature; the plates are badly broken in a number of places, rendering it necessary to replace a number of them; many others require refastening.

A large number of bolts on turret and pilot house are supposed to be broken off; deck plating badly cut up; XI-inch gun disabled.

Respectfully submitted.

P. GIRAUD,
Acting Volunteer Lieutenant and Executive Officer.

JOHN L. DAVIS,
Lieutenant-Commander.

Rear-Admiral J. A. DAHLGREN, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, for a minute record of daily experiences as lessons for future operations.

NAVY DEPARTMENT, *September 18, 1863.*

SIR: The *Mary Sanford* takes out as many buoys as she can carry, and you will please send her immediately back to Hampton Roads.

The Department will thank you to report whether any vessel has been struck by the big guns from Moultrie; and if so, with what effect. It would also be glad to learn particularly the effect of the XV-inch projectiles and the 150-pounder Parrott guns upon the masonry of Sumter; also whether you have any suggestions to make relative to the armament of the monitors now coming forward, bearing in mind that their offensive powers are prepared with reference to attack upon ironclads.

There are momentous lessons for the future to be drawn from the daily experience going forward under your eye, and the Department requires that the record of facts in every branch shall be minutely maintained and constantly forwarded, with such remarks as your great intelligence suggests.

No report of Commander Stevens, who commanded the expedition against Sumter, accompanies your report of that affair.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JOHN A. DAHLGREN,
*Comdg. South Atlantic Blockading Squadron,
Off Charleston, S. C.*

Report of Commander Stevens, U. S. Navy, commanding U. S. S. Patapsco, regarding injuries sustained by that vessel.

U. S. IRONCLAD PATAPSCO,
Port Royal, September 18, 1863.

SIR: In reply to your requisition, I have to state that this vessel has been hit 96 times; that previous to the 10th of July the XV-inch gun was fired 31 times and the rifle gun 70 times.

The battery is in good condition, with the exception of the rifle gun, which has a split on both sides of the muzzle, but has been fired a

number of times since the discovery of the injury without any perceptible increase of the injury. It will require three weeks to make essential repairs.

This vessel has been commanded since the 10th of July by Lieutenant-Commanders Erben and Badger and by Commander T. H. Stevens.

Very respectfully,

T. H. STEVENS,
Commander.

Captain G. F. EMMONS,
Fleet Captain, etc.

Report of Commander Colhoun, U. S. Navy, commanding U. S. S. Weehawken, regarding injuries sustained by that vessel.

U. S. IRONCLAD STEAMER WEEHAWKEN,
Port Royal, S. C., September 19, 1863.

SIR: In reply to your letter of the 15th instant, I beg leave to state that—

Commander E. R. Colhoun has commanded the *Weehawken* since the 10th of July, 1863, having assumed command on the 7th of July, 1863.

The XV-inch gun has been fired previous to July 10, 1863, 20 times; since July 10, 1863, 264 times; up to September 15, 1863, 284 times.

The XI-inch gun has been fired previous to July 10, 1863, 20 times; since July 10, 1863, 633 times; up to September 15, 1863, 653 times.

Hits by the enemy since July 10, 1863, 82 times; previous to July 10, 1863, in the action of April 7, 1863, 52 times; to September 15, 1863, 134 times.

The general condition of the *Weehawken* is good; some 70 bolts in turret are broken and 12 in pilot house. Twelve hits on the deck, 6 of which broke the deck plank through, and 1 hit under the overhang, causing quite a leak in the hull.

To make the necessary repairs to the vessel, it will require about eight days, and eight more to complete additions, making in all sixteen days from the time the work was commenced, which was on the 17th instant.

I arrived at Port Royal Tuesday morning (15th) too late to get in the creek; went in next morning; it rained that day and also on the next (17th).

I will keep you advised from time to time of the progress made in our repairs. I should have written sooner, but have been delayed getting necessary information. I have just received Fleet Captain George F. Emmons' order to furnish a detailed report of the firing, hits, injuries, and casualties of this vessel, and will make it as soon as possible.

Very respectfully, your obedient servant,

EDMUND R. COLHOUN,
Commander.

Rear-Admiral JOHN A. DAHLGREN,
*Comdg. South Atlantic Blockading Squadron,
Off Charleston, S. C.*

Report of Lieutenant-Commander Gibson, U. S. Navy, regarding expedition into the Patterson River for the relief of parties seeking refuge.

U. S. GUNBOAT SENECA,
Doboy Sound, Georgia, September 19, 1863.

SIR: I have the honor to report that on the 15th instant, having received information that certain persons wished to take refuge on board the gunboats, I sent that night two boats, in charge of Acting Master Ewer, to the vicinity of a place called the Thicket, on the Patterson River, some distance inland. They returned with Captain Freeman C. Keene and his wife, but failed to bring a Mr. Lockwood, who has charge of salt works there, who also wished to come off, and whom, with his family, I instructed Mr. Ewer to bring, and destroy the works. In the darkness he could not find the place. Captain Keene is a native of New England, and is well known, I believe, to the coast pilots.

From Captain Keene I learned that a river steamer, loaded with several hundred bales of cotton and ready for sea, was at or very near Darien. I organized and took command of an expedition of three boats on the night of the 17th instant, and visited that town and the neighboring creeks to the head of navigation unobserved by the enemy's pickets, of which there is a company along the ridge. The steamer could not be found. We saw her smoke the morning previous, and I think it probable that they have taken alarm on board of her and carried her up the main Altamaha, entirely above the river [rice] plantations.

They purposed, I understand, getting her to sea by the Altamaha Sound, or, as they call it here, Buttermilk Channel, where there is no gunboat stationed. With the assistance of the *Paul Jones, Jr.*, I have endeavored to guard both sounds, but unfortunately I have no howitzer small enough to arm her. This Buttermilk Channel is only navigable by the lightest draft at the top of high water.

I have as yet no surgeon, and need the services of one very much. I forward requisitions for provisions. We are out of rice and sugar and will be out of bread in about three weeks.

I forward also several reports, in accordance with squadron orders.

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

WILLIAM GIBSON,
Lieutenant-Commander.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

[Endorsement.]

The *Mahaska* ordered to take her provisions, etc., October 1, and then to relieve *Dinsmore* at St. Catherine's.

[J. A. DAHLGREN.]

Report of Lieutenant-Commander Cornwell, U. S. Navy, commanding U. S. S. Nahant, regarding the discovery of a floating torpedo.

U. S. IRONCLAD NAHANT,
Off Charleston, September 19, 1863.

SIR: On the 13th instant, at 6 a. m., it being at the time flood tide, a torpedo was discovered drifting up the channel. It was brought

alongside, and, after a careful examination, no fuze being discovered, it was hoisted in a sling to the boat davit, where it was taken to pieces by Mr. Carter, the executive officer.

It consisted of a 25-gallon beer barrel, well coated inside and out with boiled tar. At the bung was an iron plate 4 inches square and half an inch thick, with 1½-inch hole, tapped in the center, held firmly by four through bolts. At each end of the barrel the base of a conical-shaped piece of pine was shrunk into the chimes, and the whole thickly covered with tar.

The barrel was rope-strapped at each end, with a lashing underneath to keep them from spreading; to one was attached a mooring 10 fathoms long, of two parts of a 1-inch manila rope laid up very tight; to the other a weight of about 35 pounds, slung close to the barrel to keep the fuze up. This barrel, however, was not fuzed, but instead a pine plug was screwed into the top. When the iron plate was removed by taking off the nuts, 35 pounds of powder was found inside the barrel in perfectly good condition and is now on board this vessel.

I enclose a sketch.

I am, very respectfully, your obedient servant,

JNO. J. CORNWELL,

Lieutenant-Commander.

Rear-Admiral JOHN A. DAHLGREN,

Comdg. South Atlantic Blkdg. Squadron, off Charleston.

Order of the Secretary of the Navy to Acting Master Urann, U. S. Navy, commanding U. S. brig Perry.

NAVY DEPARTMENT, *September 21, 1863.*

SIR: Proceed with the U. S. brig *Perry* to Port Royal, S. C., and report to Rear-Admiral Dahlgren, or the senior commanding officer present, for duty in the South Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,

Secretary of the Navy.

Acting Master W. D. URANN,

Commanding U. S. Brig Perry, Boston.

Order of the Secretary of the Navy to Commander Duncan, U. S. Navy, commanding U. S. S. Paul Jones.

NAVY DEPARTMENT, *September 21, 1863.*

SIR: Proceed with the U. S. S. *Paul Jones* off Charleston, S. C., and report to Rear-Admiral John A. Dahlgren for duty in the South Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,

Secretary of the Navy.

Commander J. M. DUNCAN,

Commanding U. S. S. Paul Jones, New York.

Report of Commander Beaumont, U. S. Navy, commanding U. S. S. Nantucket, regarding the condition of that vessel.

U. S. IRONCLAD NANTUCKET,

Wassaw Sound, Ga., September 21, 1863.

SIR: In compliance with your order of the 15th instant, I would respectfully inform you I have been in command of this vessel since the 10th of July last, having assumed command of her on the 17th of May last, and have now been in command four months and thirteen days.

The XV-inch gun has been fired, before the 10th of July last, 7 times, and up to this date 51 times. The XI-inch gun has been fired, before the 10th of July last, 18 times, and up to this date 173 times.

This vessel has been hit 53 times.

The general condition of the vessel is good, excepting the defects in the engine department, specified in the accompanying report of Senior Engineer George H. White. The bottom of this vessel is exceedingly foul; so much so that her speed has decreased to about one-half of what it was on her passage out from New York. The additional plates have not yet been put upon the pilot house, and I am unable to estimate the time necessary to accomplish it. The probable time necessary to make the requisite repairs in the engine department, to render the ship effective, is estimated by the senior engineer, George H. White, of this vessel, at about four days.

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

J. C. BEAUMONT,

Commander.

Rear-Admiral J. A. DAHLGREN,

Comdg. South Atlantic Squadron, off Morris Island.

Report of Rear-Admiral Dahlgren, U. S. Navy, giving observations regarding shot and armor.

No. 157.]

FLAG-STEAMER PHILADELPHIA,

Off Morris Island, September 22, 1863.

SIR: After the action of the 1st of September, several fragments of shot were found on the decks of the *Weehawken*. One of these, seeming to be larger than usual, was measured, and was reported to me as part of a shot 15 inches in diameter.

The determination of the whole from a part is always of doubtful result, and I can not venture to assert positively that the fragment was part of a XV-inch shot, but I give the information to the Department just as I have it.

As regards the armament of the monitors, I am still inclined, as at first, to assign a preliminary armament only, and for that I should, as before, adhere to the XIII-inch as large enough. The XV-inch is a most powerful gun; it has been a most successful one, more so than any other I know, and I would by no means venture to say that it may not prove to be the preferable gun. But inasmuch as the character of the armor to be fired at is yet unsettled, so must be the gun, and, as a safe point of departure, it seems to be preferable to begin with a XIII-inch.

I am deeply sensible of the great practical importance of the experiences which I witness, and they are forming my opinions on many important points. If I had the staff which I am accustomed to, in making up a record, I could present a series of facts unequalled in value; but I have not about me a soul who could contribute in the least to such a labor. So far from it indeed, I am without the ordinary facility for mere clerical operations, and the Department has been unable to authorize the payment of such salaries as would secure the services of the most ordinary ability.

With a first rate clerk, draftsman, and photographer, I should have presented very valuable results.

I am satisfied from present results that the new 130-pounder, driving its shot with 30 or 40 pounds of powder, will be generally of great effect against ordinary armor.

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

JNO. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding the charter of the steamer Admiral Du Pont.

NAVY DEPARTMENT, *September 23, 1863.*

SIR: The steamer *Fahkee* takes from Hampton Roads several of the buoys required by you; also one raft. The steamer *Admiral Du Pont* will follow with another raft, and probably the remainder of the buoys. This latter steamer is chartered for any other duty you may require of her, and at the present moment she is the nearest to your requisition of any that can be found. She is a side-wheel and very fast, but not so large, perhaps, as you would prefer. It is desirable that you should return chartered steamers as early as possible and not keep them lying idle at enormous charters.

Send the *Fahkee* back to Hampton Roads. The U. S. brig *Perry* is under orders to join your squadron, and the *Paul Jones* will soon rejoin it.

Very respectfully, etc.,

GIDEON WELLES,

Secretary of the Navy,

Rear-Admiral JNO. A. DAHLGREN,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting reports regarding the operations of ironclads.

No. 159.]

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 23, 1863.

SIR: This document should have gone on the 19th by the *Fulton*, if the commander of that vessel had been so polite as to wait five minutes longer.

Enclosed are sundry documents, furnishing more or less of the information called for by the Department in relation to the condition of the monitors, viz:

Report from Mr. Patrick Hughes, assistant inspector of ironclads, Port Royal; Commander A. Bryson, *Lehigh*; Lieutenant-Commander J. L. Davis, *Montauk*; Lieutenant-Commander E. Simpson, *Passaic*; Lieutenant E. C. V. Blake, *Catskill*; Lieutenant-Commander J. J. Cornwell, *Nahant*.

From which it will be seen that my movements are now stayed by the necessity of repairing the monitors, otherwise I should be ready to resume operations as soon as the side-wheel steamer arrives here.

The Department, no doubt, understands that this operation must be more or less decisive in its character. If the obstructions between Sumter and Moultrie are passed, little or no pause ought to ensue before moving against the next set, which is protected by the guns of Forts Johnson, Moultrie, and Ripley, and by three ironclads.

On the other hand, I ought to retire only after sustaining considerable loss. If I were free to choose, I should say that ten monitors is the least number to meet contingencies, but I have only seven, and do not know whether the Department may be prepared to send me any more.

The progress to Charleston will embrace—

- 1st. The passage of the obstructions between Sumter and Moultrie.
- 2d. Endurance of the fires of Moultrie, Johnson, and Ripley.
- 3d. The passage of obstructions near Ripley and encounter with the three ironclads.
- 4th. Attack of Ripley.
- 5th. Obstructions beyond, attack of Pinckney, and any works at Charleston.

A certain portion of our force may be properly risked to attain the purpose, but I presume the Department would hardly permit me to go so far as not to attain the object and perhaps expose the communications of the land forces on the island.

It seems proper to bring this subject to your attention, because it may be more or less connected with other places of which I am ignorant, and which the Department may prefer to keep within its own control. Will the Department please to inform me if this is the case, or whether I am at liberty to encounter such risks as may offer.

The report of Commander Stevens has not yet reached me, but may be expected very soon, he being at Port Royal, where his vessel is under repair.

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

JNO. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosures.]

STEAMER RELIEF,

Port Royal, September 20, 1863.

SIR: I received a copy of an order from you, dated September 9, ordering me to report weekly the injuries received by the ironclads while engaged with the enemy, and particularly with reference to the shot that struck the pilot house of *Catskill*, causing the death of Commander Rodgers and Paymaster Woodbury. I have the honor to report as follows:

The pilot-house covers of the monitors are made of two plates of 1-inch iron, riveted together in the form of an arch. A plunging shot

struck the pilot-house cover of the *Catskill*, bending the outside thickness in, and breaking the inside thickness, some of the broken pieces being driven with such force as to cause the melancholy occurrence within mentioned. The extent of the break is about 8 square inches. I had a new pilot-house cover made out of three of the extra plates that were sent here for strengthening the covers of pilot houses.

The *Catskill* also received the following damages: Five shots on her pilot house, which broke 12 bolts. I had those replaced with new ones. The turret received about 12 shots, breaking 15 bolts, which were also replaced. The smoke (or concussion) box of the XV-inch gun was jarred from its seat and the fastenings and angle iron broken, which have to be renewed. The deck was struck 7 times; 5 of the shots broke the deck plank through, requiring to be repaired with 14 half-inch deck plates, and also pieces of deck plank put in, where broken. The armature received a number of very hard shots, starting the plating and bolts in some places. This we could do very little with. I had the bolts driven home again, where we could get at them. I am happy to inform you that all the additions were put on this vessel.

The *Weehawken* has received the following injuries: Twelve shots in her deck, 6 of which broke the deck plank through, requiring 14 deck plates to repair. The turret received a number of shots, breaking 50 bolts, which will have to be replaced, and also breaking the flange of the composition ring that the turret slides on while revolving. The woodwork of gutter will have to be cut away to give this ring clearings. Two of the T-iron beams of roof which are broken will have to be replaced. The pilot house has received 6 shots, breaking 12 bolts, which will have to be replaced. Armature received 22 shots above the water line, which has started off the plating in a good many places, and some of those shots have penetrated the five thicknesses of plating. The plating in the bow is started off the woodwork 4 inches; two of those plates will have to be taken off and straightened and put on again. This vessel also received one shot under the overhang, which broke through her side.

To do the repairs that are necessary to this vessel it will require about eight days, and eight days additional to complete the additions, making in all sixteen days from the time we commenced, which was on the 17th instant.

The *Patapsco* received 3 shots in deck, 2 of which broke the deck plank, requiring 6 half-inch deck plates to repair, and also deck plank to go in where broken. One side of concussion box of XV-inch gun was carried away, and the angle iron broken, requiring one sheet of boiler iron and 20 feet of angle iron to repair, and 16 $1\frac{1}{4}$ -inch bolts and 34 seven-eighths bolts. The smoke pipe is almost carried away by a shot from her own XV-inch gun. I have required a new one from New York, but in case it does not get here in time I will have it repaired as well as I possibly can, but it is impossible to make a good job of it without having a new one. Two of the T-iron beams are broken in roof of turret. This vessel received a shot on her pilot house cover same as *Catskill*, as bad a shot apparently, with the exception that the iron of the inner thickness did not fly off. To repair this cover, I will have the old one taken apart and the outside thickness brought to its original shape and two of the extra plates put on, viz, one above and one below the outside thickness of old cover, and all fastened together with $1\frac{1}{4}$ -inch rivets. I will put those rivets around

the outer edge of cover, so there will be no danger of them flying off inside if struck by shot.

The time required to repair this vessel will be about twelve days. I have not got any base ring for turret or pilot house of this vessel, but I am expecting them every day, and if they come in time it will take twelve additional days from the time we commenced the work on this vessel, which was on the 13th instant. I might be a little longer, as I have only one-third of my men working this vessel, two-thirds being on the *Weehawken*.

Very respectfully,

PATRICK HUGHES,
Assistant Inspector Ironclads.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

U. S. IRONCLAD LEHIGH,
Off Morris Island, September 18, 1863.

SIR: I herewith send you the information required in your order of September 15.

Commander John C. Howell reported for duty February 14, 1863, and was detached July 27, 1863. I was her next commander.

The guns of this vessel had not been fired before the 10th of July; up to this date the XV-inch has been fired 41 times and the 8-inch rifle 28 times. The vessel has been struck in side armor 13 times, turret 17 times, pilot house twice, deck once, smokestack 3 times; total, 36 times. The general condition of the vessel is good. Her most serious wounds are, one within 8 inches of the bow, on the port side, which opened the stem from 1 to 4 inches, starting 4 bolts, warping the whole bow, and opening side armor on both sides; one XI-inch shot nearly abreast cabin hatch on port side, which penetrated 4 plates of the side armor, and drove the fifth into the wood backing, raised 2 of the deck plates, starting all their bolts, and knocking out 9 of them; the backing is penetrated about 5 inches, and badly splintered; this wound caused the deck over cabin to leak badly. Three hits abreast the turret on side armor, within a space of 6 feet, have started all the plates and raised 2 deck plates and wood backing, causing the deck to leak. Near the stern, on port side, a heavy shot has opened the side armor about an inch and started the deck plates. The most serious wound on the turret has bent in all the plates, cutting entirely through a portion of the outer plate and cracking the inner one. Extra plating is required over magazine, boilers, and shell room. The only repairs required are those of the wounds on the side armor already described.

Not knowing what the facilities are for making such repairs at Port Royal, it is impossible for me to state the length of time necessary to make them.

I am, respectfully, your obedient servant,

A. BRYSON,
Commander.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

U. S. IRONCLAD MONTAUK,
Off Morris Island, September 17, 1863.

SIR: In obedience to your order of the 15th instant, I have the honor to report as follows:

Commander D. M. Fairfax commanded this vessel from July 10 to August 22, 1863. Lieutenant-Commander O. C. Badger temporarily in command the night of the 22d August in the attack on Fort Sumter. By your order of the 22d August, I assumed the command.

I have the honor to enclose the reports of the executive officer and senior engineer in regard to the condition of the vessel and engines.

The probable length of time necessary to make the repairs at Port Royal, requisite for effective service, it would be difficult to state, as they are extensive.

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

Rear-Admiral J. A. DAHLGREN, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

[Subenclosure.]

U. S. IRONCLAD MONTAUK,
Off Morris Island, September 17, 1863.

SIR: In obedience to your order, I have the honor to report to you the condition of the engines and boilers of this ship.

The main engines require an overhauling. The boilers are in a leaky condition. The ash pans of the port furnaces are nearly burned through; the door frames of Nos. 2, 3, 4, 5, and 6 are broken in several places; the blower engines require an overhauling; the beam on which they are attached is not sufficiently rigid; the turret engines require a slight overhauling; the turret has been jammed several times, and in the fight of the 8th, the composition ring was bulged in so as to render it impossible to revolve the turret until it was keyed up nearly to its full extent; the turret at present does not come down to its proper place, and in rough weather admits a great quantity of water; also as regards to the fracture in the bottom, immediately under the port boiler, caused by the explosion under the ship of a torpedo while in the Ogeechee River, which was only partially repaired. Having no centrifugal pump makes it very unsafe, as the pumps which we have are totally incompetent to expel any large amount of water. The ship leaks badly from the combined effects of two shots, one of which was received on the 8th instant, which necessitates the use of one donkey pump nearly all the while to free the ship of water. The ship at present makes 12 inches of water in four hours.

Very respectfully,

CHAS. A. STUART,
Senior Engineer.

Lieutenant-Commander J. L. DAVIS,
Commanding U. S. S. Montauk.

U. S. IRONCLAD STEAMER PASSAIC,
Off Morris Island, September 17, 1863.

SIR: In obedience to your order of 15th instant, I have to report:

1st. That I have commanded this vessel since the 10th of July, having been ordered to her on the 22d of June, 1863.

2d. I am not supplied with the history of the guns of this vessel previous to the 10th of July, but since the date of my assuming the command the XV-inch has been fired 119 times; the 150-pounder rifle has been fired 107 times.

3d. This vessel has been hit 90 times.

4th. The injuries consequent upon the shot of the enemy, combined with the derangement of my steering gear, and the fact that the turret shaft and pilot house revolve with the turret, force me to state that the vessel is disabled.

5th. The repairs necessary to put the vessel in good condition might be completed at Port Royal in two weeks, excepting the adjustment of the turret and pilot house, which may require a much longer time and more conveniences than are supplied at Port Royal.

Very respectfully,

E. SIMPSON,
Lieutenant-Commander, Commanding.

Rear-Admiral J. A. DAHLGREN,
South Atlantic Blockading Squadron.

Date.	Rounds fired.	Hits by enemy.	Distance.	Object.	Remarks.
Sept. 1..	XV-inch, 20 shells; 150-pounder, 20 shells; 150-pound- er, 6 solid shot.	7	Yards. 1,200-600	Fort Sumter....	No bad hits, but side armor sprung apart 6 inches at the stern, caused by fouling a monitor.
Sept. 6, a. m.	XV-inch, 6 shells; 150-pounder, 9 shells.	.....	1,100	Covered way between Forts Wagner and Gregg.	No reply from the enemy.
Sept. 6, p. m.	XV-inch, 1 shell; 150-pounder, 1 shell.	.....	.....	Obstructions ...	The firing was done on picket to prevent reinforcements coming to Wagner. The revolving turret, the spindle, and pilot house took up motion of turret.
Sept. 18.	XV-inch, 19 shells; rified 150-pound- er, 30 shells.	51	750	Battery Bee, on Sullivan's Island.	Turret, spindle, and pilot house revolving together. Three new holes through the deck, and side armor badly injured in several places. Eleven hits on ring around base of turret; one of them at the base caused so much friction on deck plate as to require 34 pounds steam to revolve turret. Twenty-nine new hits on turret.

Very respectfully,

E. SIMPSON,
Lieutenant-Commander, Commanding.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

CATSKILL,
Off Morris Island, September 16, 1863.

Commanding officers since July 10: Commander, George W. Rodgers;
 Lieutenant-Commander, C. C. Carpenter.

Length of time in command: Commander George W. Rodgers, from
 February 24 to July 20; Lieutenant-Commander C. C. Carpenter, from
 July 20 to September 14.

Number of guns fired before July 10: XV-inch, 20; XI-inch, 29.

Number of guns fired to this date: XV-inch gun, 158; XI-inch gun,
 454.

Number of times the vessel has been struck, 86.

General condition of vessel, good.

[E. C. V. BLAKE,
Lieutenant.]

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

U. S. IRONCLAD NAHANT,
Off Charleston, September 17, 1863.

SIR: In obedience to your order of the 15th instant, I have the honor
 to submit the following statement, viz:

1st. Since the 10th of July (inclusive) this vessel has been com-
 manded by Commander John Downes one month and fifteen days, and
 by Lieutenant-Commander J. J. Cornwell nineteen days. The entire
 command of Commander Downes was just eight months.

2d. The XV-inch gun has been fired prior to the 10th of July, 50
 times; July 10th to date, inclusive, 170 times; total rounds, XV-inch,
 220. The XI-inch gun has been fired, prior to the 10th of July, 66
 times; July 10th to date, inclusive, 276 times; total rounds, XI-inch,
 342 times.

3d. The number of hits received from the shot of the enemy is 69.

4th. The general condition of the vessel is good.

5th. The only repair requisite to make this vessel completely effi-
 cient is the rebolting of the smoke box of the XV-inch gun, which
 would probably occupy four days at Port Royal, during which time
 a sleeve could be placed upon the pilot house.

I am, very respectfully, your obedient servant,

JNO. J. CORNWELL,
Lieutenant-Commander.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Charleston.

Report of Commander Stevens, U. S. Navy, commanding U. S. S.
Patapsco, regarding the operations of that vessel against the defenses
of Charleston.

U. S. IRONCLAD PATAPSCO,
September 23, 1863.

SIR: In accordance with the orders of the Navy Department, I have
 to state that during the time I have been in command of this vessel

she has been engaged with the batteries and defenses of Charleston and its approaches six times. On the 22d of August, opened fire on Fort Wagner and engaged, in company with the monitor *Weehawken*, for about two hours without receiving any damage. On the 23d of August, in company with all the monitors and the *Ironsides*, went up within 800 yards of Sumter and engaged it for three and a half hours, under a strong fire from the enemy's defenses, without receiving any material damage from their fire; and that on the 31st of the same month, with the monitor *Weehawken*, opened fire upon Fort Moultrie at a distance of about 1,000 yards for half an hour. Subsequently, being joined on the same day by the *Passaic* and *Montauk*, and occupying the same relative position, again attacked the batteries on Sullivan's Island without receiving any material injury; the *Patapsco* being hit 7 times. This engagement lasted for about two hours, and was terminated by the signal orders from the admiral to withdraw from action. Upon the night of the next day another demonstration, participated in by all the monitors and *Ironsides*, was made upon Sumter, which lasted for about four hours under a heavy cross fire from the enemy's guns, when we were struck several times without receiving any important injuries, except from one shot which penetrated the deck badly. Upon the 7th of September, at 5:30 p. m., the ironclads again got underway, with the exception of the *Weehawken*, aground, the intention being for this vessel to go as close to the obstructions as was prudent, for the purpose of inspecting them, while the other vessels engaged heavily the enemy. We succeeded in going within 150 yards of them, when we were met with a terrific fire from Fort Moultrie and Battery Bee, with all the surrounding batteries, which we sustained for half an hour, when the *Patapsco* dropped down to where the *Ironsides* was anchored near Moultrie, and I went on board to report to the admiral. During this engagement we were struck twenty-three times in as many minutes, the ship receiving some very considerable wounds; two of the shot broke through the deck plank; one stove in the top of the pilot house badly, while another, striking upon the edge of the turret, carried away two of the T-iron beams.

On the morning of the 8th of September, all the ironclads, with the *Weehawken*, then aground, excepted, moved up to attack the defenses upon Sullivan's Island. At 11 o'clock a. m., anchored nearly abreast of Fort Moultrie, and within 800 yards of it, and opened an enfilading fire upon Battery Bee, the batteries upon Sullivan's Island replying briskly. At 1:30, just as the signal from the *Ironsides* was made to withdraw from action, the smokestack was nearly carried away and our engine disabled from the effect of one of our shot. Hailed the *Nahant* and requested to be taken in tow, which was gallantly performed by Lieutenant-Commander Cornwell, who towed us out of action, and we anchored near the *Ironsides*, which had dropped to seaward, and out of range of the forts and fire of the enemy. We received three shots, one of which cut the shank and stock of the spare anchor, stowed abaft the turret, in two, and carried the upper half overboard.

The health of the officers and crew of the *Patapsco* is excellent, and their performance in the several engagements we have had with the enemy all that could be desired.

While it must be admitted that the vessel is not so good as new, I think when the repairs in progress are completed she will be in a

condition to do good service, and give and take hard blows. The effect of the firing upon the men below has not been complained of.

Very respectfully, your obedient servant,

T. H. STEVENS,
Commander.

Rear-Admiral J. A. DAHLGREN, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

Report of Commander Colhoun, U. S. Navy, commanding U. S. S. Weehawken, regarding injuries sustained by that vessel.

U. S. IRONCLAD STEAMER WEEHAWKEN,
Port Royal, S. C., September 24, 1863.

SIR: I have received your order of the 17th instant, with a copy of a letter from the Navy Department dated September 11, 1863, and addressed to Rear-Admiral John A. Dahlgren. My reports, dated July 28, September 9 and 19, 1863, are full with respect to the number of rounds fired by this vessel and the number of times we were struck by the enemy. The most severe injuries received were from a XV-inch solid shot, which struck the turret, and the shot that passed under the overhang when we were aground, making a hole about 5 inches in diameter, and 4 on the deck, breaking through the 1-inch plating and deck plank. The first struck the turret just clear of the deck, breaking two pieces from the flange of the composition ring upon which the turret slides when revolving, one piece wounding severely in the right leg Acting Fleet Captain O. C. Badger and slightly in the left forearm Stephen McDonald, landsman, causing the turret to revolve with difficulty. With a base ring that hit would have been harmless. The second, which made a hole in the hull, struck about 8 feet 8 inches below the overhang, so near an angle iron with its support of iron bulkhead as to prevent the shot penetrating. That leak was stopped during the action by driving a pine plug and then filling up with smaller ones.

Respecting the injuries to the deck, the worst were from rifle shot. One struck near the engine-room hatch, breaking the iron, driving splinters through, cutting steam pipe of donkey engine, forcing bolts partly through the beam, and breaking gong bell. The second struck over coal bunker, on port side, near the battle plate, driving it through, together with a portion of the iron plating of the deck. A third struck over the bread room with like effect, driving a piece of the deck plating through. The fourth was over the wardroom on the starboard side, and forced some splinters through. One (a round shot) struck on the top of the turret, breaking two of the T-iron beams, bending another, and wounding three men. All the shot which struck the *Weehawken*, either on or above the deck, glanced off. When aground off the north end of Morris Island, the overhang being out of water, a round shot penetrated the armor, and now lies embedded in the wood of the overhang, just inside the armor. Being now under the water, I can not ascertain the size of the shot; I think it is 11 inches. Others which have struck the side, though breaking the armor, making in some cases deep indentations, have not penetrated. I find it necessary to fire clear of the boilers, as firing over them causes them to leak.

The guns and carriages are in good order. The guide irons always break off after firing a few rounds, notwithstanding our care in compressing, though not apparently making any difference, as we have fired much without them. The effect of the firing on the men is not perceptible. Those stationed below suffer most from imperfect ventilation; it is very close and hot there during action. The vessel, though sluggish in her movements, in consequence of the bottom being so foul, steers very well when not in too shoal water. In some of the actions we were underway, and I found no difficulty in her management. During the night attack on Sumter, August 23, a mortar shell struck the sand bags around the extra plating over the shell room and, exploding, tore them to pieces, causing a visible depression of the iron plating for several feet. In reference to the injuries to the deck from rifle shot, I would remark that similar shot striking the side of the turret were not so injurious as round shot fired from the same battery.

In order that this letter may contain the additional information called for by the Department, I will embody the substance of former reports:

The XV-inch gun has been fired previous to July 10, 1863, 20 times; since July 10, 1863, 264 times; up to September 15, 1863, 284 times.

The XI-inch gun has been fired previous to July 10, 1863, 20 times; since July 10, 1863, 633 times; up to September 15, 1863, 653 times.

Hits by the enemy since July 10, 1863, 85; previous to July 10, 1863, 52; up to September 15, 1863, 137.

My former reports give "Hits by the enemy since July 10, 1863, 82," but we have since discovered three more. Those she received during the action of April 7, 1863, are marked thus, "I;" since July 10, 1863, thus, "II."

Very respectfully, your obedient servant,

EDMUND R. COLHOUN,
Commander.

Rear-Admiral JNO. A. DAHLGREN,
Comdg. South Atlantic Bldy. Squadron, off Morris Island.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding the U. S. S. Madgie.

NAVY DEPARTMENT, *September 24, 1863.*

SIR: I have received your No. 147 in reference to the condition of the U. S. S. *Madgie*, and enclosing reports of survey on that vessel.

As the examiners represent that the *Madgie* is fit to come north, the Department sees no reason why she should not do so. You will, therefore, order her home, embracing in your order, in accordance with the recommendation of fleet engineer, directions to the senior engineer not to carry over 15 pounds of steam.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JNO. A. DAHLGREN, etc.,
Off Charleston.

Report of Lieutenant-Commander Gibson, U. S. Navy, commanding U. S. S. Seneca, regarding the destruction of Hudson Place Salt Works, near Darien, Ga.

U. S. GUNBOAT SENECA,
Doboy Sound, Georgia, September 24, 1863.

SIR: On the night of the 22d instant I sent an armed boat's crew up the river, in charge of Acting Master G. W. Ewer. He destroyed the salt works alluded to in my letter of the 19th instant, known as the Hudson Place Salt Works, near Darien, Ga., boilers, engine, vats, forge, etc., and brought off James H. Lockwood, superintendent, his two children, and Henry Meyers, a free negro. The other employés and two visitors (white men) fled at his approach. The works are situated within 2 miles of the encampment of a rebel company, which pickets the first ridge of woodland back of the sea-island marshes; and in the manner of their demolition Mr. Ewer displayed promptitude and all the discretion requisite. His report is herewith forwarded for your fuller information.

In addition to the persons above mentioned I have on board Freeman C. Keene, formerly a coasting captain, and his wife, and William Anderson, a free mulatto. Captain Keene is desirous to offer his services to the Government, and refers to Acting Master Godfrey, who is at present, I believe, the pilot of the *New Ironsides*.

On the night of the 19th I sent an armed boat's crew, in charge of Acting Ensign George H. Wood, some 30 miles up the Altamaha River in unsuccessful search of the cotton-loaded steamer mentioned in my letter of that date. I understand she is one of two steamers, still in these waters, with which some months ago the rebels contemplated attacking the gunboat in the sound after the fashion in which they attacked the *Harriet Lane*.

I inadvertently omitted to mention in my report previous to this that on the night on which I led a boat expedition to the town of Darien we passed a burning schooner high and dry on the marsh in the Darien River. The smoke had been seen shortly before the boats started. She had evidently run ashore the night before in the midst of a violent gale, which, *par parenthese*, had all the characteristics of a cyclone, and a bird of the tern species, peculiar to the West Indies, flew on board this vessel. The schooner had a centerboard; her upper works seemed new; her masts had been cut away, her sails had been carried off, but not the rigging. I have information of a schooner which ran into the South Newport River about twelve days ago with salt and liquors. I suppose this to be the same vessel and that she was bound to Darien to take in cotton. I think so, because her crew had no means of boating a cargo on one stormy day to any distance, and I have searched the vicinity thoroughly.

The statements of the refugees on board are interesting and I think credible in the main. The rebel Government takes a tithe of all agricultural produce, of live stock on hand, and of manufactures, in addition to the heavy taxes otherwise on real and personal estate. As regards the latter \$100 in gold is taxed at the rate of \$1,000 in Confederate money, \$100 in silver at \$750. They speak of smoldering disaffection to the insurgent powers, weariness of the war, and longings for the "Old Union" as being very general throughout the State of Georgia wherever opinion is whispered or dare be outspoken.

I have to report that the term of service of seven of the crew, mostly valuable men, have already or will have expired by the 2d proximo; we are rapidly growing very short of the complement.

I have the honor to be, sir, very respectfully, your obedient servant,
 WILLIAM GIBSON,
Lieutenant-Commander.

Rear-Admiral JNO. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

P. S.—My report of the 19th instant read “river” instead of rice plantations; the error occurred in transcribing.

[Enclosure.]

U. S. GUNBOAT SENECA,
Doboy Sound, Georgia, September 23, 1863.

SIR: On the night of the 22d instant, in obedience to your order, I proceeded up the river with an armed boat's crew for the purpose of destroying the salt works, known as the Hudson Place Salt Works, situated near Darien, Ga.

I have to report the demolition of the works, and that for all purposes of salt manufacture they are now completely useless, the principal boilers being stove in, engine blown up, vats, etc., cut down.

The Hudson Place Salt Works, consisting of twenty-one boilers, steam engine, vats, forge, etc., was in full operation and turning out from 10 to 15 bushels per day. The employés, with the exception of James H. Lockwood, superintendent, and Henry Meyers, free negro, whom I brought off with me to the *Seneca*, took to their heels at my approach. I also brought off Mary L. and Arthur W., children of James H. Lockwood.

I am, very respectfully, your obedient servant,
 G. W. EWER,
Acting Master.

Lieutenant-Commander WILLIAM GIBSON.

Report of Acting Master Van Alstine, U. S. Navy, commanding U. S. S. Stettin, regarding the capture of the British steamer Diamond.

U. S. S. STETTIN,
St. Simon's Sound, September 24, 1863.

SIR: I have the honor to inform the Department that on the afternoon of the 23d of this month the British side-wheel steamer *Diamond* was captured while attempting to pass the blockade at St. Simon's Sound.

When first discovered, she was standing to the southward, and as she passed the outer buoy she bore up and stood in. She had no colors to mark her nationality. As she got within signal distance, I hoisted our number, but no notice was taken of it. I beat to quarters, slipped, and stood toward her, fired a gun to leeward of her, when she hoisted the English flag, but did not stop her headway till I had fired the second gun. I ordered her to anchor, which she immediately did. I sent a boat to board her, and after an examination of her papers and the captain I took possession of her. She had no clearance nor manifest, and there is no doubt of the intention to run the blockade at the

most available point, from the papers found on board and the conversation of the passengers and crew. She attempted to run into Dobby Sound before she came here, but the sea on the bar turned her back.

She is represented as being very fast, drawing but 6 feet of water, and powerful engines. She has an assorted cargo of liquors, boots and shoes, cigars, medicine, dry goods, and cutlery. Her crew consists of 19 men and 6 passengers. Two of the passengers, Victor Malga and Antonio Solcedo (Spaniards), have once before been taken by this vessel from the prize steamer *Aries*, taken at Bull's Bay.

I beg leave to enclose with this report a prize list of the crew of this vessel. This is the only vessel interested in the capture; no other was in sight or within signal distance. I send the prize in charge of Acting Master John M. Butler, assisted by Acting Ensign James C. Staples, Peter B. Robinson, acting third assistant engineer, in charge of the engines. I have found it necessary to hire for the passage home 3 engineers, at \$3 per diem, and 8 firemen, at \$2.50 per diem, which, I hope, will meet your approval, as I had not sufficient of either on board for both vessels.

I respectfully request that the officers sent in the prize may be ordered to rejoin this vessel.

I am, very respectfully, your obedient servant,

C. J. VAN ALSTINE,
Acting Master, Commanding.

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

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding general matters.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 24, 1863.

MY DEAR SIR: I shall be much obliged for the side-wheel steamer, as she must render good service.

It was a mistake that the *Sanford* took back any stores, but his orders were clear enough; some allowance is to be made for the state of my staff. After Captain Badger's leg was broken, Lieutenant Preston was taken prisoner, so that I can not be said ever to have had the assistance of a fleet captain.

I am perfectly willing to receive any help in removing obstructions, but please to let some one come with the machines who knows how to work them.

Of course I much regretted the repulse at Sumter, but there was never a better promise of good result; the column was of the best material, and well officered; it left my hand with prospects almost of a certainty. I went up myself to give any aid which might be needed, and was in a five-oared boat until daylight.

The *Patapsco* went to Port Royal soon after the event, which will account for some delay with the report of Captain Stevens, but it will be forwarded.

I have been quite unwell, without a moment's respite from duty, however, but am now recovering rapidly.

I should like very much to know if you intend me to make the final attack with the seven monitors, or if more are to be expected. The *Ironsides* is not always to be depended on; she may come in or not.

There is not a word of truth in the statement of the Charleston paper that Beauregard used the terms "puerile and unbecoming" to my demand, nor that there is any but the most cordial understanding between General Gillmore and myself. If Longstreet is really here, as the papers report, there will be some work, not now in the programme.

The weather begins to look equinoctial, which I hope will not trouble the *Atlanta*, now probably on her way under tow of the *Powhatan*.

The information respecting the enemy's ironclads is that there are three—the *Chicora*, commanded by Warley, boilers weak, can hardly stem the tide; the *Palmetto State*, commanded by Rutledge, will go 5 knots; the *Charleston* (new), the same, commanded by Brown, who had the *Arkansas* on the Mississippi. Each carries four guns, a 7-inch Brooke forward, rifled 42 aft, and a navy IX-inch on each side.

I am much inconvenienced for want of tugs; there are one or two not used up; the distances to be gone over are considerable; the outside blockade extends over several miles, and is of itself 4 or 5 miles from the inside; then the vessels inside spread 3 or 4 miles, and if the weather is at all rough the flag (*Philadelphia*) has to be taken into the creek to avoid being strained to pieces or losing her guards. Four tugs like the *Pusey* would be invaluable and permit the discharge of some larger vessels.

There is a court-martial now pending, which I could not stave off, that requires a tug for its own use.

You will see by the reports enclosed to the Department that the *Weehawken* and *Patapsco* will not be ready before 3d October, and will be followed by the *Montauk* and *Nahant*. The *Pussaic*, too, has to be fixed, so that the monitors will hardly be ready for the attack before the middle of October, unless, indeed, an extra force of mechanics can be sent from New York.

General Gillmore is busy preparing batteries in Wagner and Gregg, but is somewhat retarded by the continued fire from James Island, which is kept going day and night. Indeed, you may count on the most determined and protracted resistance at every inch.

I am, with much regard, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. G. V. Fox,

Assistant Secretary of the Navy.

Report of Rear-Admiral Dahlgren, U. S. Navy, calling attention to the need of improved facilities in transportation of mails.

No. 163.]

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 26, 1863.

SIR: Permit me again to call the attention of the Department to the fact that if the *Arago* and *Fulton* are general mail steamers they are of the least possible use to the squadron here. The letters from the North are taken to Port Royal, and even the dispatches from the Department are often nearly a week in reaching me. To-day the *Arago*

pushed on without a heavy mail, which had already been left behind by the previous vessel (*Fulton*).

In the present state of our affairs here this is a great inconvenience and deprives the Department of a convenience which I presume is designed for the general use of the Government.

It would be highly desirable that some arrangement should be made by which these vessels should stop at the outer blockading vessels and receive a mail. It would not occasion the delay of half an hour.

I have the honor to be, very respectfully, your obedient servant,
JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding seamen appointed as master's mate.

No. 164.]

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 26, 1863.

SIR: I beg leave to call the attention of the Department to a practice which has sufficient repetition in this squadron to make it an evil.

The seamen who are made master's mates are usually the best of their class. The appointment releases them from their prior obligation of enlistment. Many get in difficulty and resign, in which way we lose prime seamen.

I would suggest that when a seaman is made a master's mate he shall not be released from his enlistment, but that it shall continue until its proper expiration, so that if the person shall be divested of his appointment as master's mate, by his own act or that of the United States, before his term of enlistment has expired, he shall be what he was before he received the appointment of master's mate. In other words, the original enlistment shall not be canceled by any acting appointment. This will have the further good effect of securing good behavior, which is too often disregarded.

I have the honor to be, very respectfully, your obedient servant,
JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Order of the Secretary of the Navy to Captain Gansevoort, U. S. Navy, senior officer at Hampton Roads, Virginia, regarding the U. S. schooner T. A. Ward.

NAVY DEPARTMENT, *September 26, 1863.*

SIR: Direct the schooner *T. A. Ward* to proceed off Charleston and report to Rear-Admiral Dahlgren for duty in the South Atlantic Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Captain GUERT GANSEVOORT,
Senior Naval Officer, Hampton Roads, Virginia.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Major-General Gillmore, U. S. Army, asking when the army batteries may be able to operate upon Fort Sumter.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 26, 1863.

DEAR SIR: The rather limited means at my disposal for operating upon the interior lines of the harbor renders it very desirable that the enemy's resistance should be reduced as much as possible by whatever means you may possess.

If, therefore, you can complete the reduction of Sumter by your batteries on Cumming's Point, it would be of material assistance to me in the outset.

I have no doubt I could do this with the ironclads, but so much of their power has already been expended, and so much will be required after passing Fort Sumter, that it will be highly important to spare them as much as possible.

With Sumter in our possession, the obstructions ranging from that work to Moultrie, whatever they are, would be removable with no great trouble and little risk, and I should advance upon the next series of defenses with the least possible expenditure of means, and with the ironclads in the best condition.

May I ask, therefore, when your batteries may be able to operate on Sumter, and whether I may depend on your driving the enemy out of it? I shall be glad to contribute any cannon you may need to complete your works.

I think you will agree with me that it is good policy to pursue this course, rather than to expend the monitors, of which I shall have only seven, and will need every one fully in attempting to make my way up the harbor.

I am, very respectfully, your obedient servant,

JOHN A. DAHLGREN,
Rear-Admiral, Comd'g. South Atlantic Blockading Squadron.

Major-General Q. A. GILLMORE, U. S. ARMY,
Commanding Department of the South.

Letter from Major-General Gillmore, U. S. Army, to Rear-Admiral Dahlgren, U. S. Navy, regarding cooperative movement against the defenses of Charleston.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
In the Field, Morris Island, September 27, 1863.

DEAR SIR: I have to acknowledge the receipt of your letter of yesterday, asking me at what time my "batteries may be able to operate on Sumter," and whether you can depend upon my "driving the enemy out of it," with a view to save the use of the monitors, of which "so much of their power has already been expended." I will open on Sumter at any time you are ready to move, even to-morrow morning, if you desire it.

I judge from the general tenor of your communication that the occupation of Sumter by us, or its evacuation by the enemy, is deemed essential in order to secure the removal of the channel obstructions between it and Sullivan's Island, and to insure the success of the naval operations pending in that quarter. This is a condition newly imposed and somewhat grave in character.

That Fort Sumter possessed no power to harm the monitors in their passage up the harbor when our breaching batteries ceased firing on the 1st instant is, I believe, generally conceded. At any rate, the enemy freely admit it in their public prints, deserters and prisoners confirm it, and two successive engagements, each of several hours' duration, between the monitors and the Sullivan's Island batteries failed to draw a shot from Sumter, although she was within easy range of the fleet. You will doubtless remember, also, your own statement that it was not Sumter you feared, as its guns had been removed to Sullivan's Island.

It is known, however, that one single gun (a smooth-bore 32-pounder) remained mounted in an embrasure looking directly toward Charleston, but it could not be brought to bear upon a vessel entering the inner harbor until she got well in Rebellion Roads, considerably over a mile distant.

What other guns the enemy may have placed there recently, taking advantage of the three weeks' lull in operations against him, is unknown to me.

As to the outer channel obstructions, and the practicability of their being removed, the gun above referred to does not cover or protect them at all, and, according to the latest accounts, parties operating against them would be exposed to no fire from Sumter, except that of small arms.

What they would be likely to suffer from the Sullivan's Island batteries, if discovered, you are doubtless as well, if not better, able to judge than myself. The fire from that direction would, beyond all question, be immeasurably more severe than any that could be delivered from the ruins of Fort Sumter.

With regard, therefore, to our occupation of Sumter as preliminary and accessory to the removal of the outer obstructions, it becomes a mere question of the comparative loss of life and prospects of success likely to ensue from two distinct methods of operation, both having the same objects in view, viz, the passage of the monitors by these obstructions. In other words, the question is, shall we attempt to carry Sumter by assault and hold it under a concentric fire upon all its faces from batteries within easy range and occupying three-fifths of the circumference of a circle of which Sumter is the center, or shall we remove the channel obstructions abreast of Sumter while the latter is held by the enemy?

It is easy to see which of these operations is attended with the greatest degree of peril and the least prospect of success.

I am myself willing to attempt the removal or destruction of the outer line of obstructions rather than sacrifice men in carrying a work that possesses no power to harm an ironclad fleet; that has already repulsed one naval assault from small boats, and would be held with difficulty at the present time if we possessed it, and which must fall into our hands whenever the naval part of the programme before Charleston is carried out.

All the means at my disposal I am willing to expend freely, and even profusely, in order to secure that measure of success which is expected of us.

I am unable to see any real advantage in sacrificing life in order to possess Sumter just now, and am ready to undertake the removal of such obstructions as are in any way protected by it.

I am just in the act of moving my headquarters to Folly Island, which has prevented my calling to see you to-day, as I intended.

Very respectfully, your obedient servant,

Q. A. GILLMORE,

Major-General of Volunteers, Commanding.

Rear-Admiral JOHN A. DAHLGREN,

Commanding South Atlantic Blockading Squadron.

Order of Commander Reynolds, U. S. Navy, to Acting Volunteer Lieutenant Cavendy, commanding U. S. S. Flambeau, to proceed to Fernandina, Fla., towing coal vessel.

SEPTEMBER 27, 1863.

SIR: Having taken in tow the coal brig *J. H. Kennedy*, you will proceed to Fernandina and relieve the *Potomska* in the blockade off that point.

You will, when off St. Andrew's, stop and place Dr. Todd on board the bark *Braziliera*.

I enclose a third bill of lading of the coal brig, which you will please sign when she is discharged and forward to the Bureau of Equipment and Recruiting. You will also send a working party on board to assist in ballasting her sufficiently to return north.

Very respectfully, your obedient servant,

WM. REYNOLDS,

Commander and Senior Officer Present.

Acting Volunteer Lieutenant CAVENDY,

Commanding U. S. S. Flambeau.

Report of Captain Green, U. S. Navy, senior officer off Charleston, requesting instructions regarding his authority over vessels outside Charleston Bar.

U. S. S. CANANDAIGUA,

Off Charleston, S. C., September 28, 1863.

SIR: I am a good deal embarrassed by not knowing what vessels are intended to be employed on the outside blockade, and would respectfully request that such orders may be given or regulations established as will give me the desired information.

The *Wabash* has been at this anchorage several days, and I have no official information from any source in regard to her, and therefore do not feel authorized to include her as one of the outside blockading vessels.

The *Wissahickon* remained inside the bar last Friday night, came out Saturday night at about sunset, went to the *Housatonic* without communicating with this ship, and remained near her until 9:30 o'clock, and then proceeded to an anchorage near the western end of Rattlesnake Shoal. Last (Sunday) night she remained outside the bar again.

Very respectfully, your obedient servant,

J. F. GREEN,

Captain and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN,

*Commanding South Atlantic Blockading Squadron,
Off Morris Island.*

Order of Rear-Admiral Dahlgren, U. S. Navy, to Captain Green, U. S. Navy, regarding vessels outside the bar.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 28, 1863.

SIR: Your communication of September 28 has been received, and I would state in reply that, as a general rule, you will require all vessels outside the bar to report to you for duty, and unless there is some order or reason to the contrary, you will assign them positions on blockade.

Vessels which come inside during the day, and are absent from your command over night, should render reason for such absence.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain J. F. GREEN,
*Senior Officer Present off Charleston,
Commanding U. S. S. Canandaigua.*

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding the author of a letter published in the Army and Navy Journal.

NAVY DEPARTMENT, *September 28, 1863.*

SIR: The Department invites your attention to the enclosed printed letter addressed to the Army and Navy Journal by some one signing himself "Ironclad, Charleston Bar," in reference to the steamer *Home*.

If the representations of the writer are true, the Department has received no official information tending to confirm them. If they are false, and the writer is in the naval service, and can be identified, his removal from the squadron, if an officer, to await further action of the Department, should promptly take place.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JNO. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Charleston.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding arrangements for the raising of the U. S. S. Keokuk.

NAVY DEPARTMENT, *September 28, 1863.*

SIR: The Department has agreed upon the terms of a contract with Messrs. Whitney (the original contractor of the *Keokuk*) and Johnson Higgins, of New York, for the raising of the *Keokuk*. A copy of the contract will be sent to you at an early day.

In the meantime the agent or agents of the contractors go to visit the wreck in the schooner *John G. Rotch*, and you will permit them to make such arrangements for prosecuting the work as are necessary.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Charleston.

Report of Commander Reynolds, U. S. Navy, regarding injuries sustained by the U. S. S. Para in a gale off Fernandina, Fla.

SEPTEMBER 28, 1863.

SIR: Acting Master Furber, of the *Para*, arrived at this place yesterday by an army steamer, and reported his vessel at Fernandina, with her masts cut away. His report of the circumstances that led to it he sent to me through Acting Volunteer Lieutenant Welch, of the *Potomska*, but it has not yet come to hand. The *Para* was out of water at Mosquito Inlet, and in sending a boat on shore to procure some, three of her men were drowned in the breakers. He then left for Fernandina to procure water, and on arriving off that port toward evening, the pilot not coming out, anchored.

They had but one anchor, and the gale coming on, cut away his masts, fearing he would go ashore. He had reported his want of an anchor and chain, and I had sent him one by the *Thorn*, but the *Thorn* met him at Fernandina.

I directed Acting Master Furber to return to the *Para* yesterday by the *Flambeau*, which sailed, taking a coal schooner in tow for that station.

He reports the anchorage at Mosquito Inlet to be in the bight of the land and unprotected by any reef or shoal, and a very unsafe anchorage during the winter months.

The late expedition from Key West, in which the *Oleander* took part, destroyed the settlement at Mosquito Inlet and burned all the sloops and schooners which were loading there with cotton.

I am not certain whether a blockading vessel was kept there during the last winter. If the *Para* is to be replaced, a steamer should be sent there that can condense water, and resort to Fernandina for coal, and steam out of the bight on the approach of a gale.

I am, very respectfully, your obedient servant,

WM. REYNOLDS,
Commander and Senior Officer Present.

Rear-Admiral J. A. DAHLGREN.

Report of Commander Reynolds, U. S. Navy, enjoining greater vigilance against blockade runners in the Southern rivers and inlets.

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., September 28, 1863.

SIR: The capture of these two light-draft steamers in attempting to enter at Tybee River and St. Simon's, where no such attempts have

been since I have been on the station, shows that since the occupation of Morris Island the tactics of the blockade runners have changed accordingly. Hence there is a necessity for greater vigilance at these Southern rivers and inlets.

To blockade Wassaw effectually would require another gunboat. Had the *Jupiter* not run ashore, she would have probably got into Savannah. The *Unadilla* is at the mouth of Savannah River, and ought to remain there. The *Chippewa*, sent here for the purpose of patrolling the waters of this bay, must now have her engines attended to, and ought to remain here after they are repaired. If it is possible to replace the *Braziliera* and *Midnight* by steamers, it should be done; they can not be expected to do much with a steam blockade runner.

Very respectfully, your obedient servant,

WM. REYNOLDS,
Commander and Senior Officer Present.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy, regarding the unsuitability of the Ben De Ford for the purpose required.

No. 171.]

FLAG-STEAMER PHILADELPHIA,
Offi Morris Island, September 28, 1863.

SIR: Subsequent to my No. 132 I had an opportunity of seeing the *De Ford* at Stono, and regret to say that she does not appear to have the speed that would be desirable for the object in view. Wherefore, I hope the Department's orders at New York may be successful in obtaining such a vessel as needed.

The monitors ought to be ready by the middle of October. May I expect any additions?

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

JNO. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

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

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding flag of truce.

NAVY DEPARTMENT, *September 29, 1863.*

SIR: The Department desires you to send in a flag of truce and ascertain the names of the survivors captured at Fort Sumter.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JOHN A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Charleston.

Order of the Secretary of the Navy to Acting Master Graham, U. S. Navy, commanding U. S. bark A. Houghton.

NAVY DEPARTMENT, *September 29, 1863.*

SIR: The U. S. bark *A. Houghton* is designed for service at Port Royal, S. C., as a store vessel, and you will proceed with her to that point and report to the senior commanding officer of the Navy accordingly.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Master NEWELL GRAHAM,
Commanding U. S. Bark A. Houghton, Baltimore.

Report of Rear-Admiral Dahlgren, U. S. Navy, reviewing the condition of affairs in relation to the proposed attack upon the defenses of Charleston.

No. 172.]

FLAG-STEAMER PHILADELPHIA,
Off. Morris Island; September 29, 1863.

SIR: As the period is not far distant when the monitors will have been restored to serviceable order, it becomes possible to form some estimate of the condition in which the respective sides will stand relatively in case a naval attack is attempted during October, and supposing no additional ironclads are sent.

About the middle of the month I shall have here seven monitors ready for action, which is the same number that I have been operating with latterly against Wagner singly, and against Moultrie, and the power of which I may be supposed to know.

The changes with the enemy have been far more material. As soon as Wagner was fully invested, the Confederates seemed to admit the result by removing the heavy cannon from Sumter, and dividing them between Forts Johnson and Moultrie, which, with corresponding additions to the work, very much increased the strength of these places, and they continue to labor at them incessantly, so that Moultrie assumes quite formidable proportions.

The disarmament of Sumter has materially reduced the difficulties presented by the first series of obstructions, and no great trouble may be expected in passing them. Nor would the next set—said to be of piles—offer any very great impediment of themselves, but they are to be considered in connection with the fire of Moultrie, Johnson, Ripley, and three ironclads which lie just inside.

When the monitors arrive at this part of the harbor, they can no longer reach Moultrie or Johnson with their guns for want of elevation, while the projectiles of these forts will have sufficient descent to constitute a plunging fire which is the worst for the decks and other horizontal parts of a monitor.

It is under such circumstances that we have to remove these piles, and once past them, come at once to conflict with Ripley. The condition of the monitors at this time will decide farther advance or retreat; in fact, the result for the time. It may be assumed that the *Ironsides* will be of no further use than to relieve the monitors of part of the

fire from Moultrie by enfilading the heavy batteries extending from Moultrie to Mount Pleasant, and looking in on the harbor.

With this condition of things I should expect that the issue would be controlled by some of the accidents likely to arise in the course of the conflict, but neither to be foreseen nor avoided. One or two monitors much disabled might compel a withdrawal—the sooner, because it must occur under the powerful fire of Moultrie.

I could offer no assurance, therefore, that an attack with seven monitors would yield, with certainty, such a result as the Department might deem desirable. On the other hand, if a reserve of five monitors could be had, first, to support the *Ironsides*, and then cross over in due season to keep down the fire of Johnson, there would be every reason to look for success.

This is the view which I take after a careful study of the works of the enemy and some experience in action with ironclads. I wish that it were more satisfactory.

However, I am quite ready to take on me the chances of the attack, after having made known to the Department the probable results.

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

JNO. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Beaumont, U. S. Navy, commanding U. S. S. Nantucket, regarding injuries sustained by that vessel.

U. S. IRONCLAD NANTUCKET,
Wassaw Sound, Ga., September 29, 1863.

SIR: In compliance with a general order from the Navy Department of September 11, I respectfully submit the following report:

This vessel joined the fleet off Charleston on the 11th of July last, and on the 16th she fired 23 XI-inch and XV-inch shell at Fort Wagner. On this occasion she was hit twice abaft the smokestack, on the deck, one breaking entirely through, dashing the deck armor down upon and breaking the cast-iron floor of the fire room. By this shot two men in the fireroom, Artemas L. Grow and George Reily, firemen, were slightly wounded by splinters. I forward herewith a sketch of the injury done by this shot. The other shot crushed the deck armor and backing over the starboard coal bunker but did not, as in the former case, show daylight through. Both shots glanced off. They were fired from the heavy gun on the northeast angle of the fort, supposed to be a X-inch columbiad.

On the 18th July the *Nantucket* fired 48 XI-inch and 33 XV-inch shell. On this occasion the smoke box of the XV-inch gun had all four of its angle irons broken, and the box itself torn from its fastening to the turret, rendering further firing of the gun dangerous.

On the 20th she fired 25 XI-inch shell and 3 XI-inch shrapnel. On the 22d she fired 9 10-second XI-inch shell and on the 24th she fired 54 7, 10, and 20 second shell at Forts Wagner and Gregg.

No unpleasant effects were experienced by the officers and crews from the firing of the guns. The highest range of the thermometer on the berth deck while engaged was 128°, and in the engine room 141°.

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

J. C. BEAUMONT,
Commander.

Rear-Admiral J. A. DAHLGREN.

Letter from Chaplain Dorrance, U. S. Navy, to Captain Green, U. S. Navy, requesting that articles intended for Union prisoners in Charleston be forwarded to him.

U. S. S. WABASH,
Off Charleston, September 29, 1863.

SIR: I have been ordered by Admiral J. A. Dahlgren to take charge of the correspondence of our prisoners in Charleston and to convey to them under a flag of truce such things as may be allowed by the enemy.

Will you please forward to me whatever correspondence or things you wish to send them?

Respectfully, your obedient servant,

GEO. W. DORRANCE,
Chaplain, U. S. Navy.

Captain JOSEPH F. GREEN.

Report of Commander Reynolds, U. S. Navy, regarding the departure from Port Royal, S. C., of the U. S. S. Powhatan, towing the Atlanta.

U. S. SHIP VERMONT,
Port Royal Harbor, September 29, 1863.

SIR: The *Powhatan* sailed on the morning of the 27th with the *Atlanta* in tow.

Very respectfully, your obedient servant,

WM. REYNOLDS,
Commander and Senior Officer Present.

Rear-Admiral DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Major-General Gillmore, U. S. Army, responding to letter of the former, regarding cooperative movement against the defenses of Charleston.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 29, 1863.

DEAR SIR: Yours of the 27th, in answer to mine of the 26th, was received about 10 o'clock at night of the 27th.

The reply contained in the first paragraph, that you "will open on Sumter at any time I am ready to move, even to-morrow, if I desire it," is entirely satisfactory, and meets the sole purpose of my letter, if you refer to the batteries from Wagner to Gregg.

And here I should, therefore, have concluded this communication, were it not for the strange misapprehension that pervades four subsequent pages of remarks, and which justice to myself requires me to notice.

Whether one cannon is mounted on Sumter or more, and whether it be a 32-pounder, or looks one way or the other, was not in my mind when I wrote the letter of the 26th. I do know that the fort is capable of a severe musketry fire, which will prevent me from using boats to cut away rope obstructions and compel me to risk the fouling of the propeller. If this fire did not exist, it might be possible to cover the boats from Moultrie.

Now, if Sumter can be rendered incapable of this musketry fire by the fire of Cumming's Point, it will relieve the monitors of the work; and this is very desirable to do, because they have already expended nearly two-thirds of the endurance of their cannon and sustained a loss of six weeks in repairing, in consequence of a cooperation of sixty days in the reduction of Wagner.

This is the whole story, and surely there is nothing in a request so plain that would lead to the construction which forms an argument of four pages, no consequences so momentous as need make my first request for cooperation so serious.

No assault is in question. If the cannon will not do it, the remainder will be on my hands, though I may say that even an assault was not so remote from your calculations at one time.

I have not the slightest idea of "imposing any new condition" on you whatever, but merely to ask the only cooperation that you can afford me, after having for sixty days yielded cheerfully to every request made of me. I do not ask you to put up batteries expressly for my convenience, but, as you are so engaged, only to use them when ready for a certain probable advantage.

Nor do I ask you for assistance in removing the obstructions in the channel. There is nothing in my letter to warrant the idea, and your offer to do this—my proper work—sounds to me very much as mine would have sounded to you if I had proposed to work the trenches when you asked me to keep down the enemy's fire.

I regret having to occupy your time and mine with these remarks, and will conclude as I began, by saying that the answer in your first paragraph meets all I have to ask, and that I shall not need even that before the repairs of the monitors are finished, which may not be for a couple of weeks.

I am, very respectfully, your obedient servant,

JOHN A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Major-General Q. A. GILLMORE,
Commanding Department of the South.

Additional letter from Major-General Gillmore, U. S. Army, to Rear-Admiral Dahlgren, U. S. Navy, in preparation for cooperative movement against the defenses of Charleston.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Folly Island, South Carolina, September 30, 1863.

DEAR SIR: I am in receipt of your letter of yesterday in reply to mine of the 27th.

I certainly did misinterpret the meaning of certain portions of your letter of the 26th, especially where you ask if you can depend on my "driving the enemy out of Sumter," and where you speak of Sumter being in "our possession" as preliminary to the contemplated operations against the outer line of obstructions.

Your letter of the 29th I understand. I am expected to do what I have made and am making preparations to do—open a heavy fire on Sumter whenever the monitors are ready to move. I have several rifled guns on Cumming's Point now, and am placing more guns there and some mortars. Five of the breaching guns on my left remain in readiness to open at the same time.

Rifled guns can not be safely used from Wagner while our troops occupy Gregg, as every projectile that turns is liable to drop into the latter work.

I believe I can prevent any annoyance from Sumter to parties operating against the outer obstructions, and may be able to accomplish much more, even to the occupation of the work.

I most cheerfully accredit to the ironclads much valuable cooperations in my operations here; but these operations have all had direct reference to the immediate end in view, the passage of these ironclads into the inner harbor.

Every shot that I have fired and every foot of trench that I have dug have looked to that result, and have, I submit, been cooperation in the strictest sense of the term. It appears to me, therefore, that if no special request for cooperation has been made by you before, it is simply because the land forces had to take the lead in executing the first part of the programme, and there was, consequently, no occasion for such request.

It now is my time to play a subordinate part, and all the means under my control are at your disposal for that purpose.

What I stipulate for is a continuance of that cordial, open, and sincere interchange of views that has characterized our efforts thus far.

Very respectfully, your obedient servant,

Q. A. GILLMORE,
Major-General of Volunteers.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Dahlgren, U. S. Navy, transmitting report regarding the impaired condition of the U. S. S. Passaic.

No. 174.]

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 30, 1863.

SIR: It grieves me to be obliged to transmit the enclosed, for if correct I shall be deprived of the loss of a monitor in preparing for a service which would require the addition of two or three more,

I have no time to enquire into the matter, for the papers have just reached me by the *Massachusetts*, which will leave almost immediately.

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

J. A. DAHLGREN,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. IRONCLAD PASSAIC,

Port Royal Harbor, September 28, 1863.

SIR: I have to report that it is now one week since my arrival in this harbor, during which time I have been employed with the assistant inspector of ironclads (Mr. Hughes) in trying all means to make the turret of this vessel revolve. Our efforts have been without success and the vessel is conceded to be entirely disabled, and that by the effect of the fire of the enemy.

The report of Mr. Hughes states that the pilot house must be taken off and the spindle removed. The spindle is in two parts, and if, after removing the upper part of the spindle, it should be found that the difficulty lies in the lower part of the spindle, the guns must come out and the floor of the turret must be removed before it can be taken out; this is, in fact, taking the whole turret to pieces.

There are no means at hand for lifting the weights required. The pilot house weighs 24 tons, which, with the friction to be overcome in starting it from its seat, will increase the strain to be brought on the purchases to an enormous degree. The main yard of the *Vermont* is the only derrick that can be used, and even if it can be so secured as to bear the strain, there are no purchases on board of that vessel which can lift the weight. The blocks can not possibly arrive before the return of the *Massachusetts*, and will probably be delayed still longer, and until they arrive not a blow can be struck in the way of repairs. After they arrive, the assistant inspector estimates that he can complete the work in thirty-five days; this supposes that no difficulty arises in the lifting of the weights. Allowing a fair margin in the arrival of the purchases, the lifting of the weights, and the completion of the work, it will require three months to put the vessel in fighting order, if her repairs are carried on at this place.

After maturely considering the subject with all the light I have collected, I have no hesitation in saying that I believe the most expeditious manner in which to get this vessel ready for service is to send her immediately to a Northern port, where every facility can at once be placed at the disposal of those charged with her repairs. Such being my convictions, I respectfully recommend that this course be pursued.

Very respectfully, your obedient servant,

E. SIMPSON,

Lieutenant-Commander, Commanding.

Rear-Admiral J. A. DAHLGREN,

Commanding South Atlantic Blockading Squadron.

CONFEDERATE REPORTS AND CORRESPONDENCE.

Circular order of the Secretary of the Navy regarding continuation of service of enlisted men.

An act to provide for continuing on service seamen and ordinary seamen now in the service of the Confederate States.

The Congress of the Confederate States enact that all seamen and ordinary seamen now in the service of the Confederate States, between the ages of eighteen and forty-five, and whose term of service will expire before the end of the war, shall be continued in the service for three years from the date of their original enlistment unless the war shall have sooner ended.

THOS. S. BOCOCK,
Speaker of the House of Representatives.

R. M. T. HUNTER,
President of the Senate.

Approved April 2, 1863.

JEFFERSON DAVIS.

Circular.]

C. S. NAVY DEPARTMENT,
Office of Orders and Detail, Richmond, April 8, 1863.

All commanding officers of stations and vessels will retain in the Confederate States naval service all seamen and ordinary seamen, as authorized by the provisions of the act of Congress approved 2d April, 1863, entitled "An act for continuing in service seamen and ordinary seamen now in the service of the Confederate States," of which the above is a copy.

By command of Secretary of Navy:

I am, very respectfully, etc.,

JNO. K. MITCHELL,
Commander, in Charge.

Captain R. L. PAGE,
Commander of Savannah, Ga.

Letter from Brigadier-General Ripley, C. S. Army, to General Beauregard, C. S. Army, regarding the assignment of Commander Lynch, C. S. Navy, to Cumming's Point battery.

HDQRS. FIRST MILITARY DISTRICT,
DEPT. OF SOUTH CAROLINA, GEORGIA, AND FLORIDA,
Charleston, S. C., April 8, 1863.

GENERAL: I have the honor to state, in the absence of the brigadier-general commanding, that Commander Lynch will be assigned to the battery at Cumming's Point and the detachment now there will be returned to Fort Sumter. Flag-Officer Ingraham has been notified of this and he will be sent thither upon arrival with all possible dispatch.

I remain, general, very respectfully, your obedient servant,

WM. F. NANCE,
Assistant Adjutant-General.

Brigadier-General THOMAS JORDAN,
Chief of Staff and Assistant Adjutant-General.

Letter from Colonel Gonzales, C. S. Army to Lieutenant Webb, C. S. Navy, regarding the transfer of the steamer Antonica.

CHARLESTON, April 8, 1863.

LIEUTENANT: By order of General G. T. Beauregard you will transfer the steamer *Antonica* for the present to Captain Thayer.

A. J. GONZALES,
*Colonel and Chief of Artillery and Ordnance,
Department of South Carolina, Georgia, and Florida.*

W. A. WEBB,
Lieutenant, Commanding Special Expedition.

[Telegram.]

MORRIS ISLAND, April 9, 1863—2:30 p. m.

I am ordered back to Wilmington, on which the Navy Department seems to apprehend an attack; but I will leave the detachment under the command of Lieutenant Kerr and will not recall it one moment sooner than I can avoid.

W. F. LYNCH.

General R. S. RIPLEY.

[Telegram.]

FORT SUMTER, April 9, 1863.

The following dispatch from the fleet has just been received: "Be there an attack this p. m.?" Question from the *Powhatan* to the *Ironsides*. Answer: "No attack to-day."

JOSEPH A. YATES,
Lieutenant-Colonel.

Captain NANCE,
Assistant Adjutant-General.

[Telegram.]

FORT SUMTER, April 9, 1863.

The following dispatches have been received from the *Ironsides*: 1st. "To Captain G.: A good steamer had better watch Bull's Bay, as it is now the principal approach to Charleston." 2d. "Send rafts."

JOSEPH A. YATES,
Lieutenant-Colonel, Commanding.

A tug has brought in the raft to the nearest ironclad. No other changes.

JOSEPH A. YATES.

The strange raft referred to in this morning's dispatch turns out to be supposed torpedo raft. She is now alongside of one of the monitors in tow of the tug.

JOSEPH A. YATES,
Lieutenant-Colonel.

Captain NANCE.

[Telegram.]

FORT SUMTER, *April 9, 1863.*

The torpedo raft is to be sent in to-night. She is anchored midway between the 2,500 yard buoy and the first ironclad. She is to cast loose by small boats.

JOSEPH A. YATES,
Lieutenant-Colonel, Commanding.

Captain NANCE.

Letter from Brigadier-General Ripley, C. S. Army, to Lieutenant Webb, C. S. Navy, regarding the release of blockade runners by the withdrawal of blockading fleet.

HEADQUARTERS FIRST MILITARY DISTRICT,
DEPT. OF SOUTH CAROLINA, GEORGIA, AND FLORIDA,
Charleston, [S. C.], April 12, 1863.

SIR: I am directed by the brigadier-general commanding to say that, in view of the change in the blockading fleet, all the monitors having left this harbor, you will allow the steamers *Calypso*, the *Antonica*, the *Ella and Annie*, and the *Thistle* to go to sea whenever they choose to sail. You will please communicate this to these vessels.

Very respectfully, your obedient servant,

WM. F. NANCE,
Assistant Adjutant-General.

Lieutenant W. A. WEBB, *C. S. Navy.*

Letter from General Beauregard, C. S. Army, to Captain Tucker, C. S. Navy, proposing a plan for raising the blockade.

HDQRS. DEPT. SOUTH CAROLINA, GEORGIA, AND FLORIDA,
April 13, 1863.

CAPTAIN: Our intention of attacking the enemy's ironclads last night having been disappointed by the departure of his monitors for the south, I beg to propose that we should attempt to destroy the *Ironsides*, just outside of the bar, and raise the blockade, as follows:

To-night, or as soon as practicable, to move out with four or five of our harbor steamboats and blockade runners (burning anthracite coal to avoid making smoke), having each in tow four of the spar-torpedo rowboats; these must be accompanied by the two gunboats, moving in a direction nearly opposite to the supposed position of the *Ironsides*. So soon as the first line of steamers shall have arrived close enough to distinguish well (without itself being seen) the lights or positions of the blockaders, the torpedo boats must be cut loose, the two first on the left to attack the first light, or enemy's vessel, in that direction, the next two the second light, and the third two the third light, etc., toward the right, thus using these torpedo boats as flankers to the gunboats. Simultaneous with this attack, the two gunboats should make at once directly for the position of the *Ironsides*, sinking the latter as soon as practicable.

The small boats will make for the nearest point of shore immediately after their attack, and then retire to the protection of the forts; the

two gunboats will remain outside long enough to effectually raise the blockade in such a way that it can not this time be gainsaid; they should not, however, remain long enough to be overpowered by the return of the enemy's monitors.

With proper precautions in the details of this expedition, I have no doubt, captain, of its entire success. General Ripley, commanding this district, will furnish you all the assistance in his power.

I remain, respectfully, your obedient servant,

G. T. BEAUREGARD,
General, Commanding.

Captain JOHN R. TUCKER,
Commanding Naval Forces Afloat, Charleston, S. C.

Letter from General Beauregard, U. S. Army, to the Secretary of War, regarding the key to the enemy's signals.

SIGNAL OFFICE, *April 13, 1863.*

Have obtained key to signals of enemy. Can read many dispatches of the fleet, but am watchful of deception. Will send you the key.

G. T. BEAUREGARD.

Hon. JAMES A. SEDDON,
Secretary of War.

[Endorsement.]

Respectfully submitted to the President.

J. A. SEDDON,
Secretary of War.

Appointment of Assistant Paymaster Jones, U. S. Navy, as secretary to the commander in chief in Savannah waters.

C. S. [IRONCLAD] STEAMER SAVANNAH,
Savannah River, April 13, 1863.

SIR: By virtue of authority invested in me from the honorable Secretary of the Navy, you are hereby appointed secretary to the commander in chief of the naval forces afloat in the Savannah waters.

You will report to me immediately for duty on board the steamer *Savannah*.

I am, very respectfully, your obedient servant,

R. L. PAGE,
Commanding Naval Forces Afloat.

C. LUCIAN JONES, Esq.,
Savannah, Ga.

[Endorsement.]

Reported April 13, 1863.

R. L. PAGE,
Commanding Naval Forces Afloat.

General order of Commander Page, C. S. Navy, issued to commanding officers of vessels in the Savannah River.

GENERAL ORDERS, }

No. 1. }

C. S. S. SAVANNAH,

Savannah River, April 17, 1863.

1. The regulations of the Navy of the Confederate States, issued by the Secretary of the Navy, dated April 29, 1862, will be enforced by the commanders of all vessels in this squadron.

2. The tender *Firefly* will run between Savannah and the ship while lying below Fort Jackson at the following hours, viz:

Leave Savannah, Exchange Wharf, at 7:30 a. m., returning at 10:30 a. m.; at 5 p. m., returning at 6:30 p. m.

After starting, the boat is not to be stopped by anyone. On returning and arriving she will start from and come to the steamer *Savannah*.

3. The first and second in command of each vessel are not to be absent on liberty at the same time. At this time, when the enemy are threatening an attack, officers should leave their vessels as little as possible. Midshipmen and master's mates will be given permission to leave the ship on liberty only by the commanding officer afloat.

4. All officers are required to be on board at 9 a. m., ready for the general duties of the ship and the service. Officers who have families in the city only will be allowed to be out of the ship all night, unless by special permission of the commanding officer afloat. Where there are two medical officers attached to a vessel, one always to be on board.

5. Four men from each ironclad vessel, and two men from the other vessels, will be allowed liberty each afternoon until the next morning at 8 o'clock (when the place and duties of the service will admit of it).

(This indulgence will only be extended to those who behave themselves, and return promptly at the time specified. A strict and correct liberty and deportment book will be kept by each commanding officer.)

6. Whenever liberty is given to men, they must be furnished with a pass from their commanding officer, stating the time when their liberty will expire.

7. No person will be sent to the hospital without a proper ticket, approved by the commanding officer afloat. Copies of the sick list will be sent to the commanding officer afloat daily.

8. As many of the midshipmen and master's mates as can be spared from duty will repair on board the *Savannah* each day (Sundays excepted) at 10 a. m. for instruction and study in their profession, under such officers as may be designated for that purpose.

9. One boat from each vessel to be at all times fully equipped with arms, oars (ready to be muffled), water, and provisions for three days.

10. Until the 1st of August no boat to be absent after 8 p. m. except on duty; and during the months of August and September, not after sunset, except by permission of the commanding officer afloat. No boat to leave the vessels during meal hours except on urgent duty.

11. Paymasters will have their pay rolls punctually made up to the end of each month, and the officers paid on the last day of each month. Such money as may be ordered for the crews will be paid on the 1st of each month. Three months' pay of the men to be reserved on the books.

12. All requisitions will strictly conform to the prescribed rules, and will be submitted only on Monday of each week (except in case of great urgency). They will be signed by their proper officers and be handed to the secretary afloat, for approval by the commanding officer afloat.

13. Requisitions for clothing and small stores to be made on the 1st of each month; at the same time the men's clothes to be inspected.

14. One month's provisions will be kept on board of each vessel.

15. Clothes will be washed on Mondays, Wednesdays, and Fridays of each week; hammocks on the first and third Monday of each month, at which time the bedding will be spread out to be aired. The preparatory signal will be made the previous evening at sundown.

16. The men will be exercised not less than half an hour each day (Sundays excepted) at the great guns and small arms. The marine guards will be drilled every day (Sundays excepted) under the direction of the marine officers.

17. The attention of officers is especially called to the extravagant prices of all articles of supply, and they are enjoined to practice the greatest economy in every department.

18. It is expected that commanding officers of vessels will cause the above orders to be strictly enforced.

R. L. PAGE,

Commanding Naval Forces Afloat.

[Endorsement.]

The above order sent to all commanding officers.

C. LUCIAN JONES,

Secretary.

Letter from Lieutenant Webb, C. S. Navy, to Lieutenant Dozier, C. S. Navy, transferring his command.

CHARLESTON, S. C., April 18, 1863.

SIR: I am authorized by the honorable Secretary of the Navy to turn over my command to you. You will inform the Department of your assuming command.

Respectfully, your obedient servant,

W. A. WEBB, C. S. Navy,

Commanding Special Expedition.

Lieutenant Wm. G. DOZIER, C. S. Navy.

Report of Lieutenant Dozier, C. S. Navy, requesting the assignment of an older and more competent officer to command expedition.

CHARLESTON, S. C., April 18, 1863.

SIR: Agreeably to your order by telegraph to Lieutenant Webb, C. S. Navy, he has turned over the command of the expedition to me. The organization now consists of eleven officers (most of whom are inexperienced) and forty odd men fit for duty.

If the organization is to be kept up I would respectfully request the Department to place an older and more competent officer in command.

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

W. G. DOZIER,

Lieutenant, C. S. Navy.

Hon. S. R. MALLORY,

Secretary of Navy, Richmond, Va.

Report of Commander Sinclair, C. S. Navy, regarding the grounding of the C. S. S. Atlanta in St. Augustine Creek, Georgia.

C. S. S. ATLANTA,
Savannah River, April 19, 1863.

SIR: In obedience to your order of this date, to inform you of the facts connected with the grounding of this ship in the mouth of [St.] Augustine Creek on the morning of the 3d instant, I respectfully submit the following:

On the 30th of March I received an order from Flag-Officer Tattnall, while lying at Thunderbolt, to proceed with the *Atlanta* under my command to my former anchorage inside of the obstructions in this river, which order I could not attempt to carry out until the morning of the 3d instant, in consequence of the want of water on the various shoals. Upon that day, and on a full spring tide, I started in execution of my instructions, but in passing over a very difficult shoal in a very narrow and crooked part of the channel the ship, in consequence of our great length and proximity to the bottom, failed to answer her helm, grounded, and remained twelve hours, the tide having just turned ebb, and it being impossible to move her until the next flood. I can discover no injury sustained, and but a slight increase of a very bad leak, which she had before, which increase I attribute to the movement of her engine and the water which was thrown into her sponsons by her propeller and now finding its way to the pump well, such being the case upon a previous trip under Commander McBlair.

I am, sir; respectfully, your obedient servant,

A. SINCLAIR,
Commander.

Commander R. L. PAGE,
Commanding Naval Forces Afloat, Savannah, Ga.

Order of Captain Tucker, C. S. Navy, to Lieutenant Dozier, C. S. Navy, regarding preparations for special expedition under his command.

C. S. S. CHICORA,
Charleston Harbor, April 21, 1863.

SIR: You will have the best of your torpedo boats prepared and their crews organized for immediate service. You will call upon the commandant of the station for any assistance you may need from him.

Information just received renders it important that no time be lost.

Very respectfully, your obedient servant,

J. R. TUCKER,
Commander Afloat.

Lieutenant W. G. DOZIER,
Commanding Special Expedition, Charleston, S. C.

Inventory of stores for special service.

— bales of cotton, 31 copper torpedoes, 5 tin torpedoes, quantity of rope, 19 ladders, 31 hammers, 164 large-size wedges, 23 dozen fire

bottles, 21½ dozen acid tubes, 29 iron plates, 3,617 pounds powder, quantity of sulphur, 85 small wedges, 2 graplines, 51 small single blocks, 5 large single blocks, 5 double blocks, 36 tarpaulins, 24 blankets, 6 dark lanterns, 1 keg nails, 59 pistols.

Received the above from Lieutenant Webb, C. S. Navy.

W. G. DOZIER,
Lieutenant, C. S. Navy.

Order of Commander Page, C. S. Navy, to Lieutenant Kennard, C. S. Navy, commanding C. S. S. Isondiga, to proceed to Thunderbolt, St. Augustine Creek.

C. S. [IRONCLAD] STEAMER SAVANNAH,
Savannah River, April 25, 1863.

SIR: You will proceed with the *Isondiga* under your command to Thunderbolt, where you will watch the movements of the enemy.

Should an opportunity occur to attack the enemy of an equal force, or harass him in any way, you will exercise your best judgment in doing so, communicating with me first as to your intentions, provided it can be done without too much delay or embarrassment to your movements.

You are cautioned about sending your boats away from the vessel, except in charge of officers well armed, and then not beyond signal distance.

Boats should be well guarded and hoisted each evening by dark.

Communicate with the commanding officer at Thunderbolt, and act in concert with him in any service in which a land and naval attack might be made together.

Your best judgment and skill may be called into requisition in the discharge of your duty.

Respectfully, your obedient servant,

R. L. PAGE,
Commanding Naval Forces Afloat.

Lieutenant Commanding J. S. KENNARD,
Steamer Isondiga, Savannah River.

Order of Captain Tucker, C. S. Navy, to Lieutenant Dozier, C. S. Navy, to command special expedition.

C. S. S. CHICORA,
Charleston Harbor, April 25, 1863.

SIR: The Secretary of the Navy having ordered the men and officers of the special expedition to remain here, you will take charge of it and organize it as before.

Very respectfully, your obedient servant,

J. R. TUCKER,
Commander Afloat.

Lieutenant W. G. DOZIER, C. S. Navy,
Commanding Special Expedition, Charleston, S. C.

Order of the Chief of Office of Orders and Detail to Commander Page, C. S. Navy, changing the name of the C. S. S. Savannah to Oconee.

C. S. NAVY DEPARTMENT,

Office of Orders and Detail, Richmond, April 28, 1863.

SIR: The Department decides that the name of the C. S. S. *Savannah*, formerly the *Everglade*, shall be changed to *Oconee*.

By command of the Secretary of the Navy:

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,

Commander in Charge, etc.

Commander RICHD. L. PAGE, C. S. Navy,
Commanding, etc., Savannah, Ga.

Order of the Chief of Office of Orders and Detail to Commander Page, C. S. Navy, for the transfer of officers from the C. S. S. Oconee to the C. S. ironclad Savannah.

C. S. NAVY DEPARTMENT,

Office of Orders and Detail, Richmond, May 7, 1863.

SIR: Agreeably to the suggestion contained in your letter of the 23d ultimo, you will be pleased to transfer from the *Oconee* to the ironclad *Savannah* Lieutenant W. Van Comstock, Midshipmen Barron Carter, A. O. Wright, and T. M. Berrien, and Acting Carpenter J. J. Hogan.

By command of Secretary of Navy:

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,

Commander in Charge.

Commander RICHD. L. PAGE,
Commanding Squadron, etc., Savannah, Ga.

Order of Captain Tucker, C. S. Navy, to Lieutenant Dozier, C. S. Navy, regarding special torpedo service.

C. S. S. CHICORA,

Charleston Harbor, May 8, 1863.

SIR: You will have four boats thoroughly equipped for torpedo service; each boat to be manned, officered, and armed, and supplied with cooked provisions for three days.

You will report to Lieutenant W. H. Parker, commanding boat expedition, for duty.

Very respectfully, your obedient servant,

J. R. TUCKER,

Commanding Afloat.

First Lieutenant W. G. DOZIER, C. S. Navy,
Commanding Special Expedition, C. S. S. Stono.

[Endorsement.]

Reported May 8.

WM. H. PARKER,
Lieutenant, Commanding.

Order of the Chief of Office of Ordnance and Hydrography to Commander Page, C. S. Navy, regarding the forwarding of rifle gun for the C. S. S. Atlanta.

C. S. NAVY DEPARTMENT,

Office of Ordnance and Hydrography, Richmond, May 9, 1863.

SIR: The 7-inch rifle, No. 1740 (Reg. No. 40), leaves Richmond for Savannah to-day. This gun is intended to replace 7-inch rifle No. 1641, now mounted as bow gun of the *Atlanta*. The latter you will please place on shore in charge of the ordnance officer to await further orders. Equipments accompanying No. 1740 and not required on board will also be put in store.

Respectfully, your obedient servant,

JOHN M. BROOKE,
Commander in Charge.

Commander R. L. PAGE,
Commanding Naval Forces Afloat, Savannah, Ga.

*Quantity of powder and projectiles on board of C. S. ironclad Atlanta,
May 12, 1863.*

Charges for 7-inch gun:	
16-pound	25
14-pound	100
12-pound	119
Total	244
Charges for 6.40-inch gun:	
12-pound	100
8-pound	121
Total	221
Projectiles for 7-inch gun:	
Percussion shell	100
Fluid shell	17
Cast-iron bolts	64
Wrought-iron bolts	40
Total	221
Projectiles for 6.40-inch gun:	
Percussion shell	60
Time-fuze shell	40
Fluid shell	25
Cast-iron bolts	51
Wrought-iron bolts	49
Stand of grapeshot	17
Canister	17
Total	259
Percussion primers	800
Friction primers	400
Blue lights	25
Signal rockets	25
Ammunition for small arms:	
Maynard-rifle cartridges	700
Musket cartridges	475
Pistol cartridges	800
Percussion caps	700

Small arms:

Maynard rifles	32
Colt's revolvers	32
Le Mat's revolvers	3
Battle-axes	16
Muskets	10
Boarding pikes	19

THOS. B. TRAVERS,
Gunner, C. S. Navy.

Guns on board C. S. ironclad Atlanta.

Caliber.	Name of maker.	Position on ship.	Weight.	Marks on guns.
7-inch rifle.....	Brooke ...	Bow	15,165 pounds.	On face of muzzle, 1641; on right trunnion, VII-in., 1862; on left trunnion, P. A. D. B.; on cascabel, 910.
Do.....	do	Stern	15,162 pounds.	On face of muzzle, 1652; on right trunnion, VII-in., 1862; on left trunnion, P. A. D. B.; on cascabel, 908.
32-pounder rifle....	do	Starboard side..	9,120 pounds..	On face of muzzle, 1610; on right trunnion, J. R. A. & Co., T. F.; on left trunnion, 1862; on cascabel, 1610.
Do.....	do	Port side.....	9,110 pounds..	On face of muzzle, 1587; on right trunnion, J. R. A. & Co., T. F.; on left trunnion, 1862; on cascabel, 1587.

All the guns are single-banded.
Respectfully,

J. W. ALEXANDER,
Lieutenant and Executive Officer.

Captain A. SINCLAIR,
Commanding C. S. S. Atlanta.

Guns on board C. S. gunboat Isondiga.

Caliber.	Name of maker.	Position on ship.	Weight.	No.	Marks on guns.
IX-inch shell.....	.....	Stern .....	.....	3	On right trunnion, B. F. J. P. A.; on left trunnion, 1862; on breech, 9480.
6.4-inch rifle, double-banded.	Brooke ...	Bow .....	.....	.....	On face of muzzle, 1863; on right trunnion, 6.4-in., 1863; on left trunnion, P. A. D. B.; on outer band, T. F., 10330; on cascabel, 120.

Very respectfully,

ÆNEAS ARMSTRONG,
Lieutenant and Executive Officer.

Lieutenant-Commanding JOEL S. KENNARD,
Commander C. S. Gunboat Isondiga.

Letter from Commander Page, C. S. Navy, to Commander Webb, C. S. Navy, transferring command of naval force in Savannah River.

STEAMER OCONEE,
Savannah River, May 13, 1863.

SIR: In obedience to an order from the Office of Orders and Detail, Navy Department, May 9, 1863, I am directed to transfer to you the command afloat on this station.

The vessels are the following, viz: The ironclad steamer *Atlanta*, ironclad steamer *Georgia*, gunboat *Isondiga*, steamer *Oconee*, steamer *Resolute*, and steamer *Firefly* (tender).

The *Isondiga* is now cruising in the waters between [St.] Augustine Creek and Wassaw Sound.

Very respectfully, your obedient servant,

R. L. PAGE,
Commander.

Commander WM. A. WEBB,
Commanding Naval Forces Afloat, Savannah River.

General order of Commander Webb, C. S. Navy, on assuming command in Savannah River.

GENERAL ORDER, }
No. 2. } C. S. S. ATLANTA,
Savannah River, May 13, 1863.

1. The order of the honorable Secretary of the Navy, placing me in command of the naval forces afloat in Savannah River, and having taken command, all orders issued by Commander Page will remain in force and be strictly conformed to.

W. A. WEBB,
Commanding Naval Forces Afloat.

[Endorsement.]

Sent to all commanding officers.

C. LUCIAN JONES,
Secretary Afloat.

Order of General Mercer, C. S. Army, announcing assumption of command of naval forces at Savannah by Commander Webb, C. S. Navy.

Circular.] HEADQUARTERS DISTRICT OF GEORGIA,
Savannah, May 16, 1863.

Commander W. A. Webb, C. S. Navy, having relieved Captain R. L. Page, C. S. Navy, of the command of the naval forces afloat at this point, the provisions of General Order No. 24, from these headquarters, of April 4, 1863, will apply in every particular to Commander Webb.

By command of Brigadier-General Mercer.

GEO. A. MERCER,
Captain and Acting Adjutant-General.

Order of Commander Webb, C. S. Navy, to Engineer McCarthy, C. S. Navy, regarding fuel for the ironclads.

C. S. S. ATLANTA,
Savannah River, May 20, 1863.

SIR: You will keep the C. S. steamer *Resolute* filled with wood (leaving room for 80 or 100 tons of coal to supply the ironclads), and always be ready to move at a moment's notice.

Respectfully, your obedient servant,

W. A. WEBB,
Commanding Afloat.

Third Assistant Engineer J. L. MCCARTHY,
In Charge Steamer *Resolute*.

Order of Commander Webb, C. S. Navy, to Lieutenant Pelot, C. S. Navy, regarding repairs to the C. S. S. Oconee.

C. S. S. ATLANTA,
Savannah River, May 21, 1863.

SIR: You will proceed to city with the steamer *Oconee* and make all dispatch in repairing the smokestack.

You will also render all assistance to Lieutenant Jones in fitting out the C. S. S. *Savannah*.

Respectfully, your obedient servant,

W. A. WEBB,
Commanding Afloat.

Lieutenant Commanding T. P. PELOT,
Steamer *Oconee*, Savannah River.

Report of Commander Webb, C. S. Navy, regarding the arrival of rifle gun for the C. S. S. Atlanta.

C. S. S. ATLANTA,
Savannah River, May 22, 1863.

SIR: The 7-inch gun sent to take the place of the forward gun of this vessel has arrived and will be placed on board this day.

I will send the one taken off to Savannah, to remain there until I receive further orders in relation to it.

I am, respectfully, your obedient servant,

W. A. WEBB,
Commanding Naval Forces Afloat.

Commander J. M. BROOKE,
Office of Ordnance, etc., Richmond, Va.

Report of Commander Webb, C. S. Navy, proposing a plan of offensive operations by the C. S. S. Atlanta.

C. S. S. ATLANTA,
Savannah River, May 22, 1863.

SIR: This vessel will be ready for active offensive operations by the next spring tides, which will be on the 1st of June, and I propose

at that time to take her out by Wassaw Sound and make such attack on the enemy at such places as circumstances may determine.

If this meets with the approval of the Department, I request to be informed of it by telegram or as soon as possible.

She is short of her complement of officers, and I request that another lieutenant may be sent to her to supply the place of Lieutenant Lee, detached.

The *Savannah* will be ready for her crew in two weeks; all the remaining parts of her engine have arrived and will be immediately put up.

To complete her complement of officers she will require another lieutenant, master, one passed midshipman, and two additional engineers.

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

W. A. WEBB,

Commanding Naval Forces Afloat.

Hon. S. R. MALLORY,

Secretary of Navy, Richmond, Va.

Letter from Commander Webb, C. S. Navy, to commanding officers at camps of instruction, regarding conscripts for the Navy.

C. S. S. ATLANTA,

Savannah River, May 23, 1863.

SIR: I have directed Midshipman Goode, who will deliver this letter, to proceed to the camps of instruction near Macon and Atlanta for the purpose of obtaining conscripts for the Navy.

I shall be much obliged if you will afford him such assistance as may be in your power to expedite his orders.

I am, respectfully, your obedient servant,

W. A. WEBB,

Commanding Naval Forces Afloat.

COMMANDING OFFICERS, CAMPS OF INSTRUCTION,

Macon and Atlanta.

Letter from the commandant naval station, Savannah, Ga., to Commander Webb, C. S. Navy, commanding naval squadron, regarding marines for the C. S. ironclad Georgia.

C. S. NAVAL STATION,

Commandant's Office, Savannah, Ga., May 26, 1863.

SIR: I have received your letter of the 25th instant, requesting that a marine guard be attached to the steamer *Georgia*.

There are but 36 marines at present on this station unattached; 26 of these are in a course of drill for the ironclad *Savannah*, leaving but 10 for other service.

These 10, as is the case of those intended for the *Savannah*, are raw conscripts, and had muskets placed in their hands for the first time but three days since. If you wish a guard of 10 men at once for the *Georgia* in their present condition, you can have them, but I suggest the advantage of their remaining in barracks for a short time for the purpose of drill, particularly as the crew of the *Georgia* (all conscripts) have been drilled with small arms as well as great guns.

In a conversation with you a few days since, in regard to the means of increasing the crew of the *Atlanta*, which you thought necessary, I suggested your taking recruits from the *Oconee*, but it is possible that you did not correctly understand me. I will, therefore, repeat here that the *Oconee* was the receiving ship of the squadron and when she was transferred to Commander Page, having, for the want of officers, no means of taking care of the recruits in the *Sampson* (retained by me for a receiving ship), I transferred them with the *Oconee* to the command afloat.

These men are not therefore the crew of the *Savannah* (ironclad), but recruits for the general service, to be transferred where they are first wanted, it having been supposed, however, that, as the crews of the other vessels had been filled up to their supposed maximum, the *Savannah* might require them first.

The *Savannah* is still in my hands, as is the formation of her crew, and you, therefore, interfered with no one in appropriating to the use of the *Atlanta* or any other vessel of your squadron the recruits on board of the *Oconee*.

I am, sir, respectfully, your obedient servant,

JOSIAH TATTNALL,
Captain, Commanding.

Commander W. A. WEBB, C. S. Navy,
Commanding Naval Squadron, Savannah, Ga.

Report of Commander Webb, C. S. Navy, requesting that a marine guard be drilled and sent to the C. S. ironclad Georgia.

C. S. S. ATLANTA,
Savannah River, May 26, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of this date.

I think it would be better, as you suggest, for the marines to remain in barracks until they become better drilled.

As soon as they are sufficiently drilled, I request a guard may be sent on board the *Georgia*.

I am, respectfully, your obedient servant,

W. A. WEBB,
Commanding Naval Squadron.

Flag-Officer JOSIAH TATTNALL,
Commanding, etc., Savannah.

Report of Commander Webb, C. S. Navy, regarding gun from the C. S. S. Atlanta.

C. S. S. ATLANTA,
Savannah River, May 27, 1863.

SIR: I am directed by the Office of Ordnance, etc., to turn over to you the 7-inch gun, with its equipments, etc., taken from this vessel. Will you send me a receipt for them?

I am, respectfully, your obedient servant,

W. A. WEBB,
Commanding Naval Squadron.

Flag-Officer J. TATTNALL,
Commanding, etc., Savannah.

Memorandum of instructions from Commander Webb, C. S. Navy, to Secretary Jones, pending the absence of the former in Wassaw Sound.

[MAY —, 1863.]

If it becomes necessary for me to go over Wassaw Sound, and it appearing that I do not return by St. Augustine Creek, you will inform Commodore Tattnall, and request him, in my name, to have the *Savannah* at the obstructions in the North Channel in case I need any protection or assistance; and in case it becomes necessary to open the north obstructions, you will call upon General Mercer, etc., telegraph the Secretary of Navy, etc.

I wish, also, all the vessels to meet me there with wood and coal and water.

The *Firefly* will continue to keep up communication with the city.

W. A. WEBB.

C. LUCIAN JONES,

Secretary Afloat, Wilmington River.

Request from Commander Webb, C. S. Navy, to Brigadier-General Mercer, C. S. Army, regarding Pilot Fleetwood and the steamer Habersham.

C. S. S. ATLANTA,
Savannah River, May 27, 1863.

SIR: I have been informed by the Secretary of the Navy that the pilot, James Fleetwood, who is under your command, has been ordered to report to me.

As it is of great importance that he should report immediately, I request your earliest attention to this matter.

I have also to request that the steamer *Habersham* be directed to drag the bars and obstructions to-morrow.

I am, respectfully, your obedient servant,

W. A. WEBB,

Commanding Naval Squadron.

Brigadier-General H. W. MERCER,

Commanding Military Department of Georgia.

P. S.—I will send the pilot of the *Atlanta* with the *Habersham* to assist in this duty.

W. A. WEBB.

Order of Brigadier-General Mercer, C. S. Army, to Captain McCrady, C. S. Army, for the dragging of the bars by the steamer Habersham.

HEADQUARTERS MILITARY DISTRICT GEORGIA,
Savannah, May 28, 1863.

CAPTAIN: General Mercer directs that, in compliance with the request of Commander W. A. Webb, C. S. Navy, you will "cause the steamer *Habersham* to drag the bars and obstructions to-morrow."

You will also keep open the obstructions in the South Channel until further orders, for the passage of naval vessels into St. Augustine Creek.

Very respectfully, your obedient servant,

GEO. A. MERCER,
Captain, and Acting Adjutant-General.

Captain J. McCrady,
Chief Engineer.

For the information of Commander Webb.

Letter from Commander Webb, C. S. Navy, to Brigadier-General Mercer, C. S. Army, requesting free passage for naval vessels in the waters of South Channel, St. Augustine Creek, and Wassaw Sound and River.

C. S. S. ATLANTA,
Savannah River, May 28, 1863.

SIR: The steamer *Atlanta* will, after the 30th instant, be anchored below Thunderbolt for some time to come, and it will be necessary for the gaps in the South Channel to be left open.

I have, therefore, to request that you will give the necessary orders to have them kept open, so as to allow the different vessels under my command to communicate with me daily.

I also request that orders may be given to the pickets along the coast not to molest in any way the vessels in passing to and fro.

I will hold myself responsible for any attack that may be anticipated from the enemy by way of the South Channel through [St.] Augustine Creek and Wassaw Sound.

I shall leave the *Georgia* at her present anchorage for the purpose of protecting the obstructions.

I am, respectfully, your obedient servant,

W. A. WEBB,
Commanding Naval Squadron.

Brigadier-General H. W. MERCER,
Commanding, etc., Savannah.

Order of Brigadier-General Mercer, C. S. Army, to Brigadier-General Taliaferro, C. S. Army, for the issuance of orders to pickets to pass navy boats.

HEADQUARTERS DISTRICT OF GEORGIA,
Savannah, May 28, 1863.

GENERAL: General Mercer, commanding district, desires, in conformity with request from the Navy, that you issue orders to your pickets in South Channel, St. Augustine Creek, and Wassaw River and Sound, to pass boats belonging to the Navy to and fro in said waters.

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

W. W. GORDON,
Captain and Assistant Adjutant-General.

Brigadier-General WM. B. TALIAFERRO,
Commanding Brigade.

For the information of Commander Webb.

Order of Commander Webb, C. S. Navy, to Lieutenant Pelot, C. S. Navy, regarding the C. S. S. Oconee.

C. S. S. ATLANTA,
Savannah River, May 28, 1863.

SIR: I will send up a requisition to-morrow for coal, which you will have placed on board the *Oconee* with dispatch, and on Saturday next you will proceed with the *Oconee* to the obstructions and report to me.

Respectfully, your obedient servant,

W. A. WEBB,
Commanding Afloat.

Lieutenant Commanding T. P. PELOT,
Steamer Oconee, Savannah, Ga.

Order of Commander Webb, C. S. Navy, to Lieutenant Kennard, C. S. Navy, regarding requisitions for approval.

Confidential.]

C. S. S. ATLANTA,
Savannah River, May 29, 1863.

SIR: You will have all papers and requisitions for things which may be needed for two weeks to come, and which will require my approval, sent to me on or before the 31st instant.

Respectfully, your obedient servant.

W. A. WEBB,
Commanding Naval Squadron.

Lieutenant Commanding J. S. KENNARD,
Steamer Isondiga.

Order of Commander Webb, C. S. Navy, to Lieutenant Johnston, C. S. Navy, commanding C. S. ironclad Georgia.

C. S. S. ATLANTA,
Savannah River, May 2-, 1863.

SIR: In my absence below the obstructions in the *Atlanta*, you will defend the obstructions to the last extremity.

Respectfully, your obedient servant,

W. A. WEBB,
Commanding Naval Squadron.

Lieutenant O. F. JOHNSTON,
Steamer Georgia, Savannah River.

Report of Commander Webb, C. S. Navy, regarding officers and men for the C. S. ironclad Savannah.

C. S. S. ATLANTA, [May 30, 1863].

SIR: I leave this day for a short trip in the *Atlanta*, and have directed that the officers and men on board of the *Oconee* intended for the *Savannah* be held subject to your order.

I am, very respectfully, your obedient servant,

W. A. WEBB,
Commanding Naval Squadron.

Flag-Officer JOSIAH TATTNALL,
Commanding, etc., Savannah, Ga.

Report of Commander Webb, C. S. Navy, regarding the Pilots Fleetwood and Dallas.

C. S. S. ATLANTA,
St. Augustine Creek, Georgia, May 31, 1863.

SIR: The pilot, James Fleetwood, who was ordered to report to me from the Army, only consented to go with me upon condition that I would place him on the same footing as other pilots.

As his services are indispensable, I informed him I would do so, and I request that he may be discharged from the Army, in order to be employed regularly by the Navy.

He has reported on board, but only as a detailed soldier.

I have also been compelled to increase the pay of Moses Dallas from \$80 to \$100 per month, in order to retain him.

He is a colored pilot, and is considered the best inland pilot on the coast.

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

W. A. WEBB,
Commanding Naval Squadron.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Report of Commander Webb, C. S. Navy, regarding the grounding of the C. S. S. Atlanta in the Savannah River.

C. S. S. ATLANTA,
St. Augustine Creek, Georgia, May 31, 1863.

SIR: I have the honor to inform you that on yesterday I left my anchorage in this steamer above the obstructions in the Savannah River to take advantage of all the highest tides, which last until Tuesday night next, and had proceeded to this point, about one-fourth of a mile above Thunderbolt, when, having passed all the most dangerous shoals and bars, and on making a short turn around a point of marsh, the main steam valve of the forward engine crushed, which entirely disabled the engine, and the tide taking the vessel on the bow swung her into the marsh, where she is at present.

As soon as the engine broke I had the steamers *Oconee* and *Resolute* lashed alongside, with the *Isondiga* ahead, to assist in getting her off, but the united efforts of all three were in vain, as the tide fell too rapidly. I am in hopes of getting her afloat on the tide which makes to-night.

The vessel worked admirably and to my entire satisfaction, and lies perfectly easy, without showing the least sign of straining, and continues to prove her stability.

I have ordered Engineer [E. J.] Johnston to proceed to Columbus and have the valve made anew with all possible dispatch at the naval works, as I know it can be more expeditiously done there than in Savannah.

I regret exceedingly this unfortunate accident, as I hoped to be off Hilton Head day after to-morrow. This accident will delay my intention of attacking the enemy until the next high spring tides.

I will send you a report of the engineer as soon as it can be made out, and will inform you as soon as the vessel is afloat.

I am, etc., your obedient servant,

W. A. WEBB,
Commanding Naval Squadron.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Report of Commander Webb, C. S. Navy, regarding the floating of the C. S. S. Atlanta, without damage.

C. S. S. ATLANTA,
Off Thunderbolt, St. Augustine Creek, Ga., June 1, 1863.

SIR: I informed you yesterday of the accident to the engine of the *Atlanta* and of her being aground a short distance above this point.

I have now the pleasure of informing you that on last night's tide I succeeded in getting her off without the least damage, and have anchored her off this point, where I will remain until the damage to the machinery can be repaired.

While the vessel was ashore, and after the tide fell, which left her in 5 feet [of] water and 3 feet [of] mud, I examined the hull and found that one cause of the vessel leaking was a number of auger holes (twenty-three) $1\frac{1}{4}$ inches in diameter, and several openings in the sponsons. I also found a leak around the propeller post. All these leaks and holes were stopped during the tides, and I am in hopes now she will be quite dry.

I have the honor to be, etc., your obedient servant,

W. A. WEBB,
Commanding Naval Squadron.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Order of Commander Webb, C. S. Navy, to First Assistant Engineer Johnston, C. S. Navy, to proceed on special duty to Columbus, Ga.

C. S. S. ATLANTA,
Off Thunderbolt, Ga., June 1, 1863.

SIR: You will proceed forthwith to Columbus, Ga., and have the main steam valve of the engine made anew at the naval works, using all possible dispatch.

As soon as it is completed you will return to this steamer.

Respectfully, your obedient servant,

W. A. WEBB,
Commanding Naval Squadron.

First Assistant Engineer E. J. JOHNSTON,
Steamer Atlanta, [St.] Augustine Creek.

General order of Commander Webb, C. S. Navy, restricting boats of the squadron from going below Thunderbolt, in St. Augustine Creek.

GENERAL ORDERS, } C. S. S. ATLANTA,
 No. 3. } *Off Thunderbolt, Ga., St. Augustine Creek,*
 June 1, 1863.

1. No boats of the squadron will be allowed to go below Thunderbolt without the officers being well armed, and will not go farther down than 3 miles without special permission from me.

W. A. WEBB,
Commanding Naval Squadron.

[Endorsement.]

Sent to all commanding officers.

C. LUCIAN JONES,
Secretary Afloat.

Order of Commander Webb, C. S. Navy, to Lieutenant Kennard, C. S. Navy, commanding C. S. S. Isondiga, to proceed to Savannah for repairs to that vessel.

C. S. S. ATLANTA,
Off Thunderbolt, June 1, 1863.

SIR: You will proceed with the *Isondiga* under your command to Savannah and have the necessary repairs completed with dispatch, and will obtain a supply of fuel, after which you will return to Thunderbolt.

Respectfully, your obedient servant,

W. A. WEBB,
Commanding Naval Squadron.

Lieutenant Commanding J. S. KENNARD,
Steamer Isondiga.

Order of Commander Webb, C. S. Navy, to Lieutenant Kennard, C. S. Navy, commanding C. S. S. Isondiga, to watch the movements of the enemy in Wassaw Sound, Georgia.

C. S. S. ATLANTA,
Off Thunderbolt, —, 1863.

SIR: You will proceed with the *Isondiga* under your command and cruise in sight of Wassaw Sound to watch the movements of the enemy, and you will inform me by a signal gun if, in your opinion, he intends ascending Wassaw River [Creek], when you will return under the guns of the *Atlanta*.

Respectfully, your obedient servant,

W. A. WEBB,
Commanding Naval Squadron.

Lieutenant Commanding J. S. KENNARD,
Steamer Isondiga, off Thunderbolt.

General order of Commander Webb, C. S. Navy, to commanding officers of vessels regarding their duties.

GENERAL ORDERS, }
No. 4. }

C. S. S. ATLANTA,
Off Thunderbolt, June 3, 1863.

1. All vessels under my command will keep a strict lookout night and day, and will bring to all boats and vessels not belonging to or employed by the Army and Navy.

2. They will examine all papers and passports, and no boat or vessel will be allowed to pass unless their passport is signed by the commanding general.

3. If the passport is correct it will be signed by the boarding officer and sent to the senior commanding officer present for his approval.

4. When two or more vessels of the squadron are together they will perform their duty alternately for twenty-four hours, being relieved each morning at 8 o'clock.

5. The guard vessel for the day will have the guard flag flying and will have a boat ready for boarding.

6. A correct register of all vessels brought to will be kept.

7. All commanders of vessels will inspect quarterly the condition of each vessel under their command, with reference to the completeness of her equipment and the proper stationing of her crew, and report in accordance with the printed forms hereby furnished for that purpose.

8. The first inspection will be made on the 1st of July next.

W. A. WEBB,
Commanding, etc,

COMMANDING OFFICER OF EACH VESSEL.

Letter from Commander Webb, C. S. Navy, to Commander Page, C. S. Navy, forwarding requisition for articles in sailmaker's department.

C. S. S. ATLANTA,
Off Thunderbolt, June 3, 1863.

SIR: I enclose herewith a requisition for articles in the sailmaker's department of this squadron which are absolutely necessary for the health of the men.

I am sure no one knows how much we are in need of them more than yourself, and I hope it will be in your power to fill the requisition as speedily as possible.

I am informed by Sailmaker Beaufort that these articles are in store at Charlotte.

I am, respectfully, your obedient servant,

W. A. WEBB,
Commanding Naval Squadron.

Commander R. L. PAGE,
Commanding, Charlotte, N. C.

Letter from Commander Webb, C. S. Navy, to the Chief of the Office of Orders and Detail, making enquiry regarding the new flag.

C. S. S. ATLANTA,
Off Thunderbolt, June 3, 1863.

SIR: I have received your letter of the 30th ultimo, but have not received the general order directing the manner of making the new flag.*

Am I authorized to raise the new flag?

I am, respectfully, your obedient servant,

W. A. WEBB,
Commanding Naval Squadron.

Commander J. K. MITCHELL,
Office of Orders, etc., Richmond.

Report of Commander Webb, C. S. Navy, regarding the crew of the C. S. ironclad Georgia.

C. S. S. ATLANTA,
Off Thunderbolt, June 4, 1863.

SIR: The suggestions contained in your letter † of the 1st instant respecting the crew of the *Georgia* will be carried out as soon as practicable.

I am, respectfully, your obedient servant,

W. A. WEBB,
Commanding Squadron.

Commander J. K. MITCHELL,
Office of Orders, etc., Richmond.

Letter from the Chief of Office of Orders and Detail to Commander Webb, C. S. Navy, approving his action in the case of Pilots Fleetwood and Dallas.

C. S. NAVY DEPARTMENT,
Office of Orders and Detail, Richmond, June 5, 1863.

SIR: Yours of the 31st has been received.

You are hereby authorized to place Pilot James Fleetwood on the same footing as respects pay, position, etc., as other pilots employed by you.

Your increase of the pay of the colored pilot, Moses Dallas, from \$80 to \$100 is approved.

By command of Secretary of the Navy:

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Commander, in Charge, etc.

Commander WILLIAM A. WEBB, C. S. Navy,
Commanding Squadron, Savannah, Ga.

* See Series I, volume 9, p. 18, for drawing of flag established by act of Confederate States Congress, approved May 1, 1863.

† Not found.

Letter from Major Echols, C. S. Army, to Captain Tucker, C. S. Navy, requesting a transfer of four torpedoes.

C. S. ENGINEERS' OFFICE,
Charleston, June 8, 1863.

I have the honor to request that four torpedoes be transferred to me for an expedition fitting out at Savannah, Ga.

Very respectfully, your obedient servant.

W. H. ECHOLS,
Major, Engineers.

Captain TUCKER,
Commanding.

[Endorsement No. 1.]

Lieutenant Commanding Dozier will please furnish the torpedoes for which this requisition is made.

Your obedient servant,

J. R. TUCKER,
Captain, Commanding Naval Station pro tem.

[Endorsement No. 2.]

OFFICE NAVAL STATION,
Charleston, June 8, 1863.

Received, Charleston, S. C., June 8, 1863, from Captain John R. Tucker, commanding naval station, four torpedoes with fuzes.

W. H. ECHOLS,
Major, Engineers,

Per HOWARD E. VINCENT,
Clerk, C. S. Engineer's Office.

Report of Commander Webb, C. S. Navy, regarding the transfer of the C. S. S. Oconee to the command of Flag-Officer Tattnall, C. S. Navy.

C. S. S. ATLANTA,
Off Thunderbolt, June 9, 1863.

SIR: Flag-Officer Tattnall has shown me a dispatch from you in relation to using the steamer *Oconee* for important service by the Government.

I have therefore this day transferred her, with the two engineers, to his command, in order to expedite the matter without hearing from the Department on the subject.

I have the honor to be, etc., your obedient servant,

W. A. WEBB,
Commanding Naval Squadron.

Hon. S. R. MALLORY.

Order of Commander Webb, C. S. Navy, to Lieutenant Pelot, C. S. Navy, commanding C. S. S. Oconee, to proceed to Savannah and transfer that vessel to the command of Flag-Officer Tattnall, C. S. Navy.

C. S. S. ATLANTA,
Off Thunderbolt, June 9, 1863.

SIR: You will proceed with the steamer *Oconee* under your command to Savannah and report to Flag-Officer Tattnall, and inform him that

you are ordered to turn over to him the steamer *Oconee* and the officers and crew, with the exception of yourself, Assistant Surgeon Ford, and Midshipman Goode, and the men and boys who remain after the crew of the *Savannah* are selected.

After you have delivered the officers and crew and the steamer to Commander Tattnall, you will return with the remainder and take charge of the steamer *Resolute*, lying off Thunderbolt.

Respectfully, your obedient servant,

WM. A. WEBB,
Commanding Naval Squadron.

Lieutenant Commanding THOS. P. PELOT,
Steamer Oconee, off Thunderbolt.

Order of Flag-Officer Tattnall, C. S. Navy, to Commander Webb, C. S. Navy, for the transfer of the entire engineer force with the C. S. S. Oconee.

C. S. NAVY STATION,
Commandant's Office, Savannah, Ga., June 10, 1863.

SIR: It is absolutely necessary that the whole of the engineer department of the *Oconee* should be transferred with her, as their services will be required to put the engines in order at once, and to remain attached to the vessel on her projected voyage.

Be pleased, therefore, to send them up as soon as possible.

I am, respectfully, your obedient servant,

JOSIAH TATTNALL,
Commandant, Savannah Station.

Commander W. A. WEBB, C. S. Navy,
Commanding Naval Squadron, Savannah, Ga.

Report of Commander Webb, C. S. Navy, regarding plan of operations against the blockading fleet off Charleston and Savannah.

C. S. S. ATLANTA,
Off Thunderbolt, St. Augustine Creek, June 10, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of the 5th instant, suggesting my delaying, for the cooperation of the *Savannah*, the movements of the *Atlanta*, and requesting my views.

I hope your information will prove true as regards the near completion of the *Savannah*, as I shall be glad to have her cooperate with me, but in my opinion it is so uncertain when she will be ready for active service that I have determined not to depend on her to act with me, hoping at the same time she may be ready to accompany me at the next full moon tides. I assure you the whole abolition fleet has no terror for me, though the cooperation of the *Savannah* would be of great assistance. I would suggest that the complement of the officers of the *Savannah* be ordered immediately, as it would have some effect in hurrying her completion.

I propose, then, with your approval, to leave in the *Atlanta*, whether the *Savannah* is ready or not, on the next full moon tides, which will be on the 28th instant.

My plan, which seems to me to be feasible (of course, being governed by the weather in a great measure after leaving), is to break up and raise the blockade between here and Charleston, and on returning to look into Hilton Head, damaging the enemy there as much as possible, and then to enter the Savannah River, where I can remain to cut off supplies for Fort Pulaski. After returning from this cruise, I may proceed to the southward as far as Fernandina.

The great importance which I conceive for the safety of this vessel induces me to ask you to use all exertions to have the obstructions in the North Channel opened; it is too hazardous an undertaking, with her draft of water, to pass through [St.] Augustine Creek again. Through the North Channel she could go and come at half tides, and the presence of this vessel there would, in my opinion, have a very important bearing upon the enemy's holding Fort Pulaski.

I would not ask to have the obstructions opened if I thought we would never be injured enough to require repairs, as the vessel could be coaled and provisioned through them, but in case of repairs she must be in some protected place where the workmen will be unmolested.

The opening which is required to be made is at the stern of the *Georgia*, and she will be kept there to guard the channel, and with a stern resistance would, in my opinion, prevent the enemy from passing. I consider this vessel and the *Savannah* would do more to defend Savannah outside than inside the obstructions.

In a conversation with General Mercer I requested him to have this opening made, but he said emphatically it would not be removed by his consent, and that it must be done by higher authority.

To designate my rank as the commander of the squadron, I request that I may be authorized to hoist my flag.

It will be a great source of satisfaction to me to learn that my views are approved by you.

I am, with great respect, your obedient servant,

W. A. WEBB,

Commanding Naval Squadron.

Hon. S. R. MALLORY,

Secretary of the Navy, Richmond, Va.

Report of Commander Webb, U. S. Navy, regarding articles needed for the working of the broadside guns.

C. S. S. ATLANTA,

Off Thunderbolt, June 12, 1863.

SIR: I enclose you a list of articles which have not been furnished by the storekeeper.

Most of them I am aware can not be procured, but the oak plank or heart pine and spikes can be; the use of these articles is very essential to the working of the broadside guns, as the deck in the wake of the gun is so much worn that it takes a long time to get the guns in battery and therefore the working of them is materially damaged.

I am, respectfully, your obedient servant,

W. A. WEBB,

Commanding Naval Squadron.

Flag-Officer JOSIAH TATNALL,

Commanding, etc., Savannah, Ga.

[Telegram.]

CHARLESTON, *June 13, 1863.*

Enemy's ironclads and forces still here, as heretofore reported to Department, excepting a gunboat expedition reported in Altamaha, and one preparing for St. John's River, Florida. I will prepare, far as practicable, for contingencies referred to in Department letter of 10th instant. Please send me any positive information relative to the movements or intentions of enemy.

G. T. BEAUREGARD,
General, Commanding.

General S. COOPER,
Adjutant and Inspector-General.

Order of Commander Webb, C. S. Navy, to Secretary Jones, regarding communications received in the absence of the former.

C. S. S. ATLANTA,
Wassaw River [Creek], June 15, 1863.

SIR: In my absence in the *Atlanta*, you will remain on the *Resolute* and take charge of all papers and communications for the squadron. You will report to me immediately on my return.

Respectfully, your obedient servant,

W. A. WEBB,
Commanding Naval Squadron.

C. LUCIAN JONES,
Secretary, etc.

Report of Flag-Officer Hunter, C. S. Navy, announcing arrival at Savannah, Ga.

SAVANNAH, GA., *June 28, 1863.*

I respectfully report to you that I have this day arrived at this place, in obedience to your order of the 22d instant, received by me at Richmond, Va., on the 23d instant.

I am, with great respect, your obedient servant,

W. W. HUNTER.

Hon. S. R. MALLORY,
Secretary of the Navy.

General order of Flag-Officer Hunter, on assuming command in Savannah River.

GENERAL ORDERS, }
No. 1. }

FLAGSHIP SAVANNAH,
Savannah River, June —, 1863.

1. By authority of the honorable Secretary of the Navy, I hereby assume command of the naval forces afloat in the Savannah River.

2. All regulations and orders now existing will continue in force until otherwise ordered.

3. The national flag adopted by the late Congress will be hoisted on all vessels under my command on the 1st of July next, or as soon thereafter as it can be procured.

4. A regular log book will be kept on all vessels, which will be inspected and approved monthly by the commanding officer of each vessel.

W. W. HUNTER,
Flag-Officer Afloat.

[Endorsement.]

Sent to commanding officer of each vessel.

C. LUCIAN JONES,
Flag-Officer's Secretary.

Letter from the commandant naval station, Savannah, Ga., to Flag-Officer Hunter, C. S. Navy, reporting the completion of the C. S. S. Savannah.

C. S. NAVAL DEPARTMENT,
Commandant's Office, Savannah, Ga., June 30, 1863.

SIR: The ironclad steamer *Savannah* being completed in all respects and ready for service, with the exception of her officers, in which she is deficient, I have the pleasure to transfer her to your command with the wish that her services prove honorable to yourself and advantageous to the Confederacy.

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

JOSIAH TATTNALL,
Commandant, Savannah, Ga.

Commodore W. W. HUNTER, C. S. Navy,
Commanding Naval Squadron, Savannah, Ga.

Letter from Flag-Officer Hunter, C. S. Navy, to the commandant naval station, Savannah, Ga., acknowledging transfer of C. S. S. Savannah.

FLAGSHIP SAVANNAH,
Savannah, June 30, 1863.

I respectfully acknowledge the receipt of your letter of the 30th instant, transferring the ironclad steamer *Savannah* to my command.

Please accept my grateful acknowledgments for the good wishes you have been pleased so courteously to proffer me on the occasion alluded to.

I am, with great respect,

W. W. HUNTER,
Flag-Officer Afloat.

JOSIAH TATTNALL,
Flag-Officer, Commanding Station, Savannah.

Report of Flag-Officer Hunter, C. S. Navy, regarding the various vessels assigned to his command.

FLAGSHIP SAVANNAH,
Savannah River, June 30, 1863.

I have visited and inspected the several vessels composing the squadron, [of] which you have honored me with the command.

The *Savannah* (ironclad), four guns, made her trial trip under steam yesterday. She steamed $6\frac{1}{2}$ miles per hour under 15 pounds pressure of steam; her engine worked well; she steers well; her draft of

water, with coal in, will be 12 feet 6 inches. Her crew and battery are in good discipline and serviceable condition, chiefly owing to the zeal and ability of Lieutenant Pembroke Jones, her first lieutenant.

The *Georgia*, ironclad floating battery (nine guns), Lieutenant Commanding T. P. Pelot, constitutes the chief naval defense at the obstructions below the city, and is moored near them. Her steam power is scarcely adequate to propel her at the slowest rate. Her battery is in serviceable condition and the crew well drilled at her battery, and are in good discipline.

Their term of service will expire on the 4th day of July next. I have importuned them to reenter; they have not yet responded. I will hold them till I hear the pleasure of the honorable Navy Department on the subject, as I conceive it necessary for the defense of this place.

The *Isondiga* (gunboat), two guns, Lieutenant Commanding J. S. Kennard, is in good order and discipline.

The steamer *Resolute*, Midshipman Goode, is used as a transport and tender and for the residence of the crew of the *Savannah*. The extreme heat of the *Savannah* renders it necessary to the health of the crew. She is also used as a receiving vessel, and is kept alongside of the *Savannah*.

The *Firefly* is a small steam tender in charge of a pilot; she is very serviceable.

It is my duty to represent to you the great necessity of furnishing officers for my command at the earliest period. The description of men composing the crews of the vessels here require energetic and intelligent officers. Lieutenant Pembroke Jones, first lieutenant of the *Savannah*, would be a very suitable officer to command her; he has, however, asked for a medical survey and may not be available. The only other lieutenant attached to the *Savannah* is Mr. [Van] Comstock; she is therefore now without the services of lieutenants.

I would, therefore, ask for two lieutenants and a master or passed midshipman for the *Savannah*. For the *Georgia*, I would ask an officer of experience and ability to command her, and two lieutenants, a master or passed midshipman, and one engineer.

For the *Isondiga* (gunboat), one master or passed midshipman.

I would respectfully submit for your consideration that I may be vested by you with authority to make acting appointments of master's mates, subject to your approval, should the exigencies of the service require it within my command.

I am, with great respect, your obedient servant,

W. W. HUNTER,
Flag-Officer Afloat.

Hon. S. R. MALLORY,
Secretary of the Navy.

Correspondence regarding the reenlistment of the crew of the C. S. ironclad Georgia.

Report of Lieutenant Pelot, C. S. Navy, commanding C. S. ironclad Georgia.

C. S. S. GEORGIA,
Savannah, July 1, 1863.

SIR: I have the honor to report that, in obedience to your order, I have this day made known to the crew of this vessel the pleasure of the

Navy Department on the subject of reenlistment in the Navy, and ascertained that there are no men on board who will voluntarily reenter the naval service for the war under the terms specified by the Department.

The following-named persons of the crew have signified their willingness to reenter the service under the following terms, viz, to receive all pay now due them; to be paid off every month, as long as they remain in the service, and to receive immediately thirty days' furlough to visit their families:

E. G. Murphy, first-class fireman; J. C. Nichols, coxswain; John Cleveland, ship's steward; S. H. Boon, ship's corporal; J. M. Moore, landsman; James Wood, first-class fireman; W. Bailey, ordinary seaman; O. S. Leavy, seaman; John Yergin, first-class fireman; E. Newton, carpenter's mate; W. R. Shelton, seaman; T. F. Norris, landsman; W. F. Buchanan, captain of afterguard; Joseph Lynn, ward-room steward.

I have reason to suppose that in a few days, or as soon as they hear from their friends, the majority of the crew will reshipe under the same terms.

In behalf of the crew, I would respectfully recommend these terms to the favorable consideration of the Department; especially that they be granted a month's leave and all their pay, as otherwise their time and money would not be sufficient for them to fulfill their purposes.

I am, very respectfully, your obedient servant,

THOS. P. PELOT,
Lieutenant, Commanding.

Flag-Officer W. W. HUNTER,
Commanding N. Forces Afloat, Savannah, Ga.

Report of Flag-Officer Hunter, U. S. Navy.

SAVANNAH, GA., July 9, 1863.

SIR: A writ of habeas corpus has been served on the commanding officer of the *Georgia* for the discharge of one of her crew, which will determine a precedent to discharge the whole of this crew, who are a body of well-drilled men and constitute a very important part of my naval defense here.

I have directed the writ to be obeyed in the case of the man alluded to, and I have placed the case in charge of Judge Nichols, district attorney for the Confederate States at this place.

I ask your approval of this act, and also direction for my action in the case of the *Georgia* crew.

I have the honor to be, with great respect, your obedient servant,

WM. W. HUNTER,
Flag-Officer, Commanding Afloat.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Letter from the Secretary of the Navy to Flag-Officer Hunter, U. S. Navy, granting authority to employ the district attorney in the interests of the Navy Department.

RICHLAND, July 10, 1863.

You are authorized to employ the district attorney to defend the interests of the Navy Department in the habeas corpus case of the

Georgia's crew. The *Atlanta's* crew has been duly exchanged. Will they be enough for the *Georgia* without the volunteers from the Army?

By command of the Secretary of Navy:

JOHN K. MITCHELL,
Commander, etc.

Flag-Officer W. W. HUNTER.

[Telegram.]

SAVANNAH, GA., *July 16, 1863.*

The writ of habeas corpus in the case of one of the crew of the *Georgia* has been decided against the Government. This, as a precedent, will cause most of the crew to be discharged.

W. W. HUNTER,
Flag-Officer, Commanding Afloat.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Report of Flag-Officer Hunter, C. S. Navy.

SAVANNAH, *August 6, 1863.*

A number of the men of the C. S. battery *Georgia* I have induced to reenter for the war, whilst their case was under trial for a discharge by writ of habeas corpus. I have given them leave of absence for two weeks. Will you please inform and direct me, if, by law, I should not allow each of these men, on their return to the *Georgia* \$50 bounty?

I am, very respectfully,

W. W. HUNTER,
Flag-Officer, Commanding Afloat.

Hon. S. R. MALLORY,
Secretary of the Navy.

Letter from the enlisted men to Lieutenant Dozier, C. S. Navy, commanding special expedition requesting service on torpedo boat.

HEADQUARTERS SPECIAL EXPEDITION,
Charleston, July 2, 1863.

SIR: We, the undersigned, sailors of your command, having served under you as our chief commander since the 24th April, do hereby solicit your influence as in regard of keeping our small party together under your command. We all feel perfectly satisfied so long as we remain under you, but do not wish to be placed with the *Stono's* crew. We have understood that we were kept here for the purpose of manning the new torpedo boat, which is now building, and it is our wish to be placed on board of her, and you as our commander. We have submitted to the selection that was made, when there was every prospect of making money, by running the blockade in the C. S. steamer *Stono*. We were then satisfied to serve for our small sum of money, which was allowed us by Government. And now, sir, there is some hopes of this new boat being finished pretty shortly, and we earnestly

solicit your influence as regards to keeping us together for that boat. We do hope, sir, that you will take notice of this note, and lend us your aid and that of your officers.

Most respectfully, your obedient servants,

WILLIAM MOTHERSEAD,
BARTLETT A. GRIMES,
A. S. MEEKINS,
AUGUSTUS ELEISON,
WILLIAM H. CLAPDORE.

Lieutenant W. G. DOZIER.

Report of Flag-Officer Hunter, C. S. Navy, requesting the assignment of an experienced officer to the command of the C. S. ironclad Georgia.

FLAGSHIP SAVANNAH,
Savannah River, July 2, 1863.

I had the honor to write you on the 30th ultimo, earnestly asking for officers needed for my command.

I am constrained to ask your earliest notice of my request, and more especially that an experienced and intelligent officer may be sent to me for the command of the *Georgia*, ironclad battery. Such an officer, I doubt not, would have been able to have induced the willing reentering of her present crew, who are a good body of men and well drilled to her battery; these are conscripts from the Army, principally from Georgia; have served a year in the naval service, and allege that they were promised their discharge at the expiration of that period.

I found Lieutenant-Commanding T. P. Pelot (who is a young lieutenant) in command of the *Georgia*; considering the character of the crew, and the importance of the command, I believe Lieutenant Pelot may be more appropriately placed elsewhere, and an officer such as I have described be placed in command of the *Georgia*.

I am, with great respect, your obedient servant,

WM. W. HUNTER,
Flag-Officer Afloat.

Hon. S. R. MALLORY,
Secretary of the Navy.

Order of the Secretary of the Navy to Flag-Officer Hunter, C. S. Navy, giving authority for the appointment of master's mates.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, July 6, 1863.

SIR: Your letter of the 30th ultimo has been received.

You are hereby authorized to appoint master's mates for your vessels should their services be required, subject to the approval of this Department. It may afford an opportunity of promoting deserving men.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Flag-Officer W. W. HUNTER, C. S. Navy,
Commanding Afloat, Savannah, Ga.

[Telegram.]

RICHMOND, [July 6], 1863.
(Received at Savannah 7th.)

Seventy-four of the *Atlanta* crew have left here for your command.

J. K. MITCHELL,
Commander, in Charge.

W. W. HUNTER, C. S. Navy.

Report of Brigadier-General Ripley, C. S. Army, covering the operations of the troops under his command July 8 to 20, 1863, inclusive.

HEADQUARTERS FIRST MILITARY DISTRICT,
Charleston, S. C., July 22, 1863.

GENERAL: I have the honor to submit the following report of the daily occurrences of my command, commencing on the 8th instant, on which day the enemy's ironclad fleet appeared off the bar, and his force of transports at sea and in the Stono River was largely increased, indicating the renewal of the attack on the approaches of the city of Charleston. With the limited force at my command, such measures as could be taken to guard the salient points of attack, the south end of Morris Island and James Island, were ordered and directions given for the disposition of troops ordered by the commanding general for reinforcements.

On the 9th, the enemy landed a strong force on Battery Island and unmasked works on Little Folly, bearing upon our positions at the south end of Morris [Island]. The works at that point were from various causes incomplete, and from want of transportation the arrival of reinforcements was tardy.

Endeavors were made to strengthen our position on Morris Island, but, from lack of force, no great improvement was accomplished.

On the morning of the 10th the enemy opened a heavy fire upon our positions from Little Folly with from twenty to thirty long-range guns, which he had placed in battery during the night. Soon after, four monitors took position to the northeast of the position, enfilading it, and taking some of the batteries in reverse. Our troops defending were composed of the Twenty-first South Carolina Volunteers, under Colonel R. F. Graham; two companies of the First South Carolina Artillery, under Captains J. C. Mitchel and J. R. Macbeth, and a detachment of the First South Carolina Infantry, under Captain Charles T. Haskell, in all about 700, with the following artillery placed in position in detached batteries along the shore, to command the beach and the crossing from Little Folly, viz, three VIII-inch navy shell guns, two VIII-inch seacoast howitzers, one rifled 24-pounder, one 30-pounder Parrott, one 12-pounder Whitworth, and three X-inch seacoast mortars, in all eleven pieces.

There were on Morris Island, besides two companies of artillery, under Captains Chichester and Mathewes, the garrison of Battery Wagner, and one at Battery Gregg, under Captain Lesesne, all the artillery under Lieutenant-Colonel Joseph A. Yates, First South Carolina Artillery. After about three hours furious shelling from the enemy, to which our guns steadily replied, a large number of barges filled with troops came up Little Folly River, and under cover of their

fire succeeded in effecting a landing at Oyster Point and the main shore of Morris Island. The enemy advanced immediately, driving back our inferior force of infantry, and succeeded in expelling our troops from the south end of Morris Island, and capturing the artillery above-named, with its munitions. This was not effected without a severe struggle, in which we lost 294 killed, wounded, and missing, among whom I mention with especial regret the following officers: Captains Cheves and Haskell and Lieutenant Bee, who had rendered important service previous to and behaved with distinguished gallantry in the engagement.

The first reinforcements, Nelson's Seventh Battalion, South Carolina Volunteers, arrived at the close of the action, and could only assist in covering the retreat, which was made under the flank fire of the monitors to Battery Wagner, where our troops were formed to resist further advances, and the guns of which opened on the pursuing enemy. Fort Sumter and Battery Gregg also opened fire, and put a stop to their proceedings for the day.

In the evening Battery Wagner was reinforced by Colonel Olmstead's command of Georgia troops, and the garrison kept on the alert for defending it against an attack. This occurred at dawn on the 11th, when the enemy advanced upon the work in two columns and made a desperate assault, which was gallantly and decidedly repulsed, with a loss to the enemy which may safely be estimated at over 800 men. Our burying parties interred over 100 inside of our lines, and 130 were taken prisoners.

Our loss was 1 officer and 5 privates killed, and 1 officer and 5 privates wounded. The enemy on land remained comparatively quiet during the day, being engaged burying his dead and strengthening his position. Three monitors and three wooden gunboats engaged and bombarded the fort.

On the 12th, Brigadier-General Hagood took command of the positions on James Island. Brigadier-General Taliaferro was assigned to the command of the works on Morris Island. The armament of the fort was increased by four 12-pounder howitzers under Captain De Pass and Lieutenant Waties, and two 32-pounder carronades on siege carriages. The enemy's shot took effect on the steam scow *Manigault*, lying at a partially constructed battery at Vincent's Creek, disabling the scow and scattering the workmen. Battery Wagner was shelled by the enemy's fleet continuously during the day. One monitor took a position to the northward, apparently to enfilade the rear of the work. Lieutenant-Colonel Yates ordered Battery Gregg to open rapidly, which it did, driving the monitor off, apparently severely injured, as she transferred her crew at once to one of the gunboats.

On the 13th, under the able supervision of Brigadier-General Taliaferro, continued preparations were made against a renewed attack. The Twenty-first South Carolina Volunteers and two companies of the First South Carolina Artillery were relieved by the Fifty-first North Carolina and a detachment of Georgia Artillery under Captain Buckner. The land operations of the enemy consisted in erecting batteries and protections, in which they were interrupted by the fire from Fort Sumter and Battery Gregg. The gunboats and monitors kept up a continued shelling throughout the day, with but slight intermissions, when they had suffered from the fire of the sea fronts of Wagner and Gregg. In the evening the enemy succeeded in setting fire to the wreck of the steam scow *Manigault* in Vincent's Creek.

On the 14th two regiments, under Brigadier-General A. H. Colquitt, arrived, which were sent to James Island to reinforce Brigadier-General Hagood's command. Brigadier-General Clingman's command, consisting of the Eighth, Thirty-first, Fifty-first, and Sixty-first North Carolina regiments, had arrived the previous day, and, with the exception of the Fifty-first, were stationed on James Island.

The enemy's wooden gunboats shelled Battery Wagner during the day at long range. During the night Brigadier-General Taliaferro threw out a party 150 strong, under Major Rion, of the Seventh South Carolina Battalion, which drove in the enemy's pickets from his rifle-pits, extending across the island about three-quarters of a mile from Battery Wagner, back upon his main supports, inflicting a considerable loss, with but small upon our part.

On the 15th, the enemy landed troops in force on Morris Island, and there were indications of a renewal of the assault on the fort. The frigate *Ironsides* had crossed the bar on the night of the 14th. During the day the enemy was strengthening his position, our troops being engaged in repairing damages and replying to the enemy's monitors, gunboats, and sharpshooters. The Charleston Battalion, under Lieutenant-Colonel P. C. Gaillard, relieved the Seventh Battalion and three companies of the Twentieth Regiment South Carolina Volunteers; Lieutenant-Colonel J. C. Simkins, First South Carolina Infantry, relieved Lieutenant-Colonel J. A. Yates, in command of the artillery on Morris Island; Captain Adams' Company of First South Carolina Infantry relieving Captain Chicester's company of artillery. Brigadier-General Hagood made a reconnoissance of the enemy in his front on James Island.

On the morning of the 16th, in accordance with instructions, Brigadier-General Hagood advanced against the enemy from his headquarters near Secessionville, James Island, driving in the enemy's pickets on his left, and making an advance against that portion of their force. Two columns made the attack, one led by Brigadier-General A. H. Colquitt and the other by Brigadier-General Hagood in person. The enemy was protected by the fire of his gunboats in Stono and Little Folly rivers. Brigadier-General Hagood succeeded in driving the enemy, about 2,000 in number, from James Island, and inflicting upon him a serious loss in killed and wounded, capturing 14 negroes belonging to the Fifty-fourth Massachusetts Regiment. Not the least important of these operations was the engagement with the sloop-of-war *Pawnee* by two sections of Napoleon guns, under command of Lieutenant-Colonel Del. Kemper, in which the steamer was injured and forced to retire. General Hagood's loss was 3 killed, 12 wounded, and 3 missing. The enemy withdrew entirely from James Island to Battery Island, when General Hagood advanced his pickets, and the ground has been held to the present date, 22d July.

At Battery Wagner and on Morris Island, our troops continued their works of repair, subject to a continued shelling from gunboats and monitors at long range.

On the 17th, the enemy's vessels all disappeared from the Stono and his troops were concentrated on Little Folly and Morris islands. Firing from the enemy's fleet and land batteries was kept up during the day on Battery Wagner, which interfered seriously with the transportation to Cumming's Point. This has had ever since to be carried on at night.

On the night of the 17th, the Thirty-first North Carolina Regiment relieved Colonel Olmstead's command of Georgia troops, and Captain Cowan's company of the Twentieth South Carolina Volunteers.

The work of repair and preparation was proceeded with during the night, and at daylight on the 18th the enemy's land and sea batteries opened a *feu d'enfer* upon the devoted work. The practice was rapid in the extreme, from the *Ironsides*, from the monitors, and from all the wooden gunboats which, without exposing themselves, could get the range. According to Brigadier-General Taliaferro's estimate, over 9,000 shot and shell were thrown, but as if by the special interposition of Providence our loss was slight. Indications of an assault at dusk were apparent, and the guns of Sumter and Battery Gregg were in preparation to open fire over Battery Wagner, on the columns of the enemy. Brigadier-General Hagood was relieved from the command of James Island, to be in readiness to support or relieve Brigadier-General Taliaferro, and Colonel Harrison's Thirty-Second Regiment of Georgians proceeded to the reinforcement and relief of the garrison. While in passage the assault commenced, which was bravely met and repulsed with terrific slaughter on the part of the enemy by the heroic garrison and its commander, Brigadier-General Taliaferro, who directed all the operations until the final repulse.

In his report the details of the assault and its repulse are set forth, and I can not do more or better than to second his commendations of those brave officers and men who stood the tempest of shot and shell and sent back the columns of the enemy from their work, with a loss which may safely be computed at about 3,000 in killed, wounded, and prisoners. Brigadier-General Hagood, with Colonel Harrison's regiment, assisted in the final repulse of a party who had made a lodgment in the southeastern salient of the battery.

The carnage of the enemy in the confined space in front of Battery Wagner was extreme. The ditch and glacis were encumbered with the slain of all ranks and colors, for the enemy had put the poor negroes, whom they had forced into an unnatural service, in front, to be, as they were, slaughtered indiscriminately. The white colonel who commanded them fell, with many officers of the regiment, the Fifty-fourth Massachusetts, and the colors under which they were sent to butchery by hypocrisy and inhumanity fell dragged in the blood and sand in the ditch, a mournful memorial of the waste of industry.

This result was not accomplished without a loss on our part of brave officers and men, though of those who in the struggle battled for the right, the proportion who fell was far less than that of the enemy.

In this engagement our loss in killed, wounded, and missing, was 174. Among the officers whose loss we have to lament, and whose position and services entitle them to special mention, were Lieutenant-Colonel J. C. Simkins, of the First South Carolina Infantry; Captain William H. Ryan, Charleston Battalion; Captain W. T. Tatom, First South Carolina Infantry, who were killed; and Major David Ramsay, of the Charleston Battalion, who was severely wounded. Other gallant officers and soldiers fell, whose names are mentioned in the reports of their several commanders, and whose memories should be cherished by a grateful country. While the assault on Battery Wagner was progressing, Battery Gregg, under Captain Lesesne, and the batteries of Fort Sumter, under Colonel Alfred Rhett, kept up a continuous

fire upon the ground over which the enemy advanced, until Brigadier-General Taliaferro advanced his pickets to the front, when they ceased and the narrow field of battle was quiet for the night.

Brigadier-General Taliaferro, who had been in command and on trench duty for five days, was relieved in the morning by Brigadier-General Hagood.

This report, ending with the second repulse of the enemy from Battery Wagner, will be continued from that time. The operations of the enemy from that date, within the limits of my command, have changed their character. In closing it, I have the honor to express my high appreciation of the distinguished services of Brigadier-General Taliaferro, who commanded the troops in Battery Wagner with great ability and gallantry, and repulsed the memorable assault of the 18th, and of the excellent conduct of Brigadier-Generals Hagood and Colquitt, as evinced in the attack on the enemy's position on the 16th. Besides these, Colonel Graham, Twenty-first South Carolina Volunteers; Colonels Olmstead and Harrison, of the Georgia Volunteers; Lieutenant-Colonel P. C. Gaillard, Charleston Battalion; Lieutenant-Colonel Yates, Captains J. C. Mitchel, Lesesne, First South Carolina Artillery; Captains Chichester, Mathewes, Buckner, Dixon, De Pass, and Lieutenant-Colonel Harris and Captains [W. M.] Ramsey and Barnwell, engineers, deserve special consideration for their gallant and valuable services.

The Signal Corps, under Lieutenant Markoe, have been actively employed, and that officer has reported Sergeant J. E. Edgerton, Privates W. S. Lance, E. H. Martin, W. D. Du Barry, A. Grimball, and F. K. Huger, for zeal and gallantry in performing their duties under the heavy and continuous fire of the enemy.

During this period of anxiety and activity, the officers serving upon the district staff have performed their duty in such manner as to enable me to rely with confidence upon their further exertions during the continuance of the contest. I feel it proper to refer with special commendation to Captain William F. Nance, assistant adjutant-general, whom I have more than once recommended for promotion, and whose services become steadily more valuable as they become more arduous. I have also to express my satisfaction with the manner in which their respective and laborious duties have been discharged by Majors Motte A. Pringle and C. H. Suber, quartermasters, and Captain C. C. Pinckney, ordnance officer; Captain B. H. Read, assistant adjutant-general, and Lieutenant Schnierle, assistant aid-de-camp, were present and actively engaged in the operations of the 16th. Lieutenants Rogers and Wagner, aids-de-camp, have been continuously employed.

I have to acknowledge the services of Major J. Motte Middleton and Captain Thomas D. Eason, upon my personal staff.

The limits of this report are such that it may be that many things are omitted which should be mentioned to the credit of many meritorious officers, and these I will endeavor to mention in a supplement.

Accompanying are the reports of Colonel R. F. Graham of the action of the 10th instant, and of the assault on the morning of the 11th; of Brigadier-General Taliaferro, of the operations of the troops on Morris Island, from the 13th to the 19th instant, inclusive; of Brigadier-General Hagood, of the engagement with the enemy's pickets on James Island, and with the *Pawnee* in the Stono; of Lieutenant Markoe, signal officer, and of all subordinate commanders.

I also enclose tabular lists of the killed, wounded, and missing, and list of prisoners captured during the period of this report.

Very respectfully, your obedient servant,

R. S. RIPLEY,

Brigadier-General, Commanding.

Brigadier-General THOMAS JORDAN,

Chief of Staff.

[Endorsement.]

HDQRS. SOUTH CAROLINA, GEORGIA, AND FLORIDA,
Charleston, S. C., August 1, 1863.

Respectfully forwarded for the information of the War Department. I see but little to add to this clear and full report of recent operations in this quarter, submitted by the commanding general of this district, whose disposition of troops and general conduct of the responsible duties entrusted to him, I beg to commend to the special notice of his Excellency the President.

In connection, however, with this relation of events between the 9th and 19th ultimo, I beg to call attention to my letters to the Secretary of War of the 10th May and 20th July, and one to General Cooper, adjutant and inspector-general, dated June 15, as containing information assential for a proper knowledge of the situation.

I beg leave also to express my high appreciation of the gallant conduct of the officers and men engaged, especially those mentioned by Brigadier-Generals Ripley and Taliaferro, and by subordinate commanders.

The conduct of Brigadier-General Taliaferro during the operations of the 18th July, and the assault on Battery Wagner that night, can not be too highly commended. Lieutenant-Colonel D. B. Harris, chief engineer, present on that occasion, behaved in the emergency with characteristic and conspicuous coolness, energy, and professional skill. He aided materially to repulse the enemy. Accompanying are the following papers, viz:

Report of Brigadier-General Taliaferro and subordinate commanders, marked "A;" report of Colonel R. F. Graham and subordinate commands, marked "B;" report of Lieutenant F. Markoe, commanding Signal Corps, marked "C;" list of officers and men captured by our forces on Morris Island, marked "D;" papers relative to exchange of wounded prisoners, marked "E," and list of negro prisoners, marked "F."

G. T. BEAUREGARD,

General, Commanding.

Letter from Flag-Officer Hunter, C. S. Navy, to the Chief of Office of Orders and Detail, regarding certain of the crew and marines of the late C. S. S. Atlanta.

SAVANNAH, GA., July 9, 1863.

Yesterday Lieutenant L. R. Hill, C. S. Navy, and Master Wiatt, C. S. Navy, brought certain of the crew and marines of the late C. S. S. *Atlanta* to this place, which were delivered to my command by Lieutenant Hill, viz, 33 in number; on the route to Savannah 10 absented themselves.

On the arrival at Savannah of the detachment, before being delivered to me, 30 absented themselves. I am now endeavoring to find these.

I need officers so much that I would ask the attention of the honorable Navy Department to my application in this respect, and also its authority to appoint master's mates and such inferior officers, subject to its approval, as the exigencies of the present service demand.

I am, very respectfully,

W. W. HUNTER,
Flag-Officer Afloat.

Commander J. K. MITCHELL,
Office of Orders and Detail.

[Telegram.]

CHARLESTON, *July 9, 1863.*

The enemy have appeared off the harbor—four monitors and twenty-eight other vessels. Will you send me as many officers and men as you can spare to assist in the contemplated attack?

J. R. TUCKER,
Captain, Commanding Afloat.

Flag-Officer TATTNALL.

Order of Flag-Officer Hunter, C. S. Navy, to Lieutenant Kennard, C. S. Navy, commanding C. S. S. Isondiga, to report for duty at Charleston, S. C.

SAVANNAH, GA., *July 10, 1863.*

SIR: You will proceed forthwith to Charleston, S. C., with Lieutenants Oliver and Hill, Assistant-Surgeon Ford, First Engineer G. W. City, Second Assistant Engineer Leavett, Third Assistant Engineer T. A. Menzies, Midshipman Wright, and 50 men, and report to Captain J. R. Tucker, commanding afloat, for duty.

Respectfully, your obedient servant,

W. W. HUNTER,
Flag-Officer, Commanding Afloat.

Lieutenant Commanding J. S. KENNARD,
Steamer Isondiga, Savannah, Ga.

Order of the Secretary of War regarding the transfer of Lieutenant Gwathmey, C. S. Navy.

ADJUTANT AND INSPECTOR GENERAL'S OFFICE,
Richmond, July 10, 1863.

SPECIAL ORDERS, }
No. 163. }

* * * * *

Lieutenant Gwathmey, C. S. Navy, now serving with the Army, will proceed without delay to Savannah, Ga., and report to Flag-Officer W. W. Hunter, commanding naval squadron, etc., for assignment to duty.

By command of the Secretary of War:

JNO. WITHERS,
Assistant Adjutant-General.

Flag-Officer W. W. HUNTER.
(Through Secretary of Navy.)

Letter from General Beauregard, C. S. Army, to Captain Tucker, C. S. Navy, regarding the urgent necessity of destroying the enemy's iron-clads.

HDQRS. DEPT. SOUTH CAROLINA, GEORGIA, AND FLORIDA,
Charleston, S. C., July 12, 1863.

CAPTAIN: The presence of the enemy's monitors within the bar eminently endangers our works on Morris Island, the holding of which is so vital to the defense ultimately of Fort Sumter. It has, therefore, become an urgent necessity to destroy, if possible, part or all of these ironclads, and may not this be done with means at our disposition?

The State gunboat and the torpedo ram, I am assured, can be speedily made ready to move with efficiency by steam, though unmailed. These and such of the steamers of light draft, like the *Juno*, if provided with the spar torpedo contrivance, together with the flotilla of iron boats already prepared for the service, could make nightly attempts to destroy one or more of the monitors; an event which I need not say would be of incalculable importance to the defense intrusted to us.

To dislodge these monitors without endangering our own ironclads, which should, if possible, be held in reserve as a part of the defense of the inner harbor in an emergency, I repeat, ought to be effected, if possible, without loss of one hour that may be avoided.

Respectfully, your obedient servant,

G. T. BEAUREGARD,
General, Commanding.

Captain J. R. TUCKER,
Commanding C. S. Naval Forces Afloat, Charleston, S. C.

[Telegram.]

CHARLESTON, S. C., July 13, 1863—5 p. m.

I telegraphed yesterday. Enemy to-day is still active, and erecting batteries of heavy guns on middle of Morris Island. Five monitors, three gunboats, and two mortar boats shelled at long range Batteries Wagner and Gregg on northern end of Morris Island, part of the day, but thus far with little effect and very few casualties. One monitor went off, apparently disabled; four still left. *Ironsides* is outside of bar.

Clingman's brigade has arrived; part of Colquitt's is on way from Wilmington.

G. T. BEAUREGARD.

JEFFERSON DAVIS,
President Confederate States, Richmond.

Letter from Flag-Officer Hunter, C. S. Navy, to Captain Tucker, C. S. Navy, requesting the return to Savannah of officers on temporary service at Charleston, S. C.

SAVANNAH, GA., July 14, 1863.

SIR: On your urgent call on me for part of my command, I felt constrained to dispatch to you a force of officers and men for temporary service to meet the then temporary emergency at Charleston.

In doing so, I have to inform you that the detachment was transferred to you solely for the emergency alluded to. You will therefore please cause the return of these to this station at the earliest moment their services can be dispensed with, I having taken from the efficiency of my command here that you should be, under the circumstances, temporarily strengthened, not what I could spare, for I could not spare any.

I have therefore to request that such of the officers and men (with their arms) alluded to as are not imperatively needed be at the earliest moment returned to my command.

I am, respectfully,

W. W. HUNTER,
Flag-Officer, Commanding Afloat.

Captain J. R. TUCKER,
Commanding Afloat, Charleston, S. C.

Letter from the Chief of Office of Orders and Detail, to Flag-Officer Hunter, C. S. Navy, regarding assignments of officers and the filling of vacancies.

OFFICE OF ORDERS AND DETAIL,
C. S. Navy Department, Richmond, July 15, 1863.

SIR: Your letters of the 30th ultimo (with list of officers) and 1st, 2d, and 11th instant have been received.

Please have a list of officers, etc., made out and forwarded to this office in strict conformity with the third paragraph of circular of 21st April, 1863.

Commander R. F. Pinkney and Lieutenants L. R. Hill and William E. Hudgins have been ordered to the *Savannah*; Lieutenant Gwathmey to the command of the *Georgia*, and Third Assistant Engineer John C. Phillips to the same vessel; Lieutenant Dalton to the squadron.

The Secretary of the Navy, under date of the 6th instant, authorized the appointment of acting master's mates by you.

There is a great scarcity of officers and a great demand for them exists on all stations; the vacancies in your command will be filled as soon as practicable.

Your attention is called to the annexed copy of a circular order, dated April 30, 1863, in relation to the examination of candidates for appointments in the Engineer Corps.

Be pleased to adopt the most energetic measures for the recovery of the absconding men of the *Atlanta's* crew.

Your attention is also called to the muster rolls required by the last and seventh paragraph of the circular of the 21st April, 1863.

By command of Secretary of the Navy:

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Commander, in Charge.

Flag-Officer W. W. HUNTER, C. S. Navy,
Commanding, etc., Savannah, Ga.

Letter from Flag-Officer Tucker, C. S. Navy, to Flag-Officer Hunter, regarding the retention of officers assigned to temporary duty at Charleston, S. C.

C. S. S. CHICORA,
Charleston, July 16, 1863.

SIR: I am in receipt of your letter 14th instant. In reply I would state that the emergency yet exists, requiring the detention of the officers and men who reported to me for duty.

How long the emergency may exist it is impossible to say, as the enemy are making every effort against us. I will at the earliest moment order the return of the officers and men so kindly and promptly sent to aid me.

Very respectfully, your obedient servant,

J. R. TUCKER,
Flag-Officer, Commanding.

Flag-Officer W. W. HUNTER,
Savannah, Ga.

Letter from Flag-Officer Tattnall, C. S. Navy, to Flag-Officer Hunter, C. S. Navy, requesting the return of ordnance officer to the Savannah station.

C. S. NAVY STATION,
Commandant's Office, Savannah, Ga., July 17, 1863.

SIR: Supposing that the attack on Charleston was to be made immediately, and that the absence of the party sent from Savannah would be limited, I ordered Lieutenant C. B. Oliver, the ordnance officer of this station, to report to you for duty.

His services here are absolutely necessary, and as there appears no apprehension of an immediate assault on Charleston I request you to order his return to his duties at Savannah.

I am, respectfully, your obedient servant,

JOSIAH TATTNALL,
Commandant Savannah Station.

Flag-Officer W. W. HUNTER, C. S. Navy,
Commanding Naval Squadron, Savannah.

[Telegram.]

SAVANNAH, GA., July 18, 1863.

SIR: You will direct the detachment of officers and men and arms sent you from my command to be returned to me immediately.

I am, respectfully, etc.,

W. W. HUNTER,
Flag-Officer, Commanding Afloat.

Flag-Officer J. R. TUCKER,
Commanding Afloat, Charleston, S. C.

[Telegram.]

CHARLESTON, July 18, 1863.

Your telegram received. The men are now well organized, and as the attack is to be made on Charleston, it occurs to me that the public

interest will be best served by allowing them to remain. I will await your answer and suggest a reference to the Secretary of the Navy.

J. R. TUCKER,
Flag-Officer, Commanding.

Flag-Officer W. W. HUNTER.

Letter from General Beauregard, C. S. Army, to Captain Tucker, C. S. Navy, proposing a torpedo attack on the enemy's ironclads.

HDQRS. DEPT. SOUTH CAROLINA, GEORGIA, AND FLORIDA,
Charleston, S. C., July 18, 1863.

CAPTAIN: I believe it my duty to acquaint you with the fact that I consider it of the utmost importance to the defense of the works at the entrance of the harbor that some effort should be made to sink either the *Ironsides* or one of the monitors now attacking the works on Morris Island, not only because of the diminution thus effected in the enemy's means of offense, but because of the great moral effect that would inevitably result from such an occurrence. The stake is manifestly a great one, worthy of no small risk. For its accomplishment, one vessel such as the *Juno*, provided with the spar torpedo, with two or three officers and a few men, it is believed would be as effective at night for the end in view as a flotilla of vessels, so arranged, of the same class.

If, however, the results of your experiments are sufficiently adverse to the prospect of success with the contrivance, I must beg to be advised of the fact, to the end that I may not permit the expectation of assistance to enter further into my plans of defense; but if, on the other hand, the experiments remain satisfactory, permit me to say the time is rapidly passing away when that assistance can be of any avail or value.

One monitor destroyed now will have greater moral and material effect, I believe, than two sunk at a later stage in our defense.

Respectfully, your obedient servant,

G. T. BEAUREGARD,
General, Commanding.

Captain J. R. TUCKER, C. S. Navy,
Commanding C. S. Naval Forces Afloat, Charleston, S. C.

(Copy to Commodore D. N. Ingraham, C. S. Navy, commanding naval station, Charleston, S. C.)

Letter from Flag-Officer Tucker, C. S. Navy, to Flag-Officer Hunter, C. S. Navy, announcing the return to Savannah of Lieutenant Kennard, C. S. Navy.

C. S. S. CHICORA,
Charleston Harbor, July 19, 1863.

SIR: Immediately on receipt of your last telegram, I gave Lieutenant Commanding Kennard an order to proceed with all dispatch to Savannah.

Active operations going on at the time your first telegram was received induced me to request that the men should be allowed to

remain, as the organization would have to be broken up, which has much interfered with our arrangements.

Lieutenant Kennard leaves to-morrow for Savannah.

Very respectfully, your obedient servant,

J. R. TUCKER,
Flag-Officer, Commanding.

Flag-Officer W. W. HUNTER,
Savannah, Ga.

[Telegram.]

CHARLESTON, S. C., *July 19, 1863—1 a. m.*

Morris Island must be held at all cost for present. The commanding general directs Keitt's regiment to be thrown there to push any advantage before daylight. Also nearest other regiment or battalion, Graham's or Nelson's, as most expeditiously moved. Can not navy help with transportation?

THOMAS JORDAN,
Chief of Staff.

Brigadier-General R. S. RIPLEY,
Fort Sumter.

[Telegram.]

CHARLESTON, S. C., *July 19, 1863—1:30 a. m.*

I advise you, without seeing General Beauregard, to embark Keitt's regiment at once, and throw it on Morris Island. I will see him.

THOMAS JORDAN,
Chief of Staff.

Brigadier-General R. S. RIPLEY,
Fort Sumter.

[Telegram.]

FORT SUMTER, *July 19, 1863—6:37 a. m.*

The *Sumter* is here with Graham's regiment, but it is broad daylight, and she can not land within 2,000 yards of the *Ironsides* and monitors. To send her over would be to trust to the enemy entirely. Shall I do it?

R. S. RIPLEY,
Brigadier-General.

Brigadier-General JORDAN.

[Telegram.]

HDQRS. 1ST MILITARY DIST., DEPT. S. C., GA., AND FLA.,
Charleston, S. C., July 19, 1863.

Do the best that you can to get fresh troops on the island. Enemy possibly so punished that he may give no annoyance early to-morrow. Make the best, at least.

THOMAS JORDAN,
Chief of Staff.

General RIPLEY,
Commanding Fort Sumter.

Report of Flag-Officer Hunter, C. S. Navy, requesting the Secretary of the Navy to enforce the order for the return of officers sent for temporary service to Charleston, S. C.

SAVANNAH, GA., July 20, 1863.

SIR: On an urgent appeal from Captain J. R. Tucker, commanding afloat at Charleston, I dispatched him on temporary duty to meet a pressing emergency, a large part of my command, consisting of lieutenants, engineers, an assistant surgeon, 50 men, and all the small arms of the *Savannah* and *Isoudiga*.

I felt that the demonstration on Charleston warranted and required me so to do. The attack there seems now to be in the character of a siege.

The detachment which I sent to Charleston mainly constitutes my means of defense at this place. I have ordered Captain Tucker to return it to me here. He has declined to do so, although I have dispatched him three orders to that effect. He suggests that a reference be made to you on the subject.

Foreseeing the vital importance of establishing the relative rank of Captain Tucker and myself whilst at Richmond, on the receipt of my orders to this station, I asked your decision on the subject, and you informed me that the point was established by law that I ranked Captain Tucker.

This being established, I would respectfully ask you to instruct Captain Tucker on the subject and direct him to obey my orders touching the detachment of my command now with him.

I more especially ask your early action on this subject, from the fact that the greater part of the *Georgia* crew are about to be discharged under a writ of habeas corpus, and the detachment of my command now at Charleston leaves the steamers *Savannah* and *Isoudiga* nearly stripped of officers, men, and small arms.

I need not allude to the effect which would be the result here in the event of an attack should Captain Tucker further persist in disobeying my orders in relation to my command.

I am, with great respect, your obedient servant,

W. W. HUNTER,
Flag-Officer, Commanding Afloat.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Order of Flag-Officer Hunter, C. S. Navy, to Commander Pinkney, C. S. Navy, assigned to command the C. S. ironclad Savannah.

SAVANNAH, GA., July 20, 1863.

SIR: You will assume command of the C. S. S. *Savannah* at this place. Respectfully, etc.

W. W. HUNTER,
Flag-Officer, Commanding Afloat.

Commander R. F. PINKNEY, C. S. Navy,
Savannah, Ga.

Order of Flag-Officer Hunter, C. S. Navy, to Lieutenant Graves, C. S. Marine Corps, to report for duty on the C. S. ironclad Savannah.

SAVANNAH, GA., July 20, 1863.

SIR: You will please report yourself for duty to Commander R. F. Pinkney, commanding C. S. S. *Savannah* to take charge of the marine guard of that vessel.

Respectfully,

W. W. HUNTER,
Flag-Officer, Commanding Afloat.

Lieut. H. L. GRAVES, C. S. Marine Corps,
Savannah, Ga.

Report of Brigadier-General Ripley, C. S. Army, regarding operations from July 21 to 31, inclusive.

HEADQUARTERS FIRST MILITARY DISTRICT,
Charleston, August 1, 1863.

GENERAL: Since my report of the 22d, detailing the operations in this command up to the 20th, inclusive, the plan of the enemy as I then stated seems to have been changed. There has been no attempt at a further assault upon our works on Morris Island. From the 21st to the 24th there has been occasional firing, both from the enemy's fleet and land batteries; but his time has been chiefly occupied in the erection and completion of three new batteries on that portion of the island in his possession, thus advancing his lines as far as could be done with safety.

On the 21st the enemy sent in by flag of truce a communication from General Gillmore, with a request that the officer commanding Battery Wagner would give to General Vogdes, who accompanied it, a personal interview. While Captain Tracy, the staff officer of General Hagood, then in command, was bearing the message brought by the flag, both the fleet and the land batteries reopened their fire, and General Hagood very properly refused to receive any communication until an apology had been made for this violation of the flag. A satisfactory explanation having been offered and accepted, an interview was had between General Hagood and General Vogdes, which terminated in an arrangement to exchange the wounded prisoners on both sides, and 10 o'clock on the following Friday appointed as the hour when the transports from each party should effect the exchange at the point from which the fleet have usually conducted the attack upon Battery Wagner.

On the morning of the 25th [24th], the day upon which the exchange was to be effected, the enemy opened fire about daylight both from the fleet and land batteries. This fire was vigorously sustained until the arrival, about 10 o'clock, of the flag-of-truce boat, conveying the prisoners, and for a portion of that time was equal in intensity to the bombardment of the 18th. Upon the arrival of the boat in the neighborhood of the place appointed the firing ceased and the exchange was regularly effected, we delivering 105 and receiving 39 wounded prisoners. No reference having been made in the agreement to the negro prisoners of the Fifty-fourth Massachusetts Regiment, none of them

were included in the exchange, a report of which by Colonel Anderson and Major Middleton, the officers appointed to conduct it, has already been furnished. The fire of the enemy on this morning, especially from one of the more advanced land batteries, armed with Parrott guns, did serious damage to Battery Wagner. The remaining X-inch columbiad was dismantled from the sea face of the battery, and the magazines so much exposed that it became necessary to remove the ammunition, and General Taliaferro, who had previously relieved General Hagood in the command, anticipating a renewal of the bombardment upon the completion of the exchange of prisoners, requested, as a matter of prudent precaution, that all necessary arrangements should be made for the transfer of the troops from the island in case of necessity.

The exchange of prisoners was completed about 2 o'clock, when the flag-of-truce boat returned. The enemy, however, did not renew his attack, and the time thus allowed was improved to the utmost in repairing the damage which had been done. The condition of the battery, as reported by General Taliaferro, was submitted to the general commanding, and after full deliberation it was determined to hold it, and instructions sent to General Taliaferro not to abandon the works without express orders to that effect. From that date to the present the bombardment has never been renewed, although there has been occasional and brief firing upon the battery from the ironclads. In the meantime the battery has been thoroughly repaired and placed in a condition even superior to what it was in the beginning. The enemy, meanwhile, are busily at work in improving their present works and erecting new ones, of which our means of observation do not enable me to give a detailed account. On our side new batteries have been erected, and the work of completing them and mounting the necessary armament actively pressed, and every effort made to annoy the enemy by such batteries as bear upon their working parties and lines, an attempt in which, I have reason to think, we have been to a considerable extent successful. The condition of the new batteries is known to the commanding general and will be mentioned in the succeeding report.

The garrisons of Batteries Wagner and Gregg have been relieved as regularly as possible with our means of transportation. On the 22d Brigadier-General Taliaferro relieved Brigadier-General Hagood. On the 26th Brigadier-General Colquitt relieved Brigadier-General Taliaferro. Brigadier-General Colquitt was relieved on the 28th by Brigadier-General Clingman, and the latter officer was relieved on the 1st of August by Colonel L. M. Keitt. The fire from the land batteries of the enemy upon Batteries Wagner and Gregg has been annoying, especially upon our communication by steamer between Fort Sumter and Cumming's Point.

The casualties which have occurred from the 20th to the 31st of July, inclusive, have been 13 killed and 49 wounded. I have the honor to enclose the returns and lists.

Very respectfully, your obedient servant,

R. S. RIPLEY,

Brigadier-General, Commanding.

Brigadier-General THOMAS JORDAN,
Chief of Staff.

[Endorsement.]

HEADQUARTERS SOUTH CAROLINA, GEORGIA, AND FLORIDA,
Charleston, S. C., August 7, 1863.

Respectfully forwarded for the information of the War Department. In view of the possibility that Batteries Wagner and Gregg, which are only outworks mounting respectively 12 and 3 guns, might fall under the concentrated fire of the enemy's numerous and powerful land and naval batteries, I determined immediately after the fall of the south end of Morris Island into the possession of the enemy to establish a circle of batteries from Legaré's Point, on Schooner Creek, James Island, to Battery Beauregard, on Sullivan's Island, so as to concentrate their fire (including Forts Sumter and Moultrie) on Morris Island, from about half its length to Cumming's Point, and render that portion of the island untenable to the enemy, should he succeed in driving us away from it. That defensive system is now being carried out to the extent of our available means in labor and heavy ordnance. Many of the long-range guns in Sumter, not absolutely required for its defense, have been removed to arm the new batteries under construction. The remaining guns are being protected with traverses, merlons, and embrasures. The officers' quarters on the gorge of the fort (south face) have been filled up with wet cotton bags and sand, and a chemise of sand bags is being added to the scarp wall of the same face, to extend, if practicable, from bottom to top. The defective lines on James Island are also to be shortened by the construction of a new line of redans and redoubts from Secessionville to the Stono River, long since contemplated, but not executed for want of labor.

Herewith are papers * marked A, B, C, D, E, F, connected with the defense of Morris Island during present attack.

G. T. BEAUREGARD.

Order of Flag-Officer Hunter, C. S. Navy, to Lieutenant Gwathmey, C. S. Navy, for the preparation of the crew of the C. S. ironclad Georgia for service.

SAVANNAH, GA., *July 23, 1863.*

SIR: I have this day transferred to the *Georgia*, under your command, all the available men at my disposal, that you may therewith prepare and keep in readiness the *Georgia* for immediate service.

You will cause her crew to be stationed, drilled, and instructed in their duties at the battery as soon as possible, and in every respect keep your command in the best condition for service.

I am, respectfully,

W. W. HUNTER,
Flag-Officer, Commanding Afloat.

Lieutenant-Commanding W. GWATHMEY,
Steamer Georgia.

P. S.—You will cause to be discharged all persons presenting to you a writ of habeas corpus for the same.

W. W. HUNTER,
Flag-Officer, Commanding Afloat.

* See Official Records of the Union and Confederate Armies in the War of the Rebellion, Series I, Volume XXVIII, Part I, pp. 378, 379.

Report of Brigadier-General Ripley, C. S. Army, proposing that a fire ship be sent into the blockading fleet off Charleston, S. C.

HEADQUARTERS FIRST MILITARY DISTRICT,
Charleston, July 23, 1863.

GENERAL: I have the honor to submit in writing to the consideration of the general commanding the department a matter which I mentioned to him informally this afternoon. I understood at the time that the project did not meet his approval; but having carefully considered it, and having mentioned it to several persons having nautical experience, I respectfully beg to suggest it for consideration, although I do not doubt that a speedy approval would have been a strong assistance to its success.

The idea is simply to send a fire ship into the fleet now lying in the bight formed by the main Ship Channel, its terminus being the Ship Channel bar at ebb tide. The enemy's fleet are generally lying in a crowd of vessels, from the front of Battery Wagner to the bar, the frigate *Ironsides* and the monitors being in the front.

Transports, gunboats, and store vessels, to the number of twenty or more, are in the rear. Stores are sent to the shore, reinforcements disembarked, and all the most important preparations for reducing our fortifications go on under our sight, and no operation can apparently be had to prevent or interfere with them. The torpedoes attached to the various steamers are not used in these our first trials. The ironclad steamers, it appears, can not interfere, and our deserted outpost is standing the whole brunt of the abolition attack, without, as it appears, our being able to do anything except support our men at that particular point. Could the effort be made by the torpedoes, it might promise some assistance in alarming and getting rid of the enemy's ironclads, allowing us to sweep the beach and the enemy's approaches. But I fear such an attempt will not be made; and believing that a steam fire ship, loaded with powder, has a chance of doing some damage to the enemy at least, I am anxious to see the experiment tried. The first great objection of the general commanding is, I believe, to be its uncertainty; but the uncertainty of this experiment is not so great as the certainty that others will not be tried with effect.

Another objection is the expense. I beg respectfully to suggest that the blockade-running steamers in the port are almost useless to our defense, and that in case of a catastrophe every one of them will be sacrificed; so that, although nominally large, the expense of the attempt will be really small. If it succeeds, the result will be worth many times the cost of all the blockade-running steamers put together. The plan would be to have the vessel so prepared with outriggers that her magazine would explode on concussion with any vessel which might be in her track; and besides, that she should be freighted with combustibles and loaded shells, her magazine to contain, say, 10,000 pounds of powder. She should also have time fuzes, to ignite and blow up in case of noncollision. Should this explode close to the *Ironsides*, or other vessel, the effect must be to destroy her; and if two or three are in juxtaposition, the two or three may be got rid of. The chances in favor of colliding with some I believe to be fair in proportion, for the channel where the enemy's fleet lies is but from less than half to three-quarters of a mile, and in it are generally some twenty vessels, the ironclads lying to the north and the wooden steamers and gunboats

clustered around the bight. It is thought that the steamers would get underway and out of the track of the fire ship. Expecting nothing, and pursuing their business of reinforcing and supplying, I think it would be hard for them to escape entirely.

Fire ships have been successful, and although it was in the days of sailing vessels, the problem I consider only changed by steam. The proposition is to use a steam fire ship.

The crew would be small, only four or five being required. Their escape could be easily insured by the boat or boats astern. Each man being provided with a line to the boat, and the helm being lashed and matches set, each could jump overboard and haul himself to his own boat. A steamer could be in the vicinity to pick them up.

I respectfully beg to submit the matter to the consideration of the general, and will mention that I have spoken of the scheme to Captain Tucker, Lieutenant-Commander Rutledge, Lieutenant Commanding Warley, and Colonel Anderson. I believe these officers concur with me that the experiment should be tried.

I have also spoken of the matter to Messrs. Newholm and Wagner, and I think that their opinion is that no expense should stand in the way of anything which gives a chance to better the defense of Charleston.

I am, respectfully, your obedient servant,

R. S. RIPLEY,
Brigadier-General, Commanding.

Brigadier-General THOMAS JORDAN,
Chief of Staff, etc.

[Endorsements.]

HDQRS. DEPT. SOUTH CAROLINA, GEORGIA, AND FLORIDA,
Charleston, S. C., July 24, 1863.

Respectfully referred to Commodore Ingraham and Captain Tucker, C. S. Navy, for their views, and should it be approved by them, would respectfully ask a conference with them.

G. T. BEAUREGARD,
General, Commanding.

CHARLESTON, S. C., *July 28, 1863.*

The conference took place in the evening of the 24th, Brigadier-Generals Ripley and Jordan being present. General Ripley and Commodore Ingraham were of the opinion that only twenty chances out of one hundred were in favor of success. Captain Tucker thought there were thirty in one hundred. I thought the chances of success much less, but still authorized General Ripley to make all necessary enquiries to carry out the plan, if approved, at the proper time.

I telegraphed the War Department on the 25th instant for authority to carry out the project, but no answer has yet been received.

On the 27th instant Commodore Ingraham informed me that after further reflection on the subject he had come to the conclusion that the chances of success could not be considered greater than about five in one hundred, which I told him agreed somewhat with my views, for I did not think the chances could be greater than ten in one hundred.

G. T. BEAUREGARD,
General, Commanding.

Letter from General Beauregard, C. S. Army, to Flag-Officer Tucker, C. S. Navy, requesting cooperation of ironclads off Cumming's Point for the strengthening of Morris Island.

HDQRS. DEPT. SOUTH CAROLINA, GEORGIA, AND FLORIDA,
Charleston, S. C., July 27, 1863.

CAPTAIN: Will it not be possible for you to place your two ships, the ironclads, in a position immediately contiguous to Cumming's Point—that is, at a point within $1\frac{1}{2}$ miles, your maximum range, as I understand, of the enemy's nearest line of land batteries, whence with your Brooke and other guns, you can take part in the operations against those batteries, and materially strengthen our means of defense and hold on Morris Island?

Doubtless the ironclad vessels of the enemy would attempt to drive you away, and you might possibly have to retire, but not without forcing them to be brought under the heavy guns of Battery Gregg and the batteries on Sullivan's Island, as also of Fort Sumter.

An important diversion would be effected at least, and it is presumed you could always retire in time to avoid serious consequences from an unequal conflict.

The question for determination would appear to be whether there is water enough at any point near enough to Cumming's Point to enable you to take up a position within 2,600 yards of any battery of the enemy on Morris Island, and this can only be determined definitely, I apprehend, by soundings, which I hope you will have made without delay.

The time to take the position, if practicable at all, would be as soon as the enemy begins a serious bombardment again of Battery Wagner, which may be anticipated at any moment.

Respectfully, your obedient servant,

G. T. BEAUREGARD,
General, Commanding.

Captain J. R. TUCKER, C. S. Navy,
Commanding C. S. Naval Forces Afloat, Charleston, S. C.

[Telegram.]

CHARLESTON, S. C., July 30, 1863—7 a. m.

Battery Wagner sustained yesterday another severe bombardment from enemy's land and naval batteries, but with little damage; only 2 men killed and 5 wounded. Enemy is still increasing his land batteries.

G. T. BEAUREGARD.

General S. COOPER,
Adjutant and Inspector-General, Richmond, Va.

Letter from the Secretary of State to Flag-Officer Ingraham, C. S. Navy, expressing the thanks of the French Government for courtesies extended to the captain of H. I. M. S. Renaudin, on the grounding of that vessel in Sullivan's Pass.

DEPARTMENT OF STATE, Richmond, July 31, 1863.

SIR: I have been requested by the Government of his Majesty the Emperor of the French to transmit to the proper Confederate authori-

ties at Charleston, the expression of the warm thanks of that Government for the courteous tender made to the captain of the dispatch steamer *Renaudin* of the gratuitous use of the floating dock at Charleston in February last, when the *Renaudin* was damaged by grounding in Sullivan's Pass.

Being informed by the Secretary of the Navy that it is to you that these thanks are due, I take great pleasure in forwarding to you a copy of the correspondence on the subject, which can not but be highly gratifying to you.

I am, with great respect, your obedient servant,

J. P. BENJAMIN,
Secretary of State.

Commodore D. N. INGRAHAM, C. S. Navy,
Charleston, S. C.

[Telegram.]

CHARLESTON, S. C., *July 31, 1863—7 a. m.*

The *Ironsides*, two monitors, and enemy's land batteries again fired furiously yesterday on Batteries Wagner and Gregg, but with little effect, only nine casualties occurring. Our works are progressing steadily.

G. T. BEAUREGARD,
General, Commanding.

General S. COOPER,
Adjutant and Inspector-General, Richmond, Va.

Report of Brigadier-General Ripley, C. S. Army, covering operations for the defense of Charleston, August 1 to 20, 1863, inclusive.

HEADQUARTERS FIRST MILITARY DISTRICT,
Charleston, August 21, 1863.

GENERAL: I have the honor to report the various operations for the defense of Charleston against the present attack, from the 1st of August, on which day Colonel L. M. Keitt, Twentieth South Carolina Volunteers, relieved Brigadier-General Clingman in command of Battery Wagner.

The work of repairing and strengthening Battery Wagner had been progressed with until the battery had become quite as strong as it originally was. The commanding general having determined to keep up and increase the armament, spare carriages and chassis and one X-inch gun were transported, on the night of the 30th of July, to Battery Wagner, and arrangements made for getting them in position. This delicate and important work was accomplished under the direction of Lieutenant-Colonel Yates, by Captain Frank Harleston, First South Carolina Artillery, and Mr. A. W. Lacoste, with Captain Harleston's company, First South Carolina Artillery, assisted by heavy details from the garrison at Battery Wagner. The enemy during the day was principally employed on his works of attack, but kept up an occasional fire upon the battery, doing no damage.

In the evening he opened on the light-draft steamer *Chesterfield*, at Cumming's Point, driving her off, and, for the first time, attempting to interrupt our communication with Morris Island.

The Fifty-fourth Georgia Regiment was relieved from Morris Island by the Charleston Battalion. The guns of Battery Wagner were generally silent during the day. Fort Sumter and Battery Gregg opened upon the enemy whenever they were observed at work within range. Battery Simkins, at Shell Point, kept up a steady fire.

Our works in process of erection on James Island progressed steadily, and the troops in that locality were held in readiness for such movements as might become necessary under Brigadier-General Taliaferro.

During the morning of the 2d Battery Simkins kept up its fire on the enemy's works, which did not reply until about 2 o'clock in the afternoon, when they opened sharply from the land works and one gunboat, keeping up a fire during most of the afternoon, which was replied to by Batteries Wagner, Gregg, Simkins, and Fort Sumter. At night the enemy again opened with mortars and Parrott guns, toward Cumming's Point, to cut off the communication. No material damage occurred, and in other portions of this command all was quiet.

The fire from the enemy's batteries was kept up on Battery Wagner quite steadily during the morning of the 3d, having the effect of killing 1 man and wounding 2 officers and 12 privates, most of them slightly. Battery Wagner replied but little to the enemy's fire, the garrison being at work. The carriages for the two X-inch guns proved to be so badly fitted as to cause delay in getting them ready for service. Fort Sumter and the exterior batteries kept up a fire on the enemy's advanced works. At night the Twentieth South Carolina Volunteers and detachments of the Fifty-first North Carolina regiments were relieved by the Twenty-first South Carolina Volunteers. As the communication by means of steamers was quite dangerous, the exchange was effected by means of small boats, manned by crews from the navy. These performed their duty well and my thanks are due to Flag-Officer J. R. Tucker, C. S. Navy and the officers and men of his command, for the valuable assistance rendered.

The 4th passed very quietly on Morris Island, there being very little firing on either side. Only the usual duties occurred in other parts of the command.

On the 5th the two X-inch guns and other armament of Battery Wagner were in readiness for action. The enemy showing but little disposition to engage with his ironclads, the X-inch guns were kept masked until such time as he should come to close action. On land he was busy putting down mortar platforms. His fire was principally from Coehorn mortars at our sharpshooters from the Twentieth South Carolina Volunteers and the Charleston Battalion, who, armed with Whitworth rifles, caused him serious annoyance.

During the night the Eighth North Carolina relieved the Nineteenth Georgia and a detachment of the Twentieth South Carolina Volunteers; Captains Chichester's and Mathewes' companies of artillery relieved Captains Miles' and Hunter's. The different detachments of artillery from light batteries and siege train were also changed. This work was accomplished, as before, under the direction of Major Motte A. Pringle, quartermaster, with the assistance of the navy.

The enemy having established an annoying picket guard at an unfinished battery at the mouth of Vincent's Creek, he was attacked at about 9 o'clock, by a party from the navy and from the Twenty-fifth South Carolina Volunteers under Lieutenant Commanding Warley, of

the C. S. S. *Chicora*, Captain Sellers commanding the land forces. The party proceeded in four boats, guided by Mr. J. Fraser Mathewes, to the northern entrance of Light-House Creek, where Captain Sellers landed and proceeded against the enemy's pickets. Lieutenant Warley, with two boats, went round to the mouth of Vincent's Creek to cut off the enemy's barges. A brisk skirmish ensued, which resulted in the capture of 1 boat, with 1 captain and 10 noncommissioned officers and privates of the enemy, of which the captain and 4 noncommissioned officers and privates were wounded, one mortally. The remainder of the enemy's party were driven off in another boat under a heavy fire, which undoubtedly caused them some damage. On our side 1 private of the Twenty-fifth South Carolina Volunteers was killed.

Brigadier-General Hagood relieved Colonel Keitt in the command of our forces on Morris Island on the 6th, Lieutenant-Colonel J. Welsman Brown relieving Major Warley in command of the artillery. The Sixty-first North Carolina Regiment relieved the Charleston Battalion during the night. The operations of the enemy were very quietly conducted. Throughout the command the work of preparation went on, Fort Sumter and Battery Simkins firing occasionally during the day, whenever the enemy's parties were working within range.

A 32-pounder rifle was transported to and mounted on Battery Wagner during the night of the 6th, and the works on both sides progressed without interruption throughout the 7th, except from sharpshooters, of whom ours from Battery Wagner annoyed the enemy to a considerable extent. At night, being attracted by the communication of a steamer with Cumming's Point, the enemy sent up a rocket from the fleet opposite Battery Wagner, when his land batteries opened heavily on the supposed locality of the steamer and kept up the fire until near daylight. It was replied to by Fort Sumter and Battery Simkins. No damage was done to the steamer.

On the 8th a working party of the enemy was discovered to the east of Black Island, either building a bridge or battery. It was opened upon from Battery Haskell, and the work ceased for the time. During the day the firing at intervals from Sumter, Gregg, and Simkins was kept up, but the enemy remained comparatively quiet until evening, when he opened with mortars and Parrott guns, principally on Battery Wagner, keeping up the cannonade until near 5 o'clock on the morning of the 9th.

On the 9th operations were continued, the enemy being greatly annoyed by our sharpshooters, and occasionally opening fire with great spirit and rapidity, to endeavor to dislodge them. At about 5 o'clock in the afternoon the enemy's land batteries opened, shelling briskly from their mortars toward Battery Wagner and the landing at Cumming's Point.

During the night of the 9th, the Eighth North Carolina Regiment was relieved by Colonel Olmstead's command of Georgia troops, and the detachment of couriers from the Fifth South Carolina Cavalry by others of the same regiment.

On the 10th the enemy were very busily at work, and although Fort Sumter and Battery Simkins kept up a steady fire, they caused him but little interruption, and he succeeded in approaching about 100 yards in advance of his former position of attack.

During the day he kept quiet, except firing from his sharpshooters, which was replied to with spirit and effect by ours, until at about 5

o'clock in the afternoon, his land batteries, of both mortar and Parrott guns, opened briskly. No great damage was effected beyond knocking off the wheel of a carronade, which was soon replaced.

Colonel Harrison, of the Fifty-fourth Georgia Regiment, relieved Brigadier-General Hagood in command of our troops on Morris Island, but the fire of the enemy interfered seriously with the relief of the troops on Morris Island, he having erected a large Drummond light in a position to brightly illuminate the landing. The steamers engaged in the transfer were withdrawn and the relief discontinued for the night.

Colonel Olmstead relieved Colonel Graham in the command of Fort Johnson, which was made a depot for the troops relieving the garrison of Morris Island. Lieutenant-Colonel J. A. Yates was assigned to the command of the artillery at Batteries Simkins and Cheves, and at Fort Johnson:

At about 7 o'clock on the morning of the 11th the enemy's land batteries and monitors opened heavily on Battery Wagner, but the monitors soon withdrew. The fire from the land batteries was, however, kept up with more or less spirit during the day, and replied to by Fort Sumter and Batteries Simkins and Gregg. The damage to our works was slight.

During the night of the 11th the relief of the garrison by fresh troops was accomplished, with the assistance of the boats of the navy. So soon as it had been finished Colonel Harrison opened fire upon the enemy's working parties nearest Battery Wagner, interfering with and putting a stop for the time to their progress.

Fort Sumter and Battery Simkins also kept up a steady fire on the approaches. The enemy replied from his land batteries, Parrotts, and mortars, doing some damage to the bombproofs, but without inflicting any casualty on our side.

On the morning of the 12th the enemy opened with 200-pound Parrott shot and shell upon Fort Sumter from his batteries near the foot of Craig's Hill, on Morris Island, a distance of about 5,000 yards. Wherever the shot struck light masonry it did serious damage. The heavy masonry of concrete and the revetments of sand were not materially damaged. The fort was struck 17 times. The transport steamer *Hibben*, lying at the wharf of Fort Sumter, was shot through her boiler, scalding and injuring 9 negro hands on board.

The enemy was observed from Battery Wagner building a work at their extreme left. Colonel Rhett, commanding Fort Sumter, Captain Mitchel, commanding Battery Simkins, and Captain Lesesne, commanding Battery Gregg, directed their fire upon his parties, which were dispersed and the work stopped.

At dark Battery Wagner opened on the enemy's work immediately in its front with eight guns and kept up a steady fire, at intervals, throughout the night. Sumter and Simkins also kept up a steady fire, and no progress in advance was made by the enemy. His rearmost batteries, however, were in progress, and a continual reply was kept to the fire of Battery Wagner, with shots at Battery Gregg to interrupt communication.

The effect was to kill 1 and wound 4 of the garrison at Battery Wagner, and I regret to add that of the latter, Captain J. H. Gary, of Lucas Battalion of artillery, a gallant and accomplished young officer of high promise, was mortally wounded. He has since died.

On the 13th the enemy several times undertook to repair the damage to their advance, but were repulsed by a fire skillfully directed against

them from Battery Wagner. Finding that it was difficult to proceed with his approaches, he fell back to his rear batteries, and with his naval force opened fire on Battery Wagner and Battery Gregg. Fort Sumter and Battery Simkins replied, and the sharpshooters at Battery Wagner kept those of the enemy quiet during the day.

One man was mortally wounded at Battery Gregg. During the afternoon the heavy Parrott guns of the enemy opened on Fort Sumter, of which several struck the gorge wall and the reinforce to the western magazine, injuring the brickwork to a considerable extent, but not sufficiently to cause any serious apprehension of a speedy penetration of the defenses on that side. One falling in the interior of the work injured temporarily a mortar platform.

The Twelfth Georgia Battalion was relieved from Morris Island during the night, bringing the garrison to about the strength of 1,100, as ordered by the commanding general.

During the 14th the enemy remained remarkably quiet, firing only occasionally, replied to by our batteries. At night Fort Sumter was struck five times by land batteries, and once from a gunboat, with slight damage. Battery Wagner opened fire first, at intervals, to which the enemy replied with all the guns he could bring to bear. Our guns were allowed to remain quiet for a time to permit him to bring up his working parties, when they were reopened with vigor, putting a stop to his operations, and, from the report of our advanced pickets, it is believed that serious loss was inflicted upon him. His operations against other points consisted only in occasional shots, which were replied to from our batteries.

On the 15th the enemy fired occasionally at Battery Wagner, and was at work principally on his long-range batteries at the southern part of Morris Island. A few shots were directed at Fort Sumter during the evening. Colonel L. M. Keitt, of the Twentieth South Carolina Regiment, relieved Colonel Harrison in command of the troops on Morris Island. The Twentieth South Carolina Volunteers relieved the Fifty-first North Carolina at Battery Wagner. A brisk artillery action was kept up between our batteries on Morris Island and those of the enemy, and one of the monitors threw several shells at the transport steamer *Sumter*. Battery Simkins and Fort Sumter kept up a fire upon the enemy's approaches.

During the night of the 15th the enemy kept up a vigorous fire, both vertical and direct, on Battery Wagner and Battery Gregg, until about half past 4 o'clock on the 16th, when it ceased. It was replied to by Sumter, Gregg, and Simkins at intervals. From Battery Wagner the fire was continuous and slow until about 2 o'clock in the morning, when a general discharge took place along the whole front, causing interruption to the advancing work of the enemy. The enemy's batteries were universally quiet during the 16th, so far as Wagner and Gregg were concerned; but during the afternoon he opened on Fort Sumter, apparently to get the range, firing 48 shots, of which 4 passed over, 4 or 5 fell short, 10 struck inside and the remainder outside of the fort. Whenever the shot struck the lighter brickwork it did considerable damage, and disabled a 24-pounder in the gorge by loosening the pintle through the masonry. During the night the Twenty-first South Carolina Volunteers relieved Colonel Olmstead's command on Morris Island. The artillery commands and couriers were also relieved by detachments from their respective regiments and

battalions, and about 12 o'clock Battery Wagner opened on the enemy, keeping up a continuous fire during the night. Fort Sumter and Battery Simkins also kept up their practice.

On the morning of the 17th the enemy opened with three 200-pounder Parrott guns and one 100-pounder on Fort Sumter, at distances varying from $2\frac{1}{4}$ to 3 miles. This fire was kept up with but little intermission throughout the morning. At twenty-five minutes past 9 the *Ironsides* and six monitors came into action against Fort Sumter, Batteries Wagner and Gregg directing their shots principally at Sumter. At a quarter before 11 they came within about 3,000 yards of Fort Sumter, when Colonel Rhett opened his batteries. Colonel Butler, from Fort Moultrie, had opened a few guns, but a large force of negroes being at work on his front he was directed to discontinue his fire. The *Ironsides* and the monitors were struck repeatedly, and at ten minutes before 1 o'clock the rapid firing ceased, the fleet withdrawing from the contest. One of the monitors during the action left the squadron and steamed rapidly down the channel to the wooden fleet of the enemy, and soon after all their flags were observed to be flying at half-mast. Six hundred and twelve shot and shell had been fired at Fort Sumter, of which most struck. The casualties in the fort were 1 man killed; Lieutenant John Middleton, Lieutenant Julius M. Rhett, Lieutenant Johnson, engineer, and 10 privates slightly wounded. The fort was seriously injured on the northwest face; one IX-inch Dahlgren gun, three 42-pounders, and one VIII-inch columbiad disabled. During the afternoon the land batteries reopened their fire heavily upon the fort, cutting deeply into the gorge wall and adding much to the damage of the northwestern face, and disabling a X-inch columbiad. By night the enemy had thrown 948 shot, of which 445 struck outside; 270 passed over. Battery Wagner, which received its full share of the enemy's fire, was but little damaged, but sustained a serious loss in the death of Captain Wampler, of the engineers, a gallant and accomplished officer, who was killed by a shell from the enemy's fleet while faithfully performing his arduous duties. Battery Cheves was opened on the morning of the 17th at 9 o'clock with four VIII-inch columbiads and four VIII-inch navy guns on ship carriages. The fire was kept up throughout the day with the columbiads at the enemy's works on Morris Island and working parties in the marsh, having the effect of annoying the former and dispersing the latter. The four VIII-inch navy carriages were found to be inadequate to stand the elevation and range and dismounted their guns after about an hour. They were directed to be remounted on columbiad carriages and repaired for service as speedily as possible. Battery Haskell also opened on the enemy's working parties between Morris and Black islands.

During the night of the 17th the enemy remained comparatively quiet. The troops on Morris Island were resupplied and a large quantity of ammunition and stores was removed from Fort Sumter to Sullivan's Island.

Early on the morning of the 18th the *Ironsides*, two monitors, and the enemy's land batteries opened upon Fort Sumter and Battery Wagner. The battery and forts replied slowly. Batteries Simkins and Cheves also opened upon the enemy, annoying them to a considerable extent, but, on account of the miserable quality of our fuzes, only by the striking of the shells, but few burst.

Before 2 o'clock the *Ironsides* and monitors retired, the land batteries alone keeping up the cannonade, with the effect of causing the wall on the northwest face of Sumter to project and cutting well away into the gorge. During the afternoon the *Ironsides* and five monitors took up position in line and, with the land batteries, kept up heavy fire, taking the northwest face in reverse, disabling the remaining guns and two X-inch columbiads on the northeast face; two guns on the west face remaining were also disabled, besides the 7-inch Brooke gun in the southwest angle.

The enemy ceased his fire about 7 o'clock p. m., having thrown 876 shot and shell, of which 452 struck outside, 244 inside, and 180 went over; 1 man was seriously and 2 slightly wounded.

At Battery Wagner a rifled gun and X-inch columbiad were disabled, but the damage to the works otherwise was not serious. One monitor of the enemy was observed undergoing repairs during the night.

The enemy's land batteries commenced firing at half past 4 o'clock in the morning, principally on Fort Sumter, but firing from mortars and small guns on Battery Wagner.

By 10 o'clock the cannonade on Sumter had become more serious than hitherto, damaging the walls seriously, killing 1 and wounding 4. All the gorge guns had been rendered useless, and the first shot passed through the gorge walls, just under the crown of an arch west of the main gateway. The fire continued steadily during the afternoon, with its usual effect. The western quarters of Fort Sumter having been demolished, the walls were torn down by the garrison. One X-inch mortar mounted in the parade of Fort Sumter was dismounted in the afternoon.

The width of 20 feet of the gorge wall fell during the night, leaving the protection on that side through the upper arches only the sand and cotton with which the casemates were filled. The damage to other parts of the fort was in proportion. One man had been killed and 4 wounded at Fort Sumter. The fort received 780 shots—408 outside, 241 inside, and 131 over.

The enemy's fleet made a demonstration of attacking during the afternoon, but having received a few shots, retired.

At Battery Wagner his approaches were kept up, but being checked by the riflemen and artillery, his progress was slow. During the night the Charleston Battalion relieved the First Georgia Battalion, and a company of the Second South Carolina Artillery relieved Captain Miles' company (acting artillery) at Battery Wagner. The garrison was otherwise supplied and provisioned. An additional supply of ammunition was transported from Sumter to Sullivan's Island.

Batteries Cheves and Simkins had kept up their fire during the day and night of the 19th, receiving an occasional shot from the enemy.

On the 20th the enemy reopened his fire heavily, principally against Fort Sumter, doing, as might be expected, more damage than before. It was steadily kept up throughout the day, and at night Colonel Rhett reported it as the heaviest which had taken place. Eight hundred and seventy-nine shots were fired, of which 408 struck outside, 296 inside, 176 passed over. The greater portion of the gorge wall had fallen in, but the sand and cotton in the rooms had been revetted by the débris, and protection to a certain extent was still afforded. The northwest face was clearly breached by the severe fire, and a casemate knocked

through. One rifled 42-pounder on the east and one on the northeast face were disabled. Captains Gaillard and Fleming and 1 private were slightly wounded.

The enemy being observed advancing by a sap on Battery Wagner, Colonel Keitt opened his batteries upon them, and with his sharpshooters succeeded in checking their progress. The *Ironsides* and monitors moved up to close proximity of the fort and opened a heavy enfilading and direct fire, which caused him to close his embrasures. The damage to Battery Wagner was no greater than usual upon that battery.

Batteries Simkins, Cheves, and Haskell were in operation upon the enemy's flank during the 20th. Lieutenant-Colonel Yates reports the practice as having been much improved, and that he had reason to believe that two ammunition chests had been blown up in the enemy's trenches and one gun dismantled; also that in the afternoon the fire of the enemy had become somewhat wild from the effect of rapid firing on his pieces at long range.

The report given above gives the principal active operations of the defense and attack up to the evening of the 20th. During the time included in it our works of preparation on the interior lines have steadily progressed. The batteries and shelters on Sullivan's Island have advanced to completion, and the heavy guns and mortars which have been received and secured from Fort Sumter have been placed in position, manned, and provided with ammunition as far as possible. A strong front has been made to command the channel should the enemy succeed in overpowering the brave defenders of batteries Wagner, Gregg, and Fort Sumter. Preparations have been made for placing heavy batteries along the shores of Ashley River, from Fort Johnson west, to command the inner harbor and channels. All batteries which would bear upon the enemy have been served with as much vigor as circumstances would permit, and his attack confined to as narrow limits as possible.

During this twenty days' progress of the siege the conduct of the troops and their commanders has been admirable.

Brigadier-General Hagood and Colonels Keitt and Harrison, who have commanded the advanced posts on Morris Island during the period of this report, have shown the qualities of constancy, bravery, and skill in the performance of their trying and arduous duties. The various officers attached to the staff of these commanders have performed their duties well, and I beg heartily to concur in the reports of their chiefs heretofore transmitted to department headquarters.

Amongst those who deserve special mention for their conduct in the defense of the posts on Morris Island are Lieutenant-Colonels Gaillard, Charleston Battalion; Dantzler, Twentieth South Carolina Volunteers, and Dargan, Twenty-first South Carolina Volunteers; Lieutenant-Colonel J. Welsman Brown and Major Warley, Second South Carolina Volunteer Artillery, and Captain Chichester, artillery. The latter has served several times with distinction.

Captain Hill, ordnance officer attached to these headquarters, having been sent to Battery Wagner, remained during a very prolonged tour of duty, which was performed in such manner as to elicit the warmest approval of the different commanders.

Major Henry Bryan and Captain Molony, of the adjutant-general's department, are deservedly commended by Colonel Keitt and Brigadier-General Hagood.

Majors Holcombe and Gage, commissaries, and Captains Guerard and Woodward, quartermasters, have performed their duties with their inefficient means, in such manner as to insure the supply of the positions of which they had charge.

The garrison of Fort Sumter, under Colonel Alfred Rhett and Major Ormsby Blanding, have stood to the defense of their castle with untiring fortitude and bravery. From the nature of the structure and the enemy's projectiles, the exposure during the periods when subjected to fire has been great and extremely annoying, and yet every duty of repair and details has been carried on without interruption or undue delay. I refer generally to Colonel Rhett's reports for the mention of those subordinate officers who have distinguished themselves by good conduct. But in this connection, I would mention the services of Lieutenant John Johnson, of the Engineer Corps, at Fort Sumter, before and during the siege, as evincing high talent and character in his profession, as well as bravery and constancy.

Captains Harleston and Fleming deserve an especial mention for their continued and zealous services.

The staff officers attached to district headquarters have been constantly employed. Captain W. F. Nance, principal assistant adjutant-general, who has earned honorable mention on every occasion under my command, and several times been recommended for promotion, has performed every duty to my satisfaction.

Major J. M. Middleton and Captain Ephraim M. Seabrook, volunteer aid-de-camp, Captain C. C. Pinckney, district ordnance officer, and Major Suber, district quartermaster, have been actively and usefully employed.

Major Motte A. Pringle, post quartermaster, and especially in charge of transportation, has been indefatigable night and day, with the small means at his disposal, and which he could obtain, in forwarding stores and supplies, and relieving troops during the whole period.

In this duty he has been assisted greatly by the boats and crews of the Confederate Navy, under charge of Lieutenants Ward, Hasker, and Payne.

I shall continue this report from this date. I have the honor to enclose a report of casualties during the period treated of. I also send the reports of Lieutenant John Johnson, engineer, in charge of Fort Sumter, and a list of prisoners captured.

Very respectfully, your obedient servant,

R. S. RIPLEY,
Brigadier-General, Commanding.

Brigadier-General THOMAS JORDAN,
Chief of Staff.

Report of Brigadier-General Ripley, U. S. Army, regarding the attack by the enemy upon transport steamer Chesterfield.

CHARLESTON, S. C., August 2, 1863.

GENERAL: I have the honor to report that last night the steamer *Chesterfield* proceeded to Cumming's Point, having on board the Charleston Battalion (which was proceeding to the relief of the Fifty-fourth Georgia Regiment) and a quantity of ammunition and a lot of

sand bags. She arrived, landed the Charleston Battalion, took on board the sick and wounded of the Fifty-fourth Georgia, and was proceeding to land her stores and take the regiment on board, then on its way from Fort Wagner, when a wooden gunboat from the enemy came within range and opened a heavy fire, driving the steamer from Cumming's Point to Fort Sumter. The captain and mate being ashore, of course the enemy having the range, it being a bright moonlight night, and the transport steamer being of the weakest kind, it was imprudent to expose her again that night. A portion of the cargo, which was not landed, was sent down in small boats, and the attempt will be made to receive the regiment to-night before the moon rises; but I beg respectfully to represent that unless some measures can be taken to prevent such impertinence on the part of the enemy, our transportation, which is already of the weakest kind, will soon be cut up, and when that is gone our first requisite for carrying out the defense of Charleston is taken from us. My means for effecting the object are in the guns of Sumter, Moultrie, Batteries Gregg and Wagner. Battery Wagner is, of course, crippled, Battery Gregg is weak in number and range of its guns compared with the enemy's Parrotts, and Sumter and Moultrie are 1,200 yards farther distant from the enemy than the landing at Cumming's Point. Moreover, from the scarcity of our naval force and its inactivity, the enemy infest the creeks and give signals of our operations. The necessity of some movable offensive means for the prevention of this annoyance is absolute, in my opinion.

One gun was put in position in Battery Wagner last night, and the other is in such a state that it will be in position and in readiness for service in an hour or so after dark to-night, in all probability.

Very respectfully, your obedient servant,

R. S. RIPLEY,
Brigadier-General.

Brigadier-General THOMAS JORDAN,
Chief of Staff, etc.

[Endorsements.]

HDQRS. DEPT. SOUTH CAROLINA, GEORGIA, AND FLORIDA,
Charleston, S. C., August 2, 1863.

Respectfully referred to the consideration of Captain J. R. Tucker, commanding C. S. naval forces, Charleston Harbor, with the remark that I consider it vital to the maintenance of my position on Morris Island that at least one of the ironclad rams shall be stationed nightly to drive away such vessels as disturbed and interrupted our means of transportation last night.

G. T. BEAUREGARD,
General, Commanding.

Respectfully returned to General Beauregard, with the remark that after an interview with General Ripley he addressed a letter to General Jordan on the subject. I will be happy to enter into his views as expressed in that letter. Flag-Officer [D. N.] Ingraham, commanding station, Charleston, has informed me officially that he has but 80 tons of coal to meet all demands, including the ironclads, and has admonished me of the necessity of economy in consumption. As our object

in the expedition is secrecy, I have suggested the propriety, and General Ripley has agreed with me, that it would be best for the ironclads to remain inside of Fort Sumter, ready to cooperate with the army. As the coal used by the vessels emits such a dense smoke, the object, secrecy, would be foiled.

Very respectfully, your obedient servant,

J. R. TUCKER,
Flag-Officer, Commanding Afloat.

Letter from General Beauregard, C. S. Army, to Flag-Officer Tucker, C. S. Navy, giving his opinion as to the more important service to which seized private steam vessels may be applied.

HDQRS. DEPT. SOUTH CAROLINA, GEORGIA, AND FLORIDA,
Charleston, S. C., August 2, 1863.

CAPTAIN: In reply to your request for my opinion whether the private steam vessels which have been seized by you "can render more important service by going abroad than by being retained for the defense of the harbor," I have to say that I am convinced the time for their effective employment for the defense of this harbor is now, in some effort to destroy at night the *Ironsides* and other ironclad vessels of the enemy, which are being formidably used for the reduction of our works on Morris Island. If they are not speedily applied to that end, or can not be with sufficient hope of success to warrant or induce the attempt, but are to be held in the inner harbor, only to be resorted to in the last extremity against ironclads that shall have overpowered our outworks and reduced or passed Forts Sumter and Moultrie, then I am clearly satisfied their further retention as a means of defense is useless, and that it will be far better to release them at once, as requested by the Quartermaster's Department, to be sent abroad for military supplies.

Respectfully, your obedient servant,

G. T. BEAUREGARD,
General, Commanding.

Captain J. R. TUCKER,

Comdg. C. S. Naval Forces Afloat, Charleston Harbor, S. C.

Report of Brigadier-General Ripley, C. S. Army, regarding joint expedition for the capture of unfinished battery at the mouth of Vincent's Creek.

HEADQUARTERS FIRST MILITARY DISTRICT,
Charleston, August 5, 1863.

GENERAL: I have the honor to report that an expedition composed of four boats' crews under Lieutenant Commanding [A. F.] Warley, C. S. Navy, carrying a force of 30 men from the Twenty-fifth Regiment South Carolina Volunteers, under Captain Sellers, captured and broke up the enemy's picket stationed at the unfinished battery at the mouth of Vincent's Creek about 10 o'clock last night. The picket consisted of 2 officers and some 10 or 12 men. Of these the officers and 8 men were taken, 4 of the number, including the officers, being

wounded. We lost 1 private of the Twenty-fifth Regiment, killed
The party was successfully guided by Mr. J. Fraser Mathewes.

Very respectfully, your obedient servant,

R. S. RIPLEY,
Brigadier-General, Commanding.

Brigadier-General THOMAS JORDAN,
Chief of Staff, etc.

[Endorsement.]

AUGUST 4 [5], 1863.

Order some Racine torpedoes to be put around and in that battery.

G. T. BEAUREGARD.

General JORDAN.

*General order of Flag-Officer Hunter, C. S. Navy, enjoining a strict
lookout for and examination of all vessels not in the service of the
Army or Navy.*

GENERAL ORDERS, }
No. 4. }

SAVANNAH, GA., August 5, 1863.

All vessels under my command, when lying below Savannah, will keep a strict lookout, night and day, and will bring to all boats and vessels not belonging to or employed by the Army or Navy.

They will examine all papers and passports, and no boat or vessel will be allowed to pass unless their passport is signed by the commanding general or the senior officer commanding afloat or ashore.

When two or more vessels of the squadron are together they will perform this duty alternately for twenty-four hours, being relieved each morning at 8 o'clock a. m.

The guard vessel for the day will have the guard flag flying, and will always have a boat ready for boarding, and at night the guard vessel for the day will send a picket boat to watch and guard the obstructions, which boat will always be in charge of an officer and will be prepared to make such signals to give warning of the approach of the enemy as may be agreed upon by the senior officer afloat (in the vicinity of the obstructions) and the commanding officer of the army batteries.

W. W. HUNTER,
Flag-Officer, Commanding Afloat.

Sent to the commanding officers afloat by C. Lucian Jones, flag-officer's secretary.

*Report of Flag-Officer Hunter, C. S. Navy, requesting that a boat's gun
be placed on the tender Firefly.*

SAVANNAH, GA., August 8, 1863.

SIR: It would conduce to the efficiency of my command to place a boat's gun on board the tender *Firefly*, and arm her crew with small arms.

I have the gun on its carriage, but it requires some work to mount it properly on board the *Firefly*, and also to make a magazine for the necessary ammunition for the gun and small arms.

On application to Flag-Officer J. Tattnall, commanding on shore at this place, to have this work executed, he informs me that your authority is necessary for the same.

I would respectfully submit to your judgment that authority may be given to effect the above-stated object, viz, to mount the gun, arrange the magazine, and to procure the small arms and ammunition.

I am, very respectfully,

W. W. HUNTER,
Flag-Officer, Commanding Afloat.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Letter from the Secretary of the Navy to Flag-Officer Hunter, C. S. Navy, regarding the arming of the C. S. S. Firefly.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, August 13, 1863.

SIR: Your letter of the 8th instant, relative to arming the *Firefly*, etc., has been received, and Flag-Officer Tattnall has been requested to have all necessary work done to fit out and arm the vessel as you recommend.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Flag-Officer Wm. W. HUNTER, C. S. Navy,
Commanding Afloat, Savannah, Ga.

Order of the Secretary of the Navy to Flag-Officer Hunter, C. S. Navy, declining authority for changes in vessels without reference to the Department.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, August 19, 1863.

SIR: Your letter * of the 13th instant has been received.

Such a general authority as is requested by you can not be granted. Any material change or addition in or about the ships in port should be made by the knowledge and consent of the Department.

Captain Tattnall has been authorized to have the shed made, as you request, on the *Georgia*.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Flag-Officer Wm. W. HUNTER, C. S. Navy,
Commanding Afloat, Savannah, Ga.

* Not found.

Letter from the Secretary of War to the President, transmitting report of Brigadier-General Ripley, C. S. Army, regarding operations at Charleston, August 21 to September 10, 1863.

CONFEDERATE STATES OF AMERICA,
War Department, Richmond, Va., January 6, 1864.

SIR: I have the honor to forward, for the information of Congress, copies of Brigadier-General Ripley's report of operations from August 21 to September 10, 1863, with subreports.

I am, sir, respectfully, your obedient servant,

JAMES A. SEDDON,
Secretary of War.

The PRESIDENT OF THE CONFEDERATE STATES.

Letter of transmittal from the President to the Senate and House of Representatives.

RICHMOND, VA., January 7, 1864.

I herewith transmit for your information a communication from the Secretary of War, covering a copy of the report of Brigadier-General R. S. Ripley, of operations from August 21 to September 10, 1863.

JEFFERSON DAVIS.

The SENATE AND HOUSE OF REPRESENTATIVES.

[Enclosure.]

Report of Brigadier-General Ripley, C. S. Army, covering operations at Charleston from August 21 to September 10, 1863.

HDQRS. 1ST MILITARY DIST., DEPT. OF S. C., GA., AND FLA.,
Charleston, September 22, 1863.

GENERAL: On the morning of the 21st of August the enemy opened heavily against the east face of Fort Sumter from his land batteries, enfilading it, and by half past 7 had succeeded in disabling one X-inch gun and a rifled 42-pounder. The cannonade was continued throughout the day; 465 shot and shell struck Fort Sumter outside, 259 inside, and 219 passed over—943 in all. The effect was to batter the eastern face heavily, doing considerable damage, and to disable the guns already mentioned, one VIII-inch columbiad, and a rifled 42-pounder. Seven men were wounded in the fort, three dangerously. In the evening the *Ironsides*, frigate, came within range. Five XI-inch shot were fired at her, when she withdrew. Brigadier-General Hagood relieved Colonel Keitt in command of our troops on Morris Island at 2 o'clock on the morning of the 21st. At half past 2 he opened fire on the enemy's advance, then within about 450 yards, to which the enemy responded vigorously. The practice was kept up until daylight. During the early part of the day the enemy's land batteries were employed upon Fort Sumter, and fired but little upon Wagner. A monitor and two wooden gunboats during the afternoon opened fire upon the battery and the troops on the hills. This fire was replied to by a X-inch gun from Wagner and by Battery Gregg. Toward evening the heavy land batteries commenced upon Wagner, adding their annoyance to that of the sharpshooters, which had been constantly kept up during the day.

At dusk a large force of the enemy was observed approaching with the apparent intention of assaulting the rifle pits. He was received

with a brisk fire; and General Hagood, immediately reinforcing his advance, drove back the assault.

The casualties at Wagner were Captain Robert Pringle, of Lucas Battalion of artillery (who died nobly at his post), killed, and 7 wounded. Batteries Cheves and Simkins kept up a continuous fire with columbiads and mortars throughout the day on the enemy's advance. At 12 o'clock the enemy sent a flag of truce to Battery Wagner, with a communication to the commanding general. This, Brigadier-General Hagood retained, there being no immediate communication with the city until the evening, when it was delivered to the commanding general, who visited Morris Island at that time.* At about half past 2 o'clock on the morning of the 22d an officer was sent to Morris Island returning the dispatch enclosed to the commander of the enemy's forces for signature, which had been omitted.

Soon after 3 o'clock the enemy opened from a new battery constructed in the marsh, a little to the west of Thomas Island, at long range, upon the city of Charleston, several shots reaching the city, but doing no damage whatever beyond the destruction of a few medical stores and injuring one or two walls slightly.

During the night of the 21st the Twentieth South Carolina Volunteers was relieved from duty at Morris Island by the Sixty-first North Carolina Regiment, and different detachments of artillery were also replaced by fresh troops. Captain Gaillard's company of artillery was relieved from Fort Sumter and stationed at Sullivan's Island.

A considerable quantity of artillery implements and 9,700 pounds of powder, with subsistence and other stores, were also shipped from that fort during the night.

The enemy opened heavily from his land batteries on Fort Sumter at 6 o'clock a. m. on the 22d, directing his fire, as before, principally at the east face, and continued it throughout the day, throwing 604 shots, of which 203 struck outside, 216 struck inside, and 185 missed. The effect during the day was to disable the remaining barbette guns, except one XI and one X inch gun on the eastern face, demolish the arches of the northwest face (of which five and the terreplein fell in), and scale the eastern face severely. One private was wounded.

While continuing the fire against Fort Sumter, at an early hour in the morning, two monitors opened upon Battery Wagner, shelling for about two hours, when they were replaced by the *Ironsides*, and she again reinforced by two other monitors, keeping up a heavy cannonade until about 2 o'clock, when they all withdrew. They all kept at long range, but had the effect of preventing a continued fire from the battery on the advancing works of the enemy, although it was kept up for about one hour and a half during the morning. The sharpshooters recommenced their firing as soon as the fleet withdrew. Battery Gregg returned the fire on the monitors until they were out of range, when the guns were turned upon the enemy's stockade and advance works, to which his land batteries replied.

A flag of truce was sent by steamer *Sparlding*, with a communication from the commanding general and certain consuls to the enemy, during the evening.

Batteries Simkins and Cheves kept up a continued fire upon the works of attack.

* It being at night, with no proper light at hand, the communications were sent unsealed by the same messenger to my headquarters.—G. T. BRAUREGARD, General, Commanding.

On the morning of the 23d, at about half past 3, the enemy's iron-clad fleet came up the channel and engaged Fort Sumter at short distance, firing 61 shots, of which 29 struck outside, 15 inside, and 17 missed, doing considerable damage to the eastern parapet and wall. The fire was replied to by the guns of Fort Sumter capable of service; and the proper signals having been made, Colonel Butler, commanding artillery on Sullivan's Island, manned his batteries and opened fire on the nearest monitor. A dense fog soon set in, however, which prevented effective practice at so small a mark. From Fort Moultrie the firing was only kept up by throwing shell to interrupt any reconnoissance which the enemy might make of the obstructions, until about half past 6 a. m., when the fog rose and the enemy retired after receiving a few shots. At Battery Wagner, during the night, all the damages which had been done to the battery were repaired; but notwithstanding a constant fire from the advanced pickets, the enemy succeeded during the night in pushing his sap about 40 yards. At an early hour in the morning, however, General Hagood opened upon them with three guns, and succeeded in interfering with his work almost entirely during the day, and seriously injuring what had been accomplished during the night. The enemy's land batteries opened upon Wagner in the morning and afternoon, but gave their heaviest fire during the day to Sumter. The *Ironsides* attacked about 7 o'clock, but being replied to by Battery Gregg and the sea front of Wagner, she retired after about an hour and a half. One of her boats, a fine launch, was cut away, secured by volunteers from the garrison, and sent to the city of Charleston, where it has since been employed in transport service. At about 12 o'clock a flag of truce came in from the enemy, with a communication for the commanding general and foreign consuls. The casualties at Battery Wagner during the day were 7 wounded, amongst whom was the gallant and distinguished Lieutenant-Colonel P. C. Gaillard, the commander of the Charleston Battalion, who lost his left hand while in the faithful and unflinching discharge of his duty. The fire from the enemy's land batteries was kept up on Sumter during the whole day, throwing 633 shot and shell, of which 282 struck outside, 210 inside, and 141 missed.

The effect was to disable the X-inch columbiad remaining, and the three rifled 42-pounders in the northern salient of the second tier. The eastern face was very badly scaled and the parapet seriously injured. The flagstaff was twice shot away, but the flag each time immediately replaced. The casualties in Fort Sumter were 7 wounded, including Lieutenants Boylston, Fickling, and Scanlan, severely, and Private Davis, Company C, mortally. The enemy opened with Parrott guns on Fort Johnson during the day, annoying working parties to some extent. Batteries Cheves and Sinkins kept up their regular fire upon his land approaches against Battery Wagner, and upon his marsh battery at night; but, nevertheless, at about midnight, the enemy opened upon the city of Charleston with a heavy Parrott rifled gun, and upon Battery Cheves with a mortar. The damage, however, was slight, and the rifled gun, having either burst or been struck on its muzzle by a shot from our batteries, ceased its practice from that time.

On the morning of the 24th fire was opened upon Sumter from the land batteries, but only 150 shots were thrown during the day, having principally the effect of scaling and damaging the eastern scarp, making one or two penetrations in the lower casemates, which were speedily filled up with sand bags. No casualties occurred at Sumter.

At Battery Wagner the work of repair and preparations went on during the day, and a mortar practice was kept up against the enemy's working parties. Direct fire was also opened whenever practicable, but it was ordinarily of short continuance, owing to the surpassing accuracy of the enemy's practice against the embrasures, rendering great care necessary to preserve the pieces. Sharpshooters were busily engaged on both sides. Batteries Simkins, Cheves, and Haskell were engaged from time to time in firing upon the enemy's advance during the day and night. The Nineteenth Georgia Regiment relieved the Charleston Battalion during the evening of the 24th.

The enemy had commenced building another battery in the marsh south of that from which he opened fire upon the city. Fire was opened upon it from Simkins and Cheves, but soon discontinued, circumstances showing it to be a sham.

The practice against Fort Sumter commenced about half past 9 o'clock and continued throughout the 25th: One hundred and seventy-five shot and shell were thrown, of which 62 struck outside and 36 inside. The damage was only to increase the débris and explode an ammunition chest. There were no casualties. At Battery Wagner the enemy was unusually quiet, firing but few of his land batteries until about 3 o'clock in the afternoon, when he opened an incessant fire from his mortars upon the fort and the space between it and the rifle pits. Toward evening he was observed from the observatories in the city to be accumulating forces in his works of attack, and orders were sent to Batteries Cheves and Simkins and Fort Moultrie to open upon them. Soon after dark he advanced upon the rifle pits in front of Wagner, but General Hagood's forces were fortunately prepared to receive him. His mortar practice ceased and his infantry assaulted fiercely, but the position was held with courage and spirit, and success crowned the efforts of the brave men of the Sixty-first North Carolina and Fifty-fourth Georgia regiments, who constituted the advance pickets and reserve. The latter regiment had been on duty during the day, and had just been reinforced by the Sixty-first going to its relief, under Colonel Devane.

Captain Roberts, of the Fifty-fourth, a gallant soldier, was mortally wounded. The casualties were 5 killed and 19 wounded.

Colonel Harrison, of the Thirty-second Georgia, relieved Brigadier-General Hagood in command of the forces on Morris Island at 10 o'clock on the evening of the 25th, Lieutenant-Colonel J. Welsman Brown relieving Major Warley as chief of artillery.

Twelve thousand pounds of powder and a large quantity of ammunition and material were transported from Fort Sumter during the night. Companies C and F of the First Regiment Artillery were transferred to the new batteries near Fort Johnson, their places being supplied by 150 men from Brigadier-General Colquitt's brigade.

The enemy commenced against Fort Sumter at 6 a. m. on the 26th, but his fire was inexact and slow, doing but little damage, except increasing the débris. The garrison and laborers were employed in repairing damages. A quantity of X-inch shells were shipped during the night, with other ammunition.

At Battery Wagner Colonel Harrison kept up an irregular fire during the night of the 26th, and also during the day, but several of his guns were badly damaged, and his supply of ammunition, from deficiency

of transportation and other causes, not full. The enemy returned the fire from a number of guns, generally giving four shots to one, and about the middle of the afternoon increased the cannonade against Wagner and Gregg. About 5 o'clock he concentrated all his fire on Battery Wagner and the rifle pits. Meanwhile, massing his troops in his works of attack, just before dark he threw forward an overwhelming force on the advance pickets, notwithstanding the fires of Batteries Simkins, Gregg, and Cheves, and succeeded in overpowering them before they could be supported, capturing the greater number. He attempted to advance beyond the rifle pits, but having exploded three torpedoes and being received by a warm fire from Wagner, his advance was checked for the time.

The Sixty-first North Carolina Regiment and the artillery detachments on duty at Morris Island were to be relieved during the night by the Eighth North Carolina and three detachments of artillery from three respective regiments.

Upon the enemy's attack the relieving party was strengthened by the Twentieth South Carolina Volunteers, and Colonel Harrison was ordered to retain the troops to be relieved.

During the night of August 27 the enemy had recourse again to his regular approaches, and succeeded in making some progress. At dawn of the 27th he was opened upon by Wagner, which was replied to by the enemy's Parrott guns, making it impossible to use our imperfect artillery with good effect. The sharpshooters were kept at work, and at dark the artillery fire was renewed.

Brigadier-General A. H. Colquitt relieved Colonel Harrison, in command of the island, at 12 o'clock on the night of the 27th. The enemy's operations against Fort Sumter consisted only in throwing four shots at the flag. The garrison was employed in stopping breaches and embrasures. During the night a IX-inch, a Dahlgren gun, and a X-inch columbiad were thrown from the walls, to be transported by a party under Mr. J. Fraser Mathewes. The Dahlgren was brought to the city, with a large quantity of implements and ammunition.

The enemy was very quiet during the 28th, throwing only six shots at Sumter. The tides had apparently damaged some of his works, which he was engaged in repairing. He continued his advance by his regular approaches on Morris Island, on which he was retarded by the artillery fire from Batteries Gregg, Simkins, Cheves, and Haskell and the infantry fire from Battery Wagner, during the day and night. At Fort Sumter a 9-inch Dahlgren gun was thrown over the parapet, but badly injured in the fall. The X-inch columbiad sent down the night before with a large supply of ammunition was shipped. No casualties occurred. The Sixty-first North Carolina Regiment was relieved from Battery Wagner.

No firing occurred against Sumter on the 29th. During the night Company D, of the First South Carolina Artillery, was sent to Charleston, being replaced by 50 men of General Colquitt's brigade. A 7-inch Brooke gun and a 42-pounder rifle were thrown from the parapet. The Brooke gun and a large quantity of miscellaneous ammunition and implements were shipped. On Morris Island the enemy were engaged in strengthening their works, annoyed and retarded by the fire from the batteries on James Island and Fort Johnson and from Fort Moultrie, which, although at a great range, was reported by General Colquitt as quite effective. The guns at Battery Wagner did good service.

An irregular fire was kept up on both sides. No serious damage was done to Wagner, but the IX-inch gun, Dahlgren, at Battery Gregg was dismounted. During the evening Lieutenant Randle, aid-de-camp to General Colquitt, a highly distinguished and meritorious young officer, received a very severe and dangerous wound.

The Fifty-fourth Georgia Regiment was relieved, as well as artillery detachments, by the Thirty-second Georgia and other troops during the night.

On the morning of the 30th of August the enemy opened a rapid fire from four guns on Fort Sumter, wounding 4 men, throwing about the débris, and disabling the three X-inch columbiads on the sea face, which had been repaired. This was kept up until about 5 o'clock in the afternoon, and by that time three of the casemate arches on the northeast face had been demolished and two breaches made in the scarp wall of the eastern face, exposing the sand with which the arches were filled. On Morris Island the enemy was quietly engaged in driving his saps, in which they were opposed by the James Island batteries and Wagner, and attempted a new approach on the left, but was compelled to desist. During the day but little firing took place, except from sharpshooters, but at evening a brisk mortar practice was commenced on Battery Wagner and a fire from Parrott guns on Battery Gregg, apparently to cut off supplies and the relieving troops. These were sent down in the steamer *Sumter*, the naval force being unable to cooperate with boats; and the weather being favorable, it was determined by the quartermaster in charge to make the attempt to communicate direct. The Twenty-seventh and Twenty-eighth Georgia Regiments and Captain [John D.] Johnson's company of artillery, with the supplies and stores for Morris Island, had been safely landed, and the Twentieth South Carolina and Twenty-third Georgia Regiments and Captain Mathewes' artillery received on board. So much time had been taken up, however, that the tide had fallen so low as to necessitate going by the main channel, and unfortunately the necessity had not been provided against by giving information to and establishing a signal with the batteries on Sullivan's Island. The steamer had run safely to the enemy's fleet and was coming up the channel when, being observed from Fort Moultrie, fire was opened upon her.

Before the officers in charge had learned this error several shots took effect, sinking the boat and causing the loss of arms and equipments. The troops on board were rescued by the garrison of Fort Sumter, under Colonel Alfred Rhett, and boats sent down by the navy. Eight men were reported missing the next morning, and it is feared were drowned. Special reports have been made to headquarters on this unfortunate occurrence.

During the night of August 31, in spite of a heavy fire from Battery Wagner, the enemy continued strengthening his approaches, replying to our fire with his mortars. The batteries on James Island continued their practice, oftentimes with good effect, but from the near approach of the enemy to Battery Wagner, it was, at others, quite dangerous to our own people, and General Colquitt directed them by signal to cease. Occasional shots were thrown by the enemy in the morning, and their sharpshooters were especially active. About half past 3 in the afternoon four monitors came up and commenced firing at Battery Gregg, Fort Moultrie, and Fort Sumter, and the wreck of the steamer sunk the previous night. This was returned

by the batteries on Sullivan's Island and Battery Gregg, and the monitors were repeatedly struck from both sides. At dark they withdrew. The fire upon Fort Sumter was quite slack during the day and did no damage.

At night the troops rescued from the *Sumter* were transported to their respective posts, and shipment of stores and ammunition continued.

The enemy was engaged on his works on Morris Island during the night of the 31st, under a brisk fire from Battery Wagner along his front. He succeeded in advancing his lines but a short distance.

At daylight he opened with his mortars upon that battery, and kept up the bombardment at intervals throughout the day. The long-range land batteries opened early against Fort Sumter, and kept up a regular and destructive fire, injuring the fort very seriously and disabling the remaining guns en barbette.

The entire terreplein of the northeastern face, with the exception of two arches near the eastern salient, fell in under the fire. At forty minutes past 11 o'clock p. m. six monitors steamed up and took position, varying from 800 to 1,500 yards from Fort Sumter, and opened a heavy cannonade upon the eastern face. Fort Moultrie, and the batteries adjacent on Sullivan's Island and Battery Gregg, opened upon them in return, striking them frequently and heavily. Two or three soon retired, and remained at long range.

The *Ironsides* moved in at half past 1 on the morning of the 2d of September, and taking a position at from about 1,500 to 1,800 yards from the *Sumter* opened her broadside. She was too far from Moultrie for the effective practice, which was ordered to be kept up and concentrated on the leading vessels. This was done until 4:40 a. m., when the fleet retired, two monitors apparently injured and requiring assistance.

Their fire had been principally directed against Fort Sumter, apparently with the intention of doing as much damage as possible. This was effected to the extent of demolishing nearly the whole of the eastern scarp, but only three casualties, all slight wounds, took place in the fort. Two men of the Fifty-first North Carolina were killed on Sullivan's Island by the explosion of a shell from the fleet.

The Twenty-fifth South Carolina was to have relieved the Thirty-second Georgia and Eighth North Carolina, on duty at Morris Island, but owing to the engagement the communication was interrupted and only a detachment effected a landing.

While the cannonade was going on an occasional fire was kept up on Battery Wagner, and the enemy pushed forward his works of attack to within about 120 yards of the eastern salient. Owing to the difficulty of communication and supplies, the garrison was compelled to husband the ammunition for the heavy guns, but a fire was kept up to impede their progress as much as possible. The sharpshooters on both sides on Morris Island were busily employed in the day, but batteries against Sumter were idle and the fleet was apparently employed repairing damages and resupplying ammunition. The casualties at Wagner were 1 killed and 6 wounded.

At night the movement of the troops, attempted the previous evening, and the supply of Morris Island was effected, and at 11 p. m. Colonel L. M. Keitt, of the Twentieth South Carolina Volunteers, relieved Brigadier-General Colquitt in the command of that position.

The night of the 2d passed quietly at Battery Wagner, the enemy pressing forward his works, and our own forces repairing damages and planting torpedoes to obstruct his progress. Early in the morning of the 3d he opened his mortars and continued the practice throughout the day. The casualties for the day were 1 killed and 6 wounded.

A quantity of ammunition and stores were removed from Fort Sumter during the night of the 2d. The 3d passed away without the enemy's firing upon that work, and the garrison and hands were employed in reliefs. At night the shipment of ordnance and stores was continued. One X-inch gun, one VIII-inch, and rifled 32-pounder were removed from the berme of the fort and transported to the city by Mr. J. Fraser Mathewes. Lieutenant Julius M. Rhett succeeded in throwing from the parapet two X-inch, one 42-pounder rifled, one VIII-inch, one XI-inch, and one 32-pounder rifled gun during the nights of the 1st, 2d, and 3d of September.

The night of the 3d passed with comparative quiet, the enemy working at his approaches and pushing them forward with vigor, covered occasionally by his mortar practice. When morning dawned he neglected Fort Sumter, but kept up an occasional fire from his land batteries on Battery Wagner, and kept his sharpshooters busy in sweeping the parapet from the captured rifle pits. The monitor fleet lay quiet, apparently repairing damages and taking in ammunition. About 8 o'clock the *Ironsides* opened fire on Battery Wagner, which was kept up until about noon, when she hauled off and regular mortar practice succeeded throughout the day.

The effect was to increase the casualties seriously. These will be found in the returns accompanying this report, but the daily reports were from this day interrupted. During the afternoon Major Frederick Warley, Second South Carolina Artillery, was seriously wounded by a splinter. A boat being sent down with an officer to relieve him, was, on its return, captured with himself, the coxswain, and 10 men, at about 9 o'clock p. m., by some of the enemy's barges, which had pushed in under the cover of the darkness. The supply of Morris Island and the relief of the Twenty-eighth Georgia Regiment were, however, effected during the night without further loss.

Fort Sumter having been held through the siege and cannonade by the First South Carolina Artillery under Colonel Alfred Rhett, until its armament had been disabled, and the services of the artillerymen being elsewhere required, the commanding general determined that it should be held by infantry. Several companies had been before relieved by troops from General Colquitt's brigade, and on the night of the 4th the Charleston Battalion, under Major Blake, relieved the garrison; Major Stephen Elliott relieving Colonel Rhett in command of the post. Colonel Rhett was placed in command of the interior batteries in and about the city, with Castle Pinckney and Fort Ripley.

The enemy kept up a continual fire on Wagner during the night of the 4th, and pushed forward his approaches to a close proximity of the ditch. The shortness of his range and the proximity of his support enabled him to inflict some injury on the garrison, a larger force being necessary at the parapet to guard against assault. Early on the morning of the 5th the *Ironsides* combined her fire with the enemy's land batteries, all concentrated on Wagner with considerable effect, the land guns being directed against the southeastern salient and those of

the *Ironsides* enfilading the land face and curtain of the work. The effect was to severely injure the traverses and communications, to disable the guns and equipments still more effectually, and increase the list of killed and wounded heavily, it amounting to over 40 for the day at Wagner and Gregg.

Certain indications of an attack on Cumming's Point during the night by boats having been observed, Colonel Keitt was directed to prepare to receive it, which he did at early dark by sending strong parties to the support of Battery Gregg, and into the sand hills between it and Wagner.

While making these preparations Captain Haines, commanding Twenty-eighth Georgia, and Lieutenant Blum, of the Twenty-fifth South Carolina Volunteers, were killed by a mortar shell. They were both gallant and meritorious officers.

The enemy kept up a fierce mortar practice on Wagner, and at dusk sent in two monitors, which kept up a heavy fire on Battery Gregg and its water approaches until about 1 o'clock on the morning of the 6th, when they hauled off. Soon after the attacking party made its appearance in from fifteen to twenty barges, by the interior passages, coming from the junction of Vincent and Schooner creeks. They were discovered by Captain Lesesne, who opened upon them with 10-inch grape. Major Gardner, of the Twenty-seventh Georgia Regiment, commanding the position, threw his infantry forward and opened fire. The enemy was evidently surprised and in confusion, his officers calling out not to fire, that they were friends. Finding his falsehood unavailing, his parties pushed in, firing spherical case from three boat howitzers. Meanwhile Fort Moultrie and Battery Bee opened over and to the right of Battery Gregg; our infantry plied the attacking party vigorously; two field howitzers under Lieutenant Macbeth were opened upon them, and, evidently much cut up, they hauled off and made the best of their way back to their position through the creeks and marshes. The enemy's calcium light had been freely used during the night to light up Wagner and its approaches, and after the repulse of his boat party he kept up a furious shelling, almost entirely preventing work upon repairs.

At daylight on the 6th this was completely stopped by his overwhelming force of sharpshooters. The fire from the land batteries was kept up throughout the whole day, and from time to time the whole ironclad fleet fired furiously upon the work, adding heavily to the list of casualties, which for the 5th and 6th amounted to over 150. Batteries Wagner and Gregg had now been held under a continued and furious cannonade by land and sea for fifty-seven days; two assaults had been signally and gloriously repulsed; the enemy had been forced to expend time, men, and material most lavishly in approaching the first; but at this time he was within a few yards of the salient; most of the guns of the fort were injured; transportation and supply had become most difficult with the inefficient means at our disposal; the possibility of throwing heavy reinforcements in time to resist an assault by the enemy's overwhelming forces, issuing from his trenches only a few yards distant, out of the question, and the practicability of keeping a sufficient force on the island for the purpose, under the furious cannonade from land and sea, without protecting shelter, scarcely less so.

This matter had been some time under consideration by the commanding general, and after receiving reports concerning the state of the works, and our capabilities for reinforcing the garrison, it was determined not to subject those brave men, the flower of our force, to the desperate chances of assault. Orders were accordingly given on the morning of the 6th to prepare for evacuation, and the details arranged. A fleet of transport steamers was to assemble between forts Johnson and Sumter, covered by the ironclad steamer *Charleston*, while small boats, manned by officers and men of the *Palmetto* and *Chicora*, and details from the Army, were to embark the forces from Cumming's Point. Instructions were sent for the demolition of the armament of both batteries and for blowing up the magazines, as the places were abandoned. It is to be regretted that the last instructions did not reach Morris Island earlier, but the communication having been completely interrupted by the enemy's boat attack on the night of the 5th, they did not reach the commander until the evening of the 6th, a short time before the evacuation was to be commenced. Fort Moultrie, Battery Bee, Batteries Simkins, Cheves, and Haskell were all manned and in readiness to open fire, to cover the embarkation should the enemy have discovered the movements and attempted to interfere. For the details of the evacuation, I beg respectfully to refer to the able report of Colonel L. M. Keitt, Twentieth South Carolina Volunteers, and the reports accompanying it.

It commenced about 9 p. m., and was concluded at about 12. The guns of the batteries were spiked and implements generally destroyed. Matches were fixed to explode the magazines, but, from some unfortunate cause, both those at Wagner and Gregg failed to explode. The enemy threw his calcium light on Wagner during the whole night, and one of the most furious bombardments on record, even during this war, was continuously kept up while the movements were progressing, but he did not ascertain the evacuation until the last of the boats were leaving. Then his guard boats discovered the movement of our boats engaged in the embarkation, and, creeping up upon the rear, succeeded in cutting off and capturing three barges containing Lieutenant Hasker and boat's crew of the *Chicora*, and soldiers of the Army.

The enemy occupied Battery Wagner about daylight on the 7th September, and was opened upon by Batteries Simkins and Cheves and Fort Moultrie, with the works adjacent. Soon after Admiral Dahlgren, commanding the enemy's fleet, sent a demand to Major Stephen Elliott, commanding Fort Sumter, for a surrender of the post. Major Elliott declined, meantime referring the matter to the headquarters of the district. Under instructions from the headquarters of the department, Admiral Dahlgren was informed that he could have Fort Sumter when he could take and hold it. About 6 p. m. the *Ironsides* and five monitors came up the channel and opened fire against Fort Sumter and the batteries on Sullivan's Island, which was promptly and steadily replied to by our guns, until it was too dark to observe the vessels, with some effect. The enemy kept up his fire until about 9 o'clock, doing but little damage to the works. First Lieutenant E. A. Erwin, First South Carolina Infantry, was killed at Battery Beauregard.

On the morning of the 8th a monitor, supposed to be the *Weehawken*, was observed aground in the channel leading to Cumming's Point,

near the shore of Morris Island. A slow fire was opened on her from a trebly banded Brooke gun and the X-inch columbiad from Sullivan's Island, and from such guns as would bear from Fort Johnson. The endeavor was made to strike her below her armor, which was out of water at low tide. She was struck several times below the usual water lines, and about 9 o'clock the *Ironsides* and five other monitors came up to her assistance, engaging the forts and batteries at distances varying from 800 to 1,500 yards, keeping up a very heavy cannonade.

A shell from the *Weehawken* struck and disabled an VIII-inch columbiad in Fort Moultrie, and, glancing, burst near a service magazine, which was protected by a heavy traverse, throwing incendiary contents into the magazine and exploding it and several shells, killing 16 and wounding 12 men of Captain R. Press. Smith's Company E, First South Carolina Infantry. This disaster interrupted the practice but little, for Captain Burnet's company relieved Captain Smith's, under a heavy cannonade, and an accurate and deliberate fire was maintained against the enemy from all the batteries on the island for about five hours, when the enemy withdrew, evidently much cut up and disabled.

From personal observation I take pleasure in commending the conduct and practice of officers and men engaged of Colonel Butler's regiment. The effect on the ironclads I believe to have been greater than on the 7th of April, and since the action but one monitor has fired a gun. Their number has been decreasing, four only being now (21st) in sight. Besides the casualties mentioned from the explosion, 3 men were killed and 2 officers, Captain Wardlaw and Lieutenant De Saussure, and 14 men, were wounded at Fort Moultrie. Having met with little success in the cannonade on Sullivan's Island batteries, the enemy's naval commander next made an attempt to obtain possession of Fort Sumter, and about 1 o'clock on the morning of the 9th attacked that fort with a fleet of from thirty to forty barges. Major Elliott caused his fire to be reserved until the enemy was within a few yards of the southern and eastern faces upon which the landing was attempted. He was then received with a close fire of musketry. Hand grenades and fragments of the epaulements were thrown over on the heads of his men, demoralizing and completely repulsing him. The crews near shore sought refuge in the recesses and breaches in the scarp, and those at a distance turned and pulled rapidly away. The gunboat *Chicora*, Fort Moultrie, and the Sullivan's Island batteries, and Fort Johnson, opened a fire, enfilading the faces of Fort Sumter as soon as the signal was made, cutting up the retreating barges, of which several were seen floating, capsized and disabled, the next morning. Major Elliott succeeded in securing 5 boats, 5 stands of colors, 12 officers, and 109 men, including 2 officers and 17 men wounded.

The prisoners reported the attacking force about 400 strong, but it was probably much larger, and the enemy's loss was undoubtedly much heavier than that portion which fell into our hands and under our observation. Among the captured colors was a worn and torn garrison flag, reported by some of the prisoners as being that which Major Anderson was permitted to take from the fort on the occasion of his being compelled to surrender in April, 1861. This had been brought to hoist on the fort, and to be made the subject of boast had the assault succeeded. Whether it was really the flag or not, it would doubtless have been so announced. As the attempt was a disastrous repulse, it has been stated, I am informed by certain officers of the

enemy, that the flag is not the identical standard, but the evidence is such that I believe that it is, notwithstanding testimony coming from that quarter. With the four others it has been transmitted to headquarters. No casualties occurred on our side. Early in the day the commander of the enemy's fleet sent in a flag of truce to tender assistance to his wounded and probably to gain information, but his offers were declined. During the evening of the 9th and 10th, the prisoners, both whole and wounded, were brought to the city and have since been sent into the interior.

From the 10th, active operations of hostility on the part of the enemy have ceased. His working parties, however, have been busily engaged upon Morris Island at batteries Wagner and Gregg, and intermediate points, and on Black Island, evidently preparing for a prosecution of the siege, by long range fire upon Sullivan's Island, James Island, and the harbor. Our batteries have been kept in such activity as the necessities of the case required and the state of our ammunition and armament permitted, with the effect of retarding his operations.

The above report has given the principal events of the siege from the 20th of August to the present date, as they have occurred. For other details I have to refer to the reports of subordinate commanders, heretofore and herewith transmitted to the headquarters of the department.

During the period of thirty days included in the report, the forces under my command have been increased by the arrival of the brigades of Brigadier-Generals Evans and Anderson, the former of which has been stationed in Christ Church Parish, and the latter has reinforced Brigadier-General Taliaferro's command upon James Island.

The preparations for repulsing the attack of the enemy on the city by the batteries of the interior lines have been steadily progressed with, and the troops held in readiness to meet the enemy at such points as he should develop an attack.

Curtailed as we are in transportation, it has been impossible to attempt the offensive, except by artillery, with troops in force. A gallant endeavor to attack the *Ironsides* was, however, made on the night of the 21st, by Captain James Carlin, in charge of a steam torpedo boat, in which he proceeded down the channel, through the enemy's fleet, and struck the frigate. Unfortunately the current and other causes prevented a direct collision, and, having been discovered, the attempt was for the time abandoned, Captain Carlin making good his retreat into the harbor, under a heavy fire from the *Ironsides* and other vessels.

In closing the report, I have to express my appreciation of the conduct of Brigadier-Generals Hagood and Colquitt, and Colonels Keitt and Harrison, who have, during this portion of the siege, commanded our forces on Morris Island. Generals Hagood and Colquitt, as each detail came around, accepted the arduous command with alacrity, and held their post with constancy during their command. Colonel L. M. Keitt, who relieved Brigadier-General Colquitt toward the termination of the siege, held his command until the last extremity, when he was relieved by orders from superior authority, and brought off his troops with eminent success, from an insular position, in the immediate proximity of an overwhelming land and naval force of the enemy, under a mortar practice almost unparalleled in its severity.

Colonel Alfred Rhett, commanding Fort Sumter, and Major Ormsby Blanding, First South Carolina Artillery, deserve especial consideration for their conduct, and the manner in which the post was held during the cannonade of Fort Sumter. Colonel Rhett remained until relieved and the last artillery soldier had been detached from the fort.

Colonel William Butler and the officers and men of his regiment have performed their duties in charge of the batteries on Sullivan's Island in such a manner as to inspire confidence in their will and ability to repulse the future attacks which may be made against them.

Lieutenant-Colonel Yates, Major Edward Manigault, Captains Mitchel and Billopp, commanding the batteries on James Island bearing upon Morris Island and the enemy's approaches, have been untiring in their efforts.

The gallant conduct of Major Stephen Elliott, commanding Fort Sumter, and the Charleston Battalion, under Major Julius A. Blake, constituting the garrison, in repulsing the attack of the enemy's barges on the morning of the 9th, is especially to be commended.

I must refer to the reports of subordinate commanders for the names of those officers who have distinguished themselves by good conduct, which want of space and time prevent my mentioning in this, and beg to express my hearty concurrence in their recommendation.

Brigadier Generals Taliaferro and Clingman, in command on James Island and Sullivan's Island, have held their troops in constant readiness for service, and by prompt management of details from their respective commands have assisted no little in enabling the service on Morris Island to continue to the full length of the siege.

I have to renew my approval of the conduct of Captain William F. Nance, principal assistant adjutant-general, attached to these headquarters, and for the fourth time to recommend him for promotion, long since earned by faithful and devoted service as well as gallantry in the field.

Captain B. H. Read, assistant adjutant-general; Lieutenants Rogers and Wagner, aids-de-camp; Captain E. M. Seabrook, volunteer aid-de-camp, and Lieutenant Simmons, C. S. Army, have all been well and actively engaged during this period. Lieutenants W. G. McCabe and T. H. Smith, provisional artillery, have been during the time mentioned on duty under direct orders from these headquarters and have performed it to my full satisfaction.

Captain C. C. Pinckney and Lieutenant Seabrook, ordnance officers, have fulfilled their difficult duties to the extent of the material at their disposal.

Major Motte A. Pringle, post quartermaster, upon whom the trying and difficult duties of transportation have principally devolved, has performed them with energy and fidelity.

Major C. H. Suber, district quartermaster, and Major N. W. Smith, district paymaster, have been diligent and attentive in furnishing the supplies demanded from them.

The medical staff at the different posts have distinguished themselves by their attention to the sick and wounded. I refer to the reports of subordinate commanders and of the chief medical officers for the names of those who deserve special mention and consideration.

I also desire to acknowledge the valuable services rendered by the officers and men of the *Palmetto State* and *Chicora* in assisting in the removal of the troops from Morris Island,

Accompanying this report I have the honor to transmit, in addition to the subordinate reports already sent forward, Major Elliott's report of the repulse on the night of the 8th instant; the reports of battery commanders, and of Colonel William Butler, commanding artillery on Sullivan's Island; of the action of the 8th instant; lists of killed, wounded, and missing during the period covered by this report; list of ordnance on Morris Island, and special reports in the cases of Lieutenant Johnson, of the Engineer Corps, and Lance-Sergeant Huger, of the Signal Corps.

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

R. S. RIPLEY,

Brigadier-General, Commanding.

Brigadier-General THOMAS JORDAN,
Chief of Staff.

Order of Flag-Officer Tucker, U. S. Navy, to Lieutenant Dozier, U. S. Navy, for the detail of two boats' crews for special duty.

C. S. S. CHICORA,

Charleston, August 22, 1863.

SIR: It being important to communicate with Morris Island to-night, you will detail two boats' crews, of 8 men each and 1 officer, to report to Lieutenant Hasker for duty.

You will see Major North or Pringle, quartermaster, and find out from him at what time the steamer will come down, that your men may come in the steamer detailed to tow the small boats intended to be used for the transportation.

Very respectfully, your obedient servant,

J. R. TUCKER,

Flag-Officer, Commanding Afloat.

Lieutenant Commanding W. G. DOZIER, U. S. Navy,
Commanding Special Expedition, Charleston, S. C.

Order of Flag-Officer Tucker, U. S. Navy, to Lieutenant Dozier, U. S. Navy, regarding the disposition of the steamer Moultrie.

C. S. S. CHICORA,

Charleston, August 24, 1863.

SIR: I am in receipt of your letter of 20th instant relative to the steamer *Moultrie*.

In consequence of your report concerning the condition of the vessel, you are authorized to release and turn her over to her owners.

You will be pleased to have as many boats fitted with torpedoes as you can hoist up to the davits of the *Indian Chief* and have them ready for service.

If you have not a sufficiency of boats, you can procure some of these that are below.

Very respectfully, your obedient servant,

J. R. TUCKER,

Flag-Officer, Commanding Afloat.

Lieutenant Commanding W. G. DOZIER, U. S. Navy,
Commanding Special Expedition, Charleston.

Report of Major De Treville, U. S. Army, regarding an attack upon Fort Moultrie by the United States monitors.

HEADQUARTERS FORT MOULTRIE, S. C.,
August 27, 1863.

CAPTAIN: I have the honor to report that about 1 a. m. the sentinels at this post reported the approach of the Yankee monitors. The alarm was given and batteries promptly manned. After firing a few shots (the enemy being scarcely visible) the vessels promptly retired beyond range. Nothing further to report.

Respectfully, your obedient servant,

ROBERT DE TREVILLE,
Major, Commanding.

Captain W. F. NANCE,
Assistant Adjutant-General.

[Telegram.]

RICHMOND, *September 1, 1863.*
(Received at Savannah, September 2.)

Transfer immediately to Flag-Officer Tucker, to man torpedo boat, 1 lieutenant, 1 master, and 3 other officers, 4 firemen, 3 coal heavers, and 12 men.

By command of Secretary of Navy:

J. K. MITCHELL,
Commander, etc.

Flag-Officer W. W. HUNTER.

[Telegram.]

RICHMOND, *September 1, 1863.*
(Received at Savannah, September 2.)

General Beauregard wants a detail of men from your squadron to aid in defense of Charleston. How many men can you spare? Answer immediately.

S. R. MALLORY.

Flag-Officer W. W. HUNTER.

[Telegram.]

RICHMOND, *September 2, 1863.*

Transfer temporarily to Flag-Officer Tucker 25 men from your command. They will be returned as soon as transfers are received from the Army, now ordered.

By command of Secretary of the Navy:

JNO. K. MITCHELL,
Commander, etc.

Flag-Officer W. W. HUNTER.

[Telegram.]

SAVANNAH, *September 2, 1863—12 a. m.*

Your two telegrams received. The detachment ordered to Charleston will proceed forthwith. The complement of my vessels are short in number, especially from sickness of officers and men. To keep them in efficient condition none can be spared.

Respectfully,

W. W. HUNTER,
Flag-Officer, Commanding Afloat.

HON. S. R. MALLORY,
Secretary of the Navy.

[Telegram.]

SAVANNAH, *September 2, 1863.*

I transfer to you, in charge of Lieutenant L. R. Hill, 1 midshipman, 1 boatswain, 2 assistant engineers, 4 firemen, 3 coal heavers, and 12 men, by order of the honorable Navy Department. They will proceed by the 6 a. m. train to-morrow.

Respectfully,

W. W. HUNTER,
Flag-Officer, Commanding Afloat.

Flag-Officer J. R. TUCKER, C. S. Navy,
Charleston.

Order of Flag-Officer Hunter, C. S. Navy, to Lieutenant Kennard, C. S. Navy, for the dispatching of a special force to Charleston, S. C.

SAVANNAH, GA., *September 3, 1863.*

SIR: The detachment ordered to Charleston is required by the honorable Navy Department to be promptly dispatched. It consists of Lieutenant Dalton, in charge of it, Midshipman Gibbs, Boatswain Cronin, 1 fireman from the *Savannah*, and 25 men from your command.

You will attend personally to the dispatch from this city of these men by the 6 o'clock a. m. train for Charleston to-morrow morning, and report to me on the same at 10 a. m. to-morrow.

Respectfully,

W. W. HUNTER,
Flag-Officer, Commanding Afloat.

Lieutenant Commanding J. S. KENNARD,
Steamer Isondiga.

[Telegram.]

SAVANNAH, *September 3, 1863.*

Your telegram of last night received and obeyed by leaving the gun-boat *Isondiga* without a crew.

W. W. HUNTER,
Flag-Officer, Commanding Afloat.

HON. S. R. MALLORY.

Letter from General Beauregard, C. S. Army, to Flag-Officer Tucker, C. S. Navy, announcing the establishment of torpedoes in Hog Island Channel.

HDQRS. DEPT. SOUTH CAROLINA, GEORGIA, AND FLORIDA,
Charleston, S. C., September 3, 1863.

SIR: I have respectfully to inform you that the torpedoes have been established in Hog Island Channel, west end of Sullivan's Island.

Respectfully, your obedient servant,

THOMAS JORDAN,
Chief of Staff.

J. R. TUCKER,
Flag-Officer, Commanding, etc.

Report of Flag-Officer Hunter, C. S. Navy, requesting instructions from the Department regarding the transfer of guns from the C. S. ironclad battery Georgia.

SAVANNAH, GA., September 3, 1863.

Brigadier-General Mercer, commanding this district, has applied to me for some of the guns of the iron battery *Georgia*. The *Georgia* is immovable. One broadside can only be used. She has 9 guns. Four of these could be better placed in battery on shore for the defense of Savannah. Shall I give General Mercer the guns?

W. W. HUNTER,
Flag-Officer, Commanding Afloat.

Hon. S. R. MALLORY,
Secretary, Richmond.

Letter from the Chief of Office of Ordnance and Hydrography to Flag-Officer Hunter, C. S. Navy, authorizing the loan of guns from the C. S. ironclad Georgia.

C. S. NAVY DEPARTMENT,
OFFICE OF ORDNANCE AND HYDROGRAPHY,
Richmond, September 4, 1863.

SIR: In reply to your telegram of the 3d instant, you are authorized to loan General Mercer, for the defense of Savannah, four guns of the *Georgia's* armament. It is to be distinctly understood, however, that these guns are to be returned when required for naval purposes. Please report to this office the caliber, numbers, and distinguishing marks on each gun loaned, and request General Mercer to cause a record to be kept of the number of discharges which may be made from each gun. It is intended that the history of each gun in the naval service shall be carefully recorded in the books of the office.

Very respectfully, your obedient servant,

JOHN M. BROOKE,
Commander in Charge.

Flag-Officer W. W. HUNTER, C. S. Navy,
Commanding Forces Afloat, Savannah, Ga.

Letter from Major-General Gilmer, U. S. Army, to the Secretary of the Navy, requesting assistance in the holding of Morris Island.

CHARLESTON, S. C., *September 4, 1863.*

To enable us to hold Morris Island to the last extremity, I appeal on you for the service of as many sailors as you can possibly give us from Richmond, Wilmington, Savannah, and other points—not less than 200—to be employed as oarsmen to convey troops and *matériel* to and from that island. I earnestly ask for this assistance at once.

J. F. GILMER,

Major-General and Second in Command.

HON. S. R. MAILLORY,

Secretary of the Navy, Richmond, Va.

Order of General Beauregard, U. S. Army, to Major Elliott, U. S. Army, restricting communication by flag of truce.

HDQRS. DEPT. SOUTH CAROLINA, GEORGIA, AND FLORIDA,
Charleston, S. C., September 9, 1863.

MAJOR: Inform Admiral Dahlgren distinctly that no flag from the United States military authorities will be received hereafter until satisfactory written explanations are made both for firing on the *Juno* when under a flag and for the failure to answer the enquiries made about Major Warley and other missing officers and soldiers of the Confederate States forces.

Twice, at least, have they sent flags of truce to us for their own purposes since the delivery of the communications in question, which, thus far have remained unanswered.

Yesterday the naval officer who came to receive the answer of these headquarters to Admiral Dahlgren's demand for the surrender of your post, it is understood, was expressly informed that explanations were required for the treatment of our flags of truce on several recent occasions, and that no flag would be received hereafter until those explanations were made. The attempt, therefore, to penetrate this harbor without such explanations is of itself offensive and calls for explanation.

The fact is, all flags of truce originating on our side since early in August have received, to say the least, scant courtesy, and have been carried under circumstances of not a little peril to the vessel bearing them and to those on board. The time has come when there shall be some guaranty or safeguard given against such course in future.

Orders will be given to receive and communicate with a flag of truce at the buoy indicated by Admiral Dahlgren on a former occasion, for the purpose of receiving explanations and assurance that our flags hereafter shall be received in good faith—that is, in the spirit in which they have been sent—in every instance. Unless this is done the commanding general will find it necessary to disregard any flag coming from the authorities of the United States.

Respectfully, your obedient servant,

THOMAS JORDAN,
Chief of Staff.

Major S. ELLIOTT, Jr.,
Commanding Fort Sumter.

Order of Flag-Officer Tucker, C. S. Navy, to Lieutenant Dozier, C. S. Navy, for the preparation for service of captured launch.

FLAGSHIP CHARLESTON,
Charleston, September 10, 1863.

SIR: You will be pleased to have the launch captured a short time since brought down immediately, and have the howitzer mounted and everything placed on board for service, when you will turn her over to General Beauregard.

Very respectfully, your obedient servant,

J. R. TUCKER,
Flag-Officer, Commanding Afloat.

Lieutenant Commanding W. G. DOZIER, C. S. Navy,
Charleston, S. C.

The howitzer is on board the *Juno*; some of the ammunition, etc., is on board of the *Chicora*.

Order of Flag-Officer Hunter, C. S. Navy, to Commander Pinkney, C. S. Navy, for the preparation of the C. S. S. Resolute.

SAVANNAH, September 14, 1863.

You will please order Master's Mate W. D. Oliveira to take command of the tender *Resolute*, and direct him to continue and hasten her repairs and report her to you in readiness for service as early as possible.

Respectfully,

W. W. HUNTER,
Flag-Officer, Commanding Afloat.

Commander R. F. PINKNEY, C. S. Navy,
Commanding C. S. S. Savannah.

Order of Flag-Officer Hunter, C. S. Navy, to Lieutenant Gwathmey, C. S. Navy, assigning the C. S. steamers Resolute and Firefly as tenders to the C. S. S. Savannah.

SAVANNAH, September 15, 1863.

You will direct the commanders of the tenders *Resolute* and *Firefly* to report to Commander R. F. Pinkney, C. S. Navy, commanding C. S. S. *Savannah*, as tenders to the *Savannah*, and direct the paymaster of the *Georgia*, under your command, to transfer the accounts of the officers and crews of the *Resolute* and *Firefly* to the *Savannah*.

Respectfully,

W. W. HUNTER,
Flag-Officer, Commanding Afloat.

Lieutenant Commanding W. GWATHMEY, C. S. Navy,
Commanding C. S. S. Georgia.