

Photographic
Sciences
Corporation

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

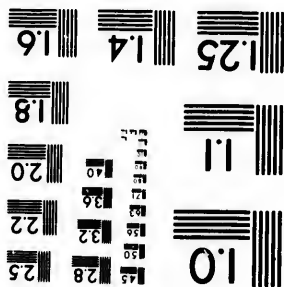
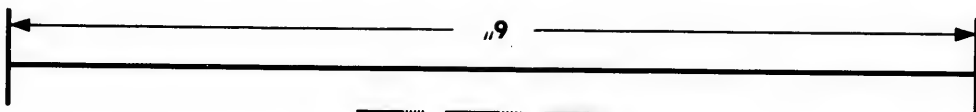
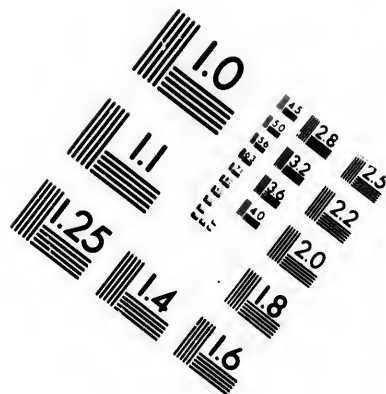
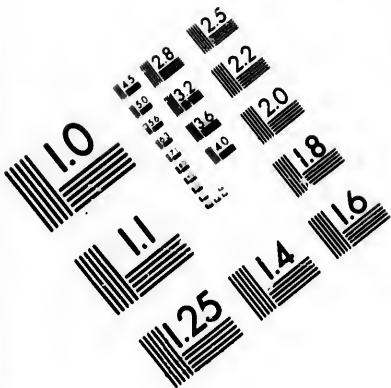
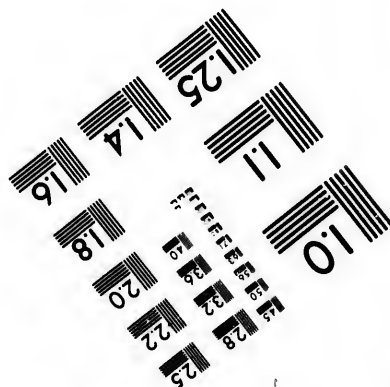
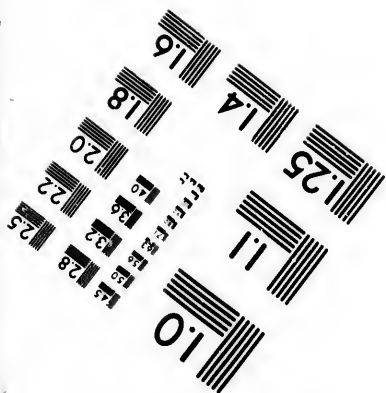


IMAGE EVALUATION
TEST TARGET (MT-3)



**CIHM/ICMH
Microfiche
Series.**

**CIHM/ICMH
Collection de
microfiches.**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

© 1982

Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

Coloured covers/
Couverture de couleur

Covers damaged/
Couverture endommagée

Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée

Cover title missing/
Le titre de couverture manque

Coloured maps/
Cartes géographiques en couleur

Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)

Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur

Bound with other material/
Relié avec d'autres documents

Tight binding may cause shadows or distortion
along interior margin/
La reliure serrée peut causer de l'ombre ou de la
distortion le long de la marge intérieure

Blank leaves added during restoration may
appear within the text. Whenever possible, these
have been omitted from filming/
Il se peut que certaines pages blanches ajoutées
lors d'une restauration apparaissent dans le texte,
mais, lorsque cela était possible, ces pages n'ont
pas été filmées.

Additional comments:/
Commentaires supplémentaires:

Coloured pages/
Pages de couleur

Pages damaged/
Pages endommagées

Pages restored and/or laminated/
Pages restaurées et/ou pelliculées

Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées

Pages detached/
Pages détachées

Showthrough/
Transparence

Quality of print varies/
Qualité inégale de l'impression

Includes supplementary material/
Comprend du matériel supplémentaire

Only edition available/
Seule édition disponible

Pages wholly or partially obscured by errata
slips, tissues, etc., have been refilmed to
ensure the best possible image/
Les pages totalement ou partiellement
obscurcies par un feuillet d'errata, une pelure,
etc., ont été filmées à nouveau de façon à
obtenir la meilleure image possible.

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	14X	18X	22X	26X	30X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
12X	16X	20X	24X	28X	32X

The copy filmed here has been reproduced thanks to the generosity of:

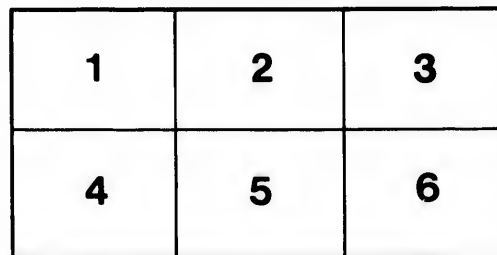
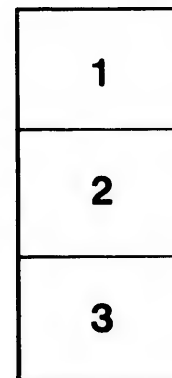
Library of Congress
Photoduplication Service

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol \rightarrow (meaning "CONTINUED"), or the symbol ∇ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

Library of Congress
Photoduplication Service

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole \rightarrow signifie "A SUIVRE", le symbole ∇ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

errata
to
t
e pelure,
on à



32X



OUR CRUISE

IN THE

158
881

CONFEDERATE STATES' WAR STEAMER

ALABAMA.

THE PRIVATE JOURNAL OF AN OFFICER.

Fullam George Townley

FROM

A SUPPLEMENT

TO THE

SOUTH AFRICAN ADVERTISER AND MAIL.

Cape Town, Saturday, September 19, 1863.

E599
.A3F94

LONDON:
Printed by A. Schulze, 13, Poland Street.

By Transfer
JAN 13 1917

de
N
co
ac
a
bi
an
of

be
w
th
av
of
ge
la
ve
G
fo

599
A3F94

OUR CRUISE

IN

THE CONFEDERATE STATES' WAR STEAMER

“ALABAMA.”

THE Presidential election—the slave-question—the slanderous tongues of Northern senators—the tone of the Northern press, and the unjust laws passed by a Northern congress—unjust because they acted, and were intended to act, upon the Southern people—all these tended to produce a feeling of discontent and to foster minds already embittered against the North to withdraw from the Union, and to make for themselves a place among the nations of the earth.

To effect this object, negotiations were attempted to be entered into, which, however, signally failed, and it was only after every exertion had been made to adjust the matter in a peaceful and proper manner (but without avail), that recourse was made to arms. After the outbreak of the war, the immense naval superiority of the North gave them considerable advantages over the South, who, lacking convenience and material, were not able to build vessels with sufficient dispatch, and the Confederate States' Government sent over Capt. J. D. Bullock to England for the purpose of purchasing a war-steamer. Accordingly

the 'No. 290' was built and intended for a Confederate vessel of war.

The 'No 290' was launched from the building yard of Messrs. Laird, of Birkenhead. She was a barque-rigged wooden propeller, of 1,040 tons register. Length of keel, 210; length over all, 220 feet; beam 32; depth, 17. Her engines, built by the same firm, were two horizontal ones, each of 300 horse power, with stowage for 350 tons of coal. Her sails, carried at all times, were as follows:— Fore, foretop-mast, stay-sail jib; two large try-sails; the usual square sails on fore and main, with the exception of the main-sail, which was a flying one; spanker and gaff-top-sails; all standing rigging wire. Double wheel, with motto engraved thereon, '*Aide toi et Dieu l'aidera*,' placed just before the mizen-mast. Bridge in the centre, just before the funnel. Carried five boats, viz: cutter and launch amidships, gig and whale-boat between the main and mizen-masts, and dingy astern. The main deck pierced for 12 guns; elliptic stern; billet head; high bulwarks; cabin accommodations first-class; ward-room furnished with a handsome suite of state-rooms; steerage—starboard for midshipmen, port for engineers; next came engine-room, coal-bunkers, &c.; then the berth-deck, capable of accommodating 120 men; under the ward-room were store-rooms; and under the steerage were shell-rooms; just forward of the fire-arms came the hold; next the magazines, and forward of all the boatswains' and sail-makers' store-rooms; the hold, &c., being all under the berth-deck.

At 9.15 A.M. of the 29th July, 1862, we weighed anchor, and proceeded slowly down the Mersey, anchoring in Moelfra Bay—having on board relatives and friends of the builders, both ladies and gentlemen. Our ostensible object in sailing was to go "on a trial-trip," and the presence of the ladies

ed for a Confederate
 n the building yard
 e was a barque-rigged
 ter. Length of keel,
 32; depth, 17. Her
 e two horizontal ones,
 age for 350 tons of
 s, were as follows:—
 o large try-sails; the
 n, with the exception
 g one; spanker and
 wire. Double wheel,
 e *toi et Dieu l'aidera*,"
 Bridge in the centre,
 boats, viz: cutter and
 oat between the main
 The main deck pierced
 head; high bulwarks;
 rd-room furnished with
 teerage—starboard for
 ext came engine-room,
 eck, capable of accom-
 ard-room were store-
 vere shell-rooms; just
 ld; next the magazines,
 and sail-makers' store-
 r the berth-deck.
 32, we weighed anchor,
 ey, anchoring in Moelfra
 friends of the builders,
 sensible object in sailing
 e presence of the ladies

and gentlemen gave a certain colour to the report. In the evening transferred our visitors to a steam-tug. We remained here, shipping hands, &c., until 2 A.M. of the 31st, when we got under weigh, ostensibly bound to Nassau, Bahamas. A strong breeze was blowing from the south-west, accompanied with heavy rain, a boisterous sea running at the time—forming altogether a most uninviting picture, and one not at all calculated to augur good luck. Our unceremonious departure was owing to the fact of news being received to the effect that the Customs' authorities had orders to board and detain us that morning.

Passing successively the Isle of Man, Ailsie Craig, &c., we hove to off the Giant's Causeway, and landed Captain Bullock and the pilot, amid a drenching shower of rain. Soon, however, it cleared up, and away we steered (to the westward,) at the rate of 13½ knots an hour. Soon after clearing the land, a strong S.W. wind with a heavy sea continued until our arrival at Porto Praya, in the Island of Tereceira (Azores) on the 10th August. The port bow port had been stove in, and a few minor damages done by the heavy sea we had encountered, notwithstanding which our vessel gave promise of being a good sea boat, and also a swift one.

The same afternoon the officials came off, and in reply to their questions, we said that we were the steamer 'Barcelona,' from London, fifteen days out, bound to Havannah, and intended for the Spanish Government for the war with Mexico. Were quarantined three days.

The vessel was under the command of Captain M. J. Butcher, late of the Cunard Service. The rest of the officers were as follows, viz.:—Chief Officer, John Low, (E) Savannah, Ga.; Second Officer, G. S. Fullam, Hull, England; Surgeon D. H. Llewellyn, Easton, Wilts; Paymaster,

C. R. Yonge, Savannah, Ga. ; Chief Engineer, J. McNair, England. The crew numbered about seventy men and boys.

Our object in going there—that is, to 'Terceira—was to obtain the necessary arms, ammunition, &c., requisite for a vessel of war. England's proclamation of neutrality prevented the guns, &c., being placed on board in Liverpool. Skill and secrecy of no inconsiderable degree were required to escape the vigilance of the Yankees, who, through the agency of their spies, were quite *au fait* with regard to Confederate affairs in England.

No sooner was our departure known than the United States' Steamer 'Tuscarora' received, through the American Consul at Liverpool, news of it. Every exertion was made by her commander to seize us, but without avail, for by the time the 'Tuscarora' arrived in Moelfra Bay, we had been gone two days. Going on shore, I found the people both courteous and hospitable, every attention being paid by them. The bay is a moderate sized one, with good holding ground, and protected from all save easterly winds. Three or four forts (without guns) were built, but were nearly useless through decay. Beef has to be brought from Angra on the other side of the island. Fruit and vegetables are plentiful, but water is scarce.

On the 13th, a sail was observed standing into the harbour; anchoring near us, she proved to be the American whaling schooner 'Rising Sun' of Province Town. Through the indiscretion of the purser, our real character became known, and considerable apprehension was felt for our safety on her departure a few days after.

On the 18th, a sail was observed making for the anchorage. In the evening she anchored near us, when we found her to be the 'Aggripina,' of London, Captain McQueen,

Engineer, J. McNair,
but seventy men and

is, to Terceira—was
tion, &c., requisite for
mination of neutrality
d on board in Liver-
nsiderable degree were
f the Yankees, who,
ere quite *au fait* with
and.

own than the United
through the American
every exertion was made
without avail, for by the
elfra Bay, we had been
found the people both
ention being paid by
one, with good holding
easterly winds. Three
built, but were nearly
be brought from Angra
Fruit and vegetables are

ved standing into the
oved to be the American
rovince Town. Through
real character became
on was felt for our safety

d making for the anchor-
near us, when we found
ndon, Captain McQueen,

having on board six guns, with ammunition, coals, stores,
&c., for us. Preparations were immediately made to transfer
her cargo. On the afternoon of the 20th, while employed
discharging the barque, the screw-steamer 'Bahama,'
Captain Tessier, arrived, having on board Commander
Raphael Semmes and officers of the Confederate States'
steamer 'Sumter.' Hauled steamer alongside, taking from
her two thirty-two pounders, with some stores, &c., which
took us until the following day.

22nd.—Got up steam; dodging slowly along the island,
having the barque fast alongside, taking from her a quantity
of coal, &c., which took us until the evening of the 23rd,
when we anchored in Angra Bay. About 9 A.M. we were
startled by the report of a gun, fired from a fort, and which
was believed to have had a shot in. The 'Bahama' im-
mediately stood seaward, in order to draw the fire from us
towards her. At 11 A.M. another was fired. The explana-
tion given by the authorities the following morning was that
it was only a mail signal. We had, however, considerable
reason to doubt it. I was this day appointed acting master's
mate to the Confederate States' steamer 'Alabama.'

Sunday, 24th August, 1862.—Strong N.W. wind at 12:30,
got under weigh in company with the 'Bahama,' and stood
along the Island of Terceira. At 2 P.M. Captain Semmes
read his commission, and formally took command of the
Confederate States' steamer 'Alabama,' 8 guns: hoisting
the Confederate ensign at the peak, the English St. George's
at the fore, and the pendant at the main, firing a gun at
the same time. Commander Semmes made a most effective,
spirited address, in which (after speaking of the relations
existing between the North and South) he said: "his prin-
cipal object was to cripple the commerce of the enemy;
that he was not going to fight a fifty-gun ship, but as soon

as they had become proficient in the use of their weapons, he would give them an opportunity to show the world what they were made of." Three rousing cheers were given on its conclusion.

Having conveyed Captains Bullock and Butcher to the 'Bahama,' I returned, and at 11:30 p.m. we hoisted launch and parted, the 'Bahama' returning to Liverpool, and the 'Alabama' proceeding on a cruise. [Including commander, —26 officers and 85 men.] 2:30 p.m. of the following day, hoisted up the propeller, and secured it, it being our intention to cruise under sail only, unless occasion demanded steam.

29th.—Gave chase to a brig, lost her in the darkness. The following day sighted another that showed French colours. 6:30 p.m. called all hands to muster, and stationed them at the great guns. Strong N.E. wind.

31st.—Sail reported on our lee bow, gave chase. Showed Portuguese colours.

2nd September.—Chased a barque; on boarding she proved to be the 'La Foi,' from Timor to Nantes.

4th.—Exercised 1st and 2nd divisions at great guns.

5th.—Several vessels in sight; gave chase to one, discovering her to be a Portuguese brigantine; went about and chased a ship which showed American colours. On boarding she proved the 'Ochmulgee,' whaler, of Martha's Vineyard, with a valuable sperm whale fast alongside. Took possession, transferred her crew to the 'Alabama,' and a quantity of stores. All prisoners, American born, were put in irons; the rest, if English, &c., were not ironed.

6th.—Burnt prize. In chase of a barque, coming up with her, we found that she was the French barque 'Senegambia,' of Marseilles. Made the Island of Flores and Corvo. Sent prisoners ashore off Flores. Chased and captured the

use of their weapons,
show the world what
cheers were given on

and Butcher to the
m. we hoisted launch
to Liverpool, and the
Including commander,
of the following day,
d it, it being our in-
ness occasion demanded

her in the darkness.
that showed French
muster, and stationed
wind.

, gave chase. Showed

me; on boarding she
or to Nantes.

ons at great guns.
ive chase to one, dis-
brigantine; went about
American colours. On
' whaler, of Martha's
e fast alongside. Took
the 'Alabama,' and a
merican born, were put
ere not ironed.

barque, coming up with
h barque 'Senegambia,'
Flores and Corvo. Sent
sed and captured the

schooner 'Starlight,' of Boston, with passengers from Fayal to Flores. This was rather an exciting chase, for after firing a blank cartridge, she still kept on her course (endeavouring to get shelter under the land). A shot was then fired across her bow, but without any effect; so a shot was fired between her masts, which had the desired effect. Transferred prisoners, and hove to until daylight.

7th.—Saw a steamer on weather bow. Read articles of war.

8th.—Landed passengers and crew of 'Starlight' at Flores. Seven sails in sight. Stood out from the land in chase of one, prize schooner following. Came up with her, and found her to be the barque 'Ocean Rover,' of New London, with a valuable cargo of whale oil on board, having been out 40 months. Transferred prisoners, stores, &c., and in the evening scuttled her; but, as it afterwards showed, ineffectually, owing to the buoyancy of the cargo.

9th.—Captured barque 'Alert,' of New Bedford. Engaged all day transferring stores for ship's use. Set on fire barques 'Ocean Rover,' and 'Alert,' and schooner 'Starlight.' Overhauled and captured schooner 'Weather Gage,' of Province Town. Stood in chase of a barque, and which on boarding proved to be Danish. To this vessel we hoisted American colours, and passed as the United-States' steamer 'Iroquois.' To all prizes we had captured we hoisted English colours, and exchanged them for Confederate as soon as the boarding officer gained the vessel's deck.

10th.—Burnt prize and shaped a course for Flores.

11th.—Hove to off Flores, and landed prisoners. The Governor paid us a visit. Filled away in chase of a barque, but owing to the darkness lost her.

12th.—Fresh southerly wind, very pleasant. Made

sail in chase of a vessel; found her to be a Portuguese barque.

13th, A.M.—Two vessels in sight, one proved to be a Spaniard, the other a Yankee brigantine, and which of course we captured, taking her crew on board our vessel, and setting her on fire—the ‘Altamaha,’ of Sippican.

14th, 1. 30. A.M.—Gave chase to a sail on lee-bow. 2. 30 A.M. fired a gun for her to heave to. Darkness prevented us knowing who she was, so I went on board to examine her papers, and which, if Yankee, I was to signal it and heave to until daylight. What I did on boarding this vessel was the course usually adopted in taking prizes. Pulling under his stern I saw it was the whaling ship ‘Benjamin Tucker,’ of and from New Bedford. Gaining the quarter deck, I was welcomed with outstretched hands. In answer to my questions, the captain told me her name, port of registry, &c., &c., all of which I was previously aware. I then told him that he was a prize to the C. S. Str. ‘Alabama,’ ordering him to out his clothes in one trunk, allowing the mates and men one bag each—all navigation books and instruments being left behind. At daylight sent the captain and crew with the ship’s papers and luggage to the ‘Alabama.’ I then examined the ship, and finding some cases of stores, they were transferred to our ship. The preparations to fire her were soon made, so that after seeing her well fired we pushed off and regained our vessel, the prisoners (Yankees) being placed in single irons. 15th, light breeze with heavy swell.

16th, land in sight, right ahead, 10:30 A.M. Sail reported right ahead and took possession of her. The schooner ‘Courser,’ of Province Town. We then stood towards the land, sent prisoners ashore, stood out to sea, and made a target of prize. After some creditable shooting we burnt her.

to be a Portuguese

one proved to be a
entine, and which of
on board our vessel,
'na,' of Sippican.

ail on lee-bow. 2.30
Darkness prevented us
board to examine her
to signal it and heave
arding this vessel was
prizes. Pulling under
ip 'Benjamin Tucker,'
g the quarter deck, I
ls. In answer to my
ame, port of registry,
sly aware. I then told
S. Str. 'Alabama,' or-

one trunk, allowing the
navigation books and
aylight sent the captain
nd luggage to the 'Ala-
and finding some cases
ur ship. The prepara-
o that after seeing her
ed our vessel, the pri-
ngle irons. 15th, light

10:30 A.M. Sail reported
of her. The schooner
then stood towards the
out to sea, and made a
le shooting we burnt her.

17th.—Whilst at quarters, two vessels reported; bore down for the lee one; 11:20, hove to. She showed Yankee colours; accordingly we took possession. Found her to be the barque 'Virginia,' whaler, of, and twenty-one days from, New Bedford. Obtained late newspapers, containing accounts of victories gained both by the Federals and Confederates; the former at Bâton Rouge; the latter in Missouri. The news, however, was received with doubt, on account of the source from which it emanated; 4 P.M. set fire to prize.

18th.—Two vessels in sight; chased one; proved to be a French brig. Bore away for the other. She evidently not liking our appearance, altered her course and made all sail; a fresh breeze was blowing at the time. Her exertions, however, proved fruitless, for at 12:30 we came up with her; boarded and took possession of bark 'Elisha Dunbar,' from New Bedford, twenty-five days out. In the evening burnt her.

19th and 20th.—Under double-reefed topsails and trysails.

Monday, 21st.—Officers and men to muster. On the first Sunday in each month the articles of war were read, and the ship and men every Sunday.

26th.—Up to to-day cruising with fine weather; in the evening it became squally.

28th.—Sail reported; gave chase; proved to be a foreign brigantine. Not wishing our real character to be known, we kept on our course without speaking her. Fine, with light winds.

30th.—Gave chase to a vessel on lee bow; proved to be a French barque. Fresh breeze and heavy sea.

October 1st.—Strong breeze, and occasionally rain. The crews of the 'Virginia' and 'Elisha Dunbar' still on board. A change of weather keenly felt, it being very cold.

3rd.—Early in the morning the joyful cry of "sail ho!" was heard from the mast-head; presently, three sails were reported in sight. At 9:30 came up with one; hoisted the St. George's ensign; boarded, hauled down, and hoisted the Stars and Bars, and took possession of the ship 'Emily Farnum,' of Portsmouth (N. H.) Made sail after another prize following astern. On boarding she was found to be the ship 'Brilliant,' of and from New York, twelve days out, bound to Liverpool with a valuable cargo of grain and flour. The cargo of the 'Emily Farnum' proving to be neutral, and the prisoners becoming irksome, it was deemed a favourable opportunity to get rid of them. All the prisoners were then placed on board of her, and the ship allowed to proceed on her voyage, her captain promising to land them in Liverpool. It seemed a fearful thing to burn such a cargo as the 'Brilliant' had, when I thought how the operatives in the cotton districts would have danced with joy had they it shared amongst them. I never saw a vessel burn with such brilliancy, the flames completely enveloping the masts, hull, and rigging in a few minutes, making a sight as grand as it was appalling. This evening, quite unexpectedly, we were called to general quarters, going through all the evolutions in quite a masterly manner. Sounded fire alarm, manned pumps as for a leak, called away boarders, and went through everything expected to be done in action. After this, every Friday evening, when practicable, was set apart for general quarters. From the papers taken from the 'Brilliant' we read of the success of our brave troops in Virginia, and also of the successful escape of the Confederate screw-steamer 'Florida' into a Confederate port.

5th.—Boarded a French barque. In the evening chased a brigantine, who proved to be a Swede. Fresh breeze from the westward.

7th
bow
the
barq
eigh
Eng
she
2.30
two
foun
good
9.30
mad
Yor
had
the
from
desc
was
9
asse
for
foll
and
eng
cap
and
hav
Dav
boa
Bri
1
dis

ful cry of "sail ho!"
 ntly, three sails were
 with one; hoisted the
 down, and hoisted the
 n of the ship 'Emily
 ade sail after another
 sho was found to be
 York, twelve days out,
 e cargo of grain and
 'arnum' proving to be
 rksome, it was deemed
 id of them. All the
 of her, and the ship
 r captain promising to
 a fearful thing to burn
 when I thought how the
 ould have danced with
 . I never saw a vessel
 s completely enveloping
 few minutes, making
 g. This evening, quite
 eneral quarters, going
 ce a masterly manner.
 s as for a leak, called
 verything expected to be
 Friday evening, when
 al quarters. From the
 we read of the success
 l also of the successful
 teamer 'Florida' into a
 In the evening chased
 a Swede. Fresh breeze

7th.—Light winds. 4.30 A.M., sail reported on starboard bow; chased, and at 6 fired a gun to heave to, and hoisted the Confederate ensign. On boarding I found her to be the barque 'Wave Crest,' of and from New York, to Cardiff, eight days out. Her captain asserting that his cargo was English, but not having any papers to prove it, of course she was made a prize. Cargo consisted of grain and flour. 2.30 P.M., called all hands to quarters, port battery firing two rounds of shell at prize. Boarding to burn her, we found that two shells had struck, the rest passing over in good line firing. 6.30 P.M., sail reported on weather bow. 9.30 brought her to with blank cartridge. Boarded and made a prize of the brigantine 'Dunkirk,' of and from New York, to Lisbon, flour laden, eight days out. By midnight had crew on board of us, and the vessel burnt. Examining the prisoners, we found one of them to be a deserter from the C.S. steamer 'Sumter,' he being one of the seven deserting at Cadiz. Immediately upon arrival on board he was placed in double irons.

9th.—Light westerly breeze. 10 A.M. a court-martial assembled in the ward-room to try George Forrest, A.B., for desertion from the 'Sumter.' The court consisted of the following officers, viz.:—President, the first lieutenant, and the senior second lieutenant, surgeon, master, chief engineer, and lieutenant of marines; judge advocate, the captain's clerk. 4.30 captured the ship 'Tonawanda,' of and from Philadelphia to Liverpool, laden with grain, having also on board about 75 passengers. Took from her David White, a slave to one of the passengers. 8.15 P.M. boarded the English brig 'Ann Williams,' from Cuba to Bristol.

10th.—Read sentence of court-martial to prisoner, and discharged him; the sentence was, "that all pay, prize

money, &c., due to him be forfeited; that he fulfil his term of service, and forfeiting all pay excepting such as is sufficient to provide necessary clothing and liberty money." 10.30 made out a sail on lee bow; after an hour's chase fired a gun and brought her to. She proved to be a Meeklenburg ship, from New York, bound to Dublin.

11th.—Light easterly wind until evening. 5.45 A.M. made a large sail on starboard bow; being far to windward and wind light, did not chase. 3.30 P.M. sail reported on weather bow. 5.30 overhauled and hove her to; upon boarding she proved to be the ship 'Manchester,' of and from New York, bound to Liverpool, with wheat, cotton, &c. Transferred all prisoners to prize ship 'Tonawanda,' and burnt the 'Manchester.' The captain of the 'Tonawanda' being kept on board our ship as security. Strong variable winds up to the

13th.—10.50 A.M., made a sail on weather bow; made sail in chase, suspecting her to be a disguised vessel of war: all hands were called to quarters, and the guns loaded with shell. Raining heavily at 5.50 P.M. Gave up the chase, and secured the battery, the chase having shown Spanish colours. 6 P.M., released the 'Tonawanda,' her master ransoming her at 80,000 dollars. Her passengers testifying, in rather a ludicrous manner (to me), their joy at their deliverance.

14th.—Strong N.W. winds; A.M. Chased and overhauled the Danish ship 'Judith.' Chased another, proved to be French. Another vessel in sight to windward. Coming up with her, she proved to be English. Her captain saluted our flag; which compliment we returned.

15th.—Strong westerly winds, accompanied with heavy rain. 6.45 A.M., sail discovered on weather bow. Coming up with her, we fired a blank cartridge, hauling down the

St. c
notic
shot
with
of l
toba
priz
1
Tow
run
rica
labo
viol
sail
hea
to
unt
bro
to
sm
soo
stay
the
of
ma
tion
a v
the
wa
idle
on
to
me

that he fulfil his term
 ting such as is sufficient
 liberty money." 10.30
 hour's chase fired a gun
 be a Mecklenburg ship,

evening. 5.45 A.M.
 being far to windward
 30 P.M. sail reported on
 and hove her to; upon
 p 'Manchester,' of and
 ol, with wheat, cotton,
 prize ship 'Tonawanda,'
 captain of the 'Tona-
 ship as security. Strong

on weather bow; made
 disguised vessel of war:
 and the guns loaded with
 r. Gave up the chase,
 e having shown Spanish
 'onawanda,' her master
 er passengers testifying,
 me), their joy at their

Chased and overhauled
 l another, proved to be
 windward. Coming up
 sh. Her captain saluted
 rned.

accompanied with heavy
 a weather bow. Coming
 ridge, hauling down the

St. George's ensign and hoisting the Confederate flag. No notice being taken of it, both bow guns were loaded with shot; observing it the chase hove to. On our boat returning with the captain, it was found to be the barque 'Lampighter,' of Boston, from New York, to Gibraltar, laden with tobacco. Brought crew on board our vessel, and burnt prize. Midnight, blowing fresh.

16th.—Commenced with a strong gale from the S.S.E. Towards daybreak it freshened considerably, a heavy sea running at the same time, 9.30. Blowing a perfect hurricane, the sea rising to a fearful height, and the ship labouring heavily. Shortly after, a squall of extraordinary violence struck us, we being under close reefed main-top-sail, reefed main-try-sail and foretop-mast stay-sail. The heavy strain on the main braces caused the weather buntin to snap in two—the yard flew forward, bending upwards until it was almost double, when with a sudden crash it broke in two, splitting the top-sail with a noise equal to the loudest thunder. A sea striking immediately after smashed in the whale-boat; it was soon cut away. No sooner had the main-top-sail gone, than the fore-top-mast stay-sail was cut away by the captain of the fore-castle, thereby preventing the ship falling off into the trough of the sea. A storm try-sail was soon bent, and the main-try-sail lowered, splitting the sail during the operation. Various minor casualties occurred, but nothing of a very serious nature. Everybody was thoroughly wet by the salt spray. The vessel's behaviour during the storm was beautiful. A finer sea-boat never floated. All the idlers, boys, &c., were placed under the weather bulwarks on the quarter-deck, with a rope stretched before them to prevent them falling to leeward. Wind N.W. immediately after. Moderated towards evening, so that we

were able to send down the wreck of the main yard, and bend new sails. The evening turned out with a heavy sea from the southward; the wind abating, causing the ship to roll heavily. 17th, opened with a moderate breeze and a heavy swell from the south. About noon the sea went down considerably; sail was made; and in about half-an-hour a sail was reported on the starboard bow; went after her, hoisted English colours, the chase hoisting English in return. The heavy sea and the amount of work requisite to be done prevented us following her up, so we hauled upon our course again. Hard squalls until Sunday, 19th, commenced with fine weather, 4 P.M. Sent up main yard and bent main-top-sail. 20th, 4 A.M., two lights, one ahead the other astern, were seen, made all sail in chase of one. Coming within two miles of her she hoisted English colours. Went about in chase of the other, who proved to be a brigantine under Dutch colours. Hauled up on our course again. Alternate sunshine and showers until noon, when a heavy squall, accompanied with rain, struck us, the wind veering round to W.N.W. Double reefed top-sails and try-sails. Towards evening a sail hove in sight; she being so far to windward, and darkness drawing on, we gave up the chase.

21st.—Fine, with a northerly wind; at daylight made a sail. Found her to be the barque 'Heron,' of Sunderland, from New York, bound to Queenstown, we calling our ship H.M. Steamer 'Racehorse.' Towards midnight the wind freshened considerably.

22nd.—Blowing a fresh gale with a heavy sea. Hove-to at 10 P.M. Cut away the dingy, it having been stove by a sea striking her some time previously. Saw two vessels standing easterly.

23rd.—4 A.M., a light reported astern. Stood for her.

Ho
hoi
hau
aga
qua
and
to
Bel
The
hav
a p
forg
fire
sove
fire
kin
on
2
com
Fro
tha
the
tha
was
us
ever
2
han
luti
S
vess
a b
and

k of the main yard,
 y turned out with a
 wind abating, causing
 ened with a moderate
 e south. About noon
 ail was made; and in
 orted on the starboard
 lish colours, the chase
 ivy sea and the amount
 ented us following her
 again. Hard squalls
 th fine weather, 4 P.M.
 -top-sail. 20th, 4 A.M.,
 stern, were seen, made
 ; within two miles of
 Went about in chase
 brigantine under Dutch
 again. Alternate sun-
 en a heavy squall, ac-
 he wind veering round
 and try-sails. Towards
 eing so far to windward,
 up the chase.
 ind; at daylight made
 'Heron,' of Sunderland,
 own, we calling our ship
 rds midnight the wind
 h a heavy sea. Hove-to
 it having been stove by
 iously. Saw two vessels
 astern. Stood for her.

Hoisted the English blue, to which chase answered by
 hoisting English also. Saw two vessels far to leeward,
 hauling up to the N.W. 3:40 P.M., "sail, ho!" was heard
 again. Kept away for her, called the first gun's crew to
 quarters, fired a blank cartridge; hove her to, boarding
 and returning with her captain and papers; she proved
 to be the ship 'Lafayette,' of Newhaven, New York, to
 Belfast, three days out, with a large cargo of grain, &c.
 The captain stated that his cargo was English; but not
 having papers to that effect, of course he was declared
 a prize. Transferred prisoners, chronometers, &c., not
 forgetting half-a-dozen porkers, &c., to our ship, and
 fired prize. The cold and weather generally being rather
 severe, the prisoners were put below in the forward
 fire-room, it being vacated for that purpose, and the fires
 kindled in the after one instead. Hitherto they had lived
 on the main-deck with a tent specially rigged for them.

24th.—Fine, with a strong northerly wind. Sail in sight;
 coming up with her, she proved to be an English brigantine.
 From a stray newspaper, taken in the 'Lafayette,' we read
 that news had been received in New York of the capture of
 the Yankee vessels by the 'Alabama,' in which it stated
 that the treatment to which the prisoners were subjected
 was "worse than dogs." Such gross falsehoods annoyed
 us considerably, as all our prisoners had been treated with
 every kindness consistent with safety.

25th.—Light winds. A sail in sight all day. 2 P.M. all
 hands to general quarters, going through all naval evolu-
 tions.

Sunday, 26th.—Fine, with a fresh breeze. Chased a
 vessel for a short time; put about after another; after firing
 a blank cartridge the first division was called to quarters
 and two shots fired over her at a distance of three miles.

Hove to and made a prize of her, the schooner 'Crenshaw,' of and from New York, to Glasgow, four days out, grain laden. Burnt prize and proceeded on our course. From this vessel we obtained papers, in which we read the infamous assertions made by the captain of the 'Brilliant' with respect to our treatment of prisoners. A conviction was forced upon every mind that kindness extended to them was completely thrown away.

27th.—Weather assuming a threatening appearance. Reduced sail accordingly. Sounded, but no bottom with 75 fathoms. Shipped three men, making a total of 11 men shipped from prizes.

28th.—Light westerly wind. Daylight, a vessel in sight; supposing her to be a foreign brigantine, did not chase her long, another sail having been reported on lee bow. 11 A.M. fired a gun and hove her to. Boarded and took possession of the barque 'Laurietta,' of Boston, from New York, bound to Gibraltar and Messina. Obtained news of a brilliant victory gained by our troops in Kentucky. The excitement in the Northern States appeared to be intense, their papers acknowledging their inability to catch us. Much amused was I to read in a list of officers my name as corporal. I suppose it originated in the fact that in conjunction with Lieutenant Howell, and another officer, I kept watch and guard over the prisoners.

29th.—Got up steam and lowered propeller. With eight pounds of steam, going nine knots. 4 P.M., sail in sight on starboard bow, five, came up with her; found her to be a barque under Dutch colours. Five vessels now in sight; chased one. 6 30 P.M. ordered her to heave to. Boarded and took possession of the brigantine 'Baron de Castine,' of and from Castine, bound to Cuba, with a cargo of lumber. Ransomed her on condition that he took all our prisoners

and landed them. Sent them all on board and proceeded on our course. By this vessel, Commandant Semmes sent his respects to the New York Chamber of Commerce, stating also that by the time this message reached them he (Captain Semmes) would be off that port.

30th.—Strong N. wind, 8 A.M.; three vessels in sight. Passed a barque, evidently a foreigner, steering N.W. We were startled and annoyed to find that only four days' coals was on board. Such a discovery, however opportune as it was, annoyed us not a little. To astonish the enemy in New York harbour, to destroy their vessels in their own water, had been the darling wish of all on board. It now being impracticable to continue our course, we reluctantly squared away and stood towards the S.E. 2 P.M., hoisted up screw and banked the fires. 3 P.M., made sail in chase of a vessel. Found her to be the Dutchman we had spoken twice previously.

November 1st.—Fine, with light winds. Chased two vessels, one proved to be English, the other French. A third in sight.

Sunday, 2nd.—Fine, light winds, 7 A.M., a sail descried steering to the N.E. This being the first Sunday in the month, the articles of war were read as usual. 12:30, hove the vessel to with blank cartridge. Took possession of ship 'Levi Starbuck,' of and from New Bedford, five days out. Obtained news of our successes in Kentucky. Employed until sunset transferring stores &c., from prize. Then burnt her.

6th, 4 A.M.—Two vessels hove in sight. Boarding one, I found her to be a French barque bound to Havre.

8th, 2 A.M.—Made sail in chase of a schooner standing to the southward. Another vessel standing N.E., in sight shortly after. Went in chase of her. She showing

Yankee colours. We answered by showing the same. In reply to his signal we passed as the U.S. 'Ticonderoga.' The signal, "What is your longitude?" we declined answering until we could verbally do it. Hove to until she neared us, then fired a gun and hoisted the Confederate ensign. Sent a boat on board and took possession. Found her to be the 'Thomas B. Wales,' of Boston, from Calcutta, with a general cargo; having as passenger the late United States' Consul at Mauritius, with his wife and two children, the captain having his wife with him also. They were accommodated in the ward-room. The officers vacating their rooms for that purpose. Many articles for ship's use was taken from her, including a mainyard; at sunset burnt her. Shipped 11 hands.

11th.—Light winds and showery, 6 A.M. Sail hove in sight. Boarding, found her to be an English brigantine bound to Demerara. He had heard of the Alabama destroying six vessels. Passed as the United States Steamer 'Wyoming.' 4 P.M., gave chase to a sail. Fired a blank cartridge, and sent a boat off to her. She not heaving to, a shot was fired at her, when to our astonishment four lights were seen. All hands were immediately called to quarters, and every preparation made for battle. On our boat returning, we learnt that the vessel boarded was the English barque 'Princess Royal,' from Demerara, the crew having been afflicted with yellow fever, that she had shown two lights as a signal of being hove to, the third light being the brigantine's previously boarded, and the fourth our boat's. Secured the battery.

14th.—After general quarters had been gone through with a celerity highly gratifying, the men were highly eulogized by the commander and officers.

15th.—Moderate easterly wind. At daylight two vessels

in s
wind
from
Ste
1
1
Mar
rang
A m
both
ad
ship
Lett
son
1
the
be a
her
bein
vess
that
Uni
sixty
Gov
mun
to th
to th
so to
sea
latte
coal
and
to se

showing the same. In the U.S. 'Ticonderoga' she?" we declined and it. Hove to until she hoisted the Confederate flag and took possession. Found a Boston, from Calcutta, passenger the late United States wife and two children, him also. They were The officers vacating articles for ship's use nyard; at sunset burnt

, 6 A.M. Sail hove in an English brigantine of the Alabama destroyed States Steamer 'Wyomil. Fired a blank car. She not heaving to, a astonishment four lights ntely called to quarters, battle. On our boat re-boarded was the English nerara, the crew having hat she had shown two to, the third light being and the fourth our boat's.

had been gone through the men were highly eulo-s.

At daylight two vessels

in sight. A three masted schooner, being hull down to windward, did not chase; the other proved to be a Spaniard from Cadiz to Habana, we passing as the United States' Steamer 'Octorora.'

17th, 2:20 P.M.—Island of Dominica in sight.

18th.—9:30 came to an anchor in Port Royal harbour, Martinique. After the health officers had visited us, arrangements were made to lay in a stock of provisions, &c. A most enthusiastic reception was given by the inhabitants, both civil and military. Invitation to the officers were given *ad lib.*, the clubs being placed at our disposal. Our store ship 'Aggripina' was lying laden with coal for our use. Letters were received by many on board. Landed all prisoners.

19th, 6:30 A.M.—A steamer was descried standing towards the harbour. On her coming nearer, we made her out to be a large barque-rigged vessel. At 7:15 all doubts as to her nationality was set at rest. The Stars and Stripes being hoisted at her peak, and apparently a heavy armed vessel. On our communicating with the shore, it was found that the vessel (who was now within a mile of us,) was the United States' Steamer 'San Jacinto,' 14 guns, viz.: 12 sixty-eight pounders, and 2 eleven-inch shell guns. The Governor issued notices about the town forbidding any communication with her, and prohibiting any supplies being sent to them. He also sent a communication to her Commander, to the effect that "either he must come to an anchor, and if so to remain 24 hours after our departure, or else go out to sea and remain outside of three miles." He adopted the latter course. The Governor stated that if we wanted to coal ship, it would be best for us to run down to St. Pierre and anchor under the forts. But it was deemed advisable to send the barque away to another rendezvous, she giving

out that she was going to and clearing for Trinidad. The French gunboat 'Fata' got up steam and anchored near us, to prevent any demonstration being made by the enemy whilst we were at anchor. Her commander affording us every assistance, by showing us the best plan of escape the harbour afforded. At first it had been our captain's intention to go out and give the enemy battle, but after deliberation he determined to wait until darkness set in. At 1 P.M. the English mail boat passed the harbour. Before sun-down every preparation had been made for battle, the enemy apparently pretty active in making preparation also. The broadside guns being loaded with shot and the pivot guns with shell. 7.15 P.M., "all hands up anchor," which was soon accomplished. All lights were then extinguished, and we steamed cautiously across the harbour along the shore. 8 P.M., dismissed the pilot, and called all hands to quarters, and run out the guns, all expecting to hear a bang from the enemy. Signal lights were observed from a Yankee vessel in harbour. The night was very favourable to us, the enemy's vessel not having been seen since the last particle of daylight allowed us to see anything, she then being about the centre of the harbour on the alert. After the pilot had left us, the engines were set a-going, and away we steamed at the rate of 14 knots an hour. At 9.20, all danger of interception being over, the guns were run in and secured, and all hands piped down. We then shaped our course towards Blanquilla, at which place we had made arrangements to meet the barque. We learnt afterwards that the 'San Jacinto' had two boats on the look-out that evening, and had a set of signals instituted, by which a Yankee vessel inside the harbour could afford him information of our movements. I believe the authorities arrested her captain

ing for Trinidad. The
am and anchored near
being made by the

Her commander af-
owing us the best plan
t first it had been our
give the enemy battle,
l to wait until darkness
boat passed the harbour.
and been made for battle,
in making preparation
oaded with shot and the
"all hands up anchor,"
ll lights were then ex-
usly across the harbour
ed the pilot, and called
t the guns, all expecting

Signal lights were ob-
harbour. The night was
s vessel not having been
yflight allowed us to see
he centre of the harbour
ad left us, the engines
steamed at the rate of
l danger of interception
in and secured, and all
haped our course towards
d made arrangements to
afterwards that the 'San
ook-out that evening, and
by which a Yankee vessel
him information of our
rities arrested her captain

for signalling our departure; yet, notwithstanding the
facilities at the 'San Jacinto's' command, they *blockaded*
the port four days and nights after we left.

The previous evening a drunken disturbance took place
on board, by which it was found necessary to call the
hands to quarters to quell it. It appeared that the
deserter from the 'Sumter' (of whom mention has been
made elsewhere) had slipped down the cable, swam to a
boat, and returned on board with a great quantity of
spirits, and had handed it round to the crew, and all
unknown to a single officer, he not tasting a drop himself
—thus showing that his aim was to cause a mutiny on
board. Those of the men that were inflated, or rather
infuriated, with liquor, were placed in double irons, with
a few exceptions; these, in addition to irons, were gagged,
and bucket after bucket of water thrown over them, until
they became partially sober. A short time previously one
man had been stabbed severely in the arm. The officers
and some of the petty officers were fully armed—the captain
having given orders to that effect, and to cut down the
first man that hesitated to obey an order. The scoundrel
Forrest was triced up in the mizen rigging two hours
on and two off.

20th.—Fine. No sign either of ships or land.

21st.—Reduced sail to top-sails and hove main-top-sail
to the mast. 5:10 A.M., filled away again; 10 A.M., saw
the 'Aggripina,' and signalled her to follow. Saw the land
and a ship at one o'clock. At three, got up steam and
stood in towards Blanquilla. Drawing in towards the
harbour we observed a schooner at anchor. On coming
within signal range she hoisted the Stars and Stripes: we
answered by hoisting the same. Shortly after a boat put off
from her. Coming on board (without undecceiving him), we

asked him about the anchorage; after receiving satisfactory replies, we hauled down the Yankee flag and hoisted the Confederate ensign. Great, indeed, was the poor Yankee's astonishment. Captain Semmes told him that as he was at anchor he should not destroy his vessel; but that, for our safety, we should detain him, ordering the captain and mate to come on board every evening, and depart each morning to his own vessel. She proved to be the 'Clara L. Sparks,' whaler, of Province Town. At 4:30, anchored in 17 fathoms. 5:30, 'Agrippina' anchored.

22nd.—At daylight, commenced coaling ship, which operation was finished by Monday at noon. Blanquilla is nearly barren, producing absolutely nothing. The inhabitants, three in number, occupied themselves in rearing a few goats, &c. A small quantity of water is obtainable, but so brackish as to be nearly unfit for domestic purposes.

25th.—Whilst on shore we observed a schooner standing in. She showed English colours, and on boarding stated that she was four days from Barbadoes and bound to Curacoa, and that the 'San Jacinto' had left Barbadoes the day previous to her departure. The latter part of his story we credited, although believing him to be a Yankee scout. Exchanged three men with the barque.

26th, 7.15 p.m.—"All hands aft to muster." Sentence of naval general court-martial read to prisoner, who had this day been tried for insubordination, and inciting part of the men to mutiny, the men being in a state of intoxication at the time, and the prisoner perfectly sober. Said offences being committed in the harbour of Port Royal, Martinique, on the evening of the 18th of November. The sentence was that George Forrest, A.B., forfeit all pay, prize money, &c., due to him; that all wearing apparel (except what belonged him when previously captured) be taken from him;

and
place
on sh
upon
Capt
got u
29
out
made
From
clud
10.3
Port
shor
Shor
colou
the
30
ther
latte
her
more
Boar
of E
ferri
north
1s
of a
aster
unde
quar
minu
The

receiving satisfactory
 flag and hoisted the
 was the poc. Yankee's
 l him that as he was
 is vessel; but that, for
 ordering the captain
 evening, and depart
 She proved to be the
 vince Town. At 4.30,
 rripina' anchored.
 coaling ship, which ope-
 on. Blanquilla is nearly
 ing. The inhabitants,
 s in rearing a few goats,
 obtainable, but so brack-
 e purposes.
 ed a schooner standing
 and on boarding stated
 es and bound to Curacoa,
 Barbadoes the day pre-
 er part of his story we
 be a Yankee scout. Ex-
 .
 t to muster." Sentence
 d to prisoner, who had
 nation, and inciting part
 g in a state of intoxica-
 er perfectly sober. Said
 harbour of Port Royal,
 18th of November. The
 A.B., forfeit all pay, prize
 aring apparel (except what
 ured) be taken from him

and that he be ignominiously dismissed the ship and service, placed in the hands of the master-at-arms, and conveyed on shore on the island of Blanquilla, with a stain of infamy upon him. A few appropriate remarks were then made by Captain Semmes, and the sentence carried out. 8.15 p.m., got under weigh and hoisted propeller.

29th.—Considerable excitement was caused by the look-out reporting a steamer on lee bow standing towards us; made her out to be a barque-rigged side-wheel steamer. From or rather in the direction she was steering, we concluded she was a French war-steamer bound to Martinique. 10.30 a.m., saw land on weather bow, the S.W. part of Porto Rico. Saw two vessels, one a schooner hugging the shore; the other a barque standing to the northward. Shortened sail to allow her to come up to us, hoisting U. S. colours; the stranger hoisting English. Found her to be the 'Barbadoes.'

30th, 6.10.—Sail reported on starboard bow. 8.45, another in sight, two points on starboard bow; chased the latter. 10.30, hove her to with blank cartridge; found her to be the Spanish schooner 'Neveaux.' 12.45, saw two more; chased the one right ahead. 2 p.m., brought her to. Boarded and took possession of the barque 'Parker Cook,' of Boston, bound to Hayti. Engaged until 9 p.m. transferring stores, then set fire to her. Filled away and stood north-westerly. Shipped one man.

1st December.—2.30 a.m. hove to. Filled away in chase of a vessel on starboard beam. 7 a.m., made another astern; found both to be foreign. 9.30 p.m., made a vessel under sail and steam on port quarter. Called all hands to quarters, and loaded the battery with shell, expecting every minute to hear a shot, a broadside whizzing over or into us. The stranger showed two signal lights. Receiving no answer,

he quietly steamed past us. Conjecture was busy as to his nationality, and as to his being a vessel of war or not. 10.15, piped down and secured the battery. We now man six guns on a broadside, transporting one of the midship thirty-twos to a port-hole near the bridge. The state of efficiency the men have arrived at reflects the highest credit upon both officers and men.

2nd.—Saw the land, and several vessels.

3rd.—7.45 P.M., sail discovered on starboard bow; gave chase. At 9.10 fired a blank cartridge; no notice being taking of it, a shot was fired at him. This produced the desired effect. On boarding I found it to be the French barque 'Feu Sacré,' of Nantes, from Port au Prince to Falmouth, we passing as the United States' steamer 'Wynona.' Her captain protesting against the United States' vessels annoying him.

4th.—Light winds and fine. Cruising in the windward passage, hoping to meet one of the Californian mail steamers, one being expected about this date.

5th.—Still cruising in the passage between Cuba and St. Domingo. Saw several vessels, amongst which was a schooner showing Yankee colours. Boarded and took possession, the 'Union,' of and from Baltimore, to Jamaica. His cargo being English, she was ransomed, the crew of 'Parker Cook' being transferred to her. Received news of Bragg's successful capture of baggage waggons, &c.; and also that seven United States' vessels of war were off the Northern ports, expecting that we were going to attack their seaports.

6th.—9 A.M. hoisted up the propeller.

7th.—Several sails seen. At 2.15 P.M. a sail descried on starboard bow; in a short time made her out to be a brigantine-rigged side-wheel steamer. Steam was imme-

diate
furled
with
"mi
for
batt
actu
whe
flag
wer
reco
and
and
fire
at l
mas
ther
feet
still
else
frig
and
box
swo
tran
and
Squ
chil
boa
man
capt
adv
they

conjecture was busy as
 ing a vessel of war or not.
 battery. We now man
 ting one of the midship
 e bridge. The state of
 effects the highest credit

vessels.
 on starboard bow; gave
 rtridge; no notice being
 in. This produced the
 und it to be the French
 m Port au Prince to Fal-
 States' steamer 'Wynona.'
 he United States' vessels

Cruising in the windward
 Californian mail steamers,
 e.

age between Cuba and St.
 amongst which was a
 rs. Boarded and took
 om Baltimore, to Jamaica.
 ns ransomed, the crew of
 to her. Received news of
 ggage waggons, &c.; and
 vessels of war were off the
 e were going to attack their

pellor.
 2.15 P.M. a sail desiered on
 e made her out to be a
 mmer. Steam was imme-

diately got up, the propeller lowered, sails taken in and
 furled. All hands called to quarters, the battery loaded
 with shell and run out, and every preparation made for a
 "mill." Everybody in the best possible spirits and eager
 for a fray. The celerity of the men in the preparations for
 battle was remarkable, giving proof of the spirit that
 actuated them. The steamer kept heading for us until 2.45,
 when we fired a blank cartridge and hoisted the Confederate
 flag. No notice being taken of it, a broadside of six guns
 were trained on her, awaiting the order to fire. We
 recognized her as the United States' mail-boat 'Ariel,' of
 and from New York, to Aspinwall. The steamer turned
 and made for off. The order was then given to train and
 fire the pivot guns at her; a second order was given to fire
 at her smokestack. In the position she then was her fore-
 mast was in a line with the smokestack. Both guns were
 then fired, one shot of which struck the foremast about ten
 feet from the deck, taking way two-thirds of it, the stick
 still standing; fortunately they did not explode at the time,
 else the carnage amongst the passengers would have been
 frightful. She then hove to. A boat was sent on board,
 and the captain brought on board us with his papers. Three
 boxes of specie, a 24-pounder rifled gun, 125 new rifles, 16
 swords, and about 1000 rounds of ammunition were quickly
 transferred to our vessel, there being on board 140 officers
 and man (marines), going out to join the U.S. Pacific
 Squadron, and about 500 passengers, men, women, and
 children; several naval and military officers being also on
 board. The military were paroled. On boarding, the
 marines were found drawn up in fighting order. From the
 captain of the steamer I learnt that the marine officers first
 advised the surrender of the vessel. The Yankees said that
 they had not the remotest idea we should dare show our-

selves in that part of the world. Received newspapers up to the 1st December. In the evening, two officers, two engineers, and ten men were sent on board as a prize-crew. Her captain remaining on board our vessel.

8th.—Still cruising in the same passage, on the look out for the homeward-bound steamer due about this time. Prize being near us, 1 P.M., our chief engineer went on board to disable her machinery—orders also being sent to throw overboard her sails, so that in the event of our being engaged with any other vessel she could not escape. It was our intention to tow her into some port and land the passengers, then to destroy her, first replenishing our stock of coal, provisions, &c. At 7:15 P.M., on account of the women and children, we determined to run for Jamaica. Accordingly the “bonnet of the steam chest and a steam valve” were sent on board the ‘Ariel’ again, with orders to get up steam and follow us as quickly as possible. Whilst doing the above, a steamer was reported on our starboard quarter. All hands to quarter, making towards her; nearing her it was found to be a barque. On boarding, found her to be a German. Secured the battery and stood for prize, 11 P.M. Stood on course 9th. In the evening Morant Light was distant about five miles, 7:15 A.M. Slowed the engines, intending to run in on the morrow. 8:15 P.M., a sail hove in sight. Got ready for action. Coming up with her and boarding, we found she was a foreigner from Kingston, Jamaica bound to Europe. Understood from her that the yellow fever had broke out, so it was determined to ransom the ‘Ariel’ and let her go. Just, however, as the order was given to go ahead, the chief engineer reported that “the brackets and guides of the safety valve” were broken. The utmost caution was observed to prevent any on board the ‘Ariel’ knowing the disaster that had fallen upon us.

Whi
(wh
engi
a be
our
offic
seen
tary
resp
impe
Fran
ques
disc
Brit
by t
ness
unde
the
trust
Seor
N. a
unde
trac
abou
repa
com
the
1
west
1
awa
war
thin

Received newspapers up
 ing, two officers, two
 on board as a prize-crew.
 vessel.
 message, on the look out
 about this time. Prize
 ineer went on board to
 being sent to throw
 event of our being en-
 d not escape. It was
 port and land the pas-
 replenishing our stock of
 on account of the women
 n for Jamaica. Accord-
 est and a steam valve"
 a, with orders to get up
 possible. Whilst doing
 n our starboard quarter.
 rds her; nearing her it
 rding, found her to be a
 stood for prize, 11 P.M.
 ning Morant Light was
 r. Slowed the engines,
 v. 8:15 P.M., a sail hove
 Coming up with her and
 oreigner from Kingston,
 rstood from her that the
 as determined to ransom
 owever, as the order was
 ineer reported that "the
 valve" were broken. The
 prevent any on board the
 at had fallen upon us.

Whilst the boat was dispatched to bring off the engineers (who had been on board the 'Ariel' to take charge of her engines) and the captain to make arrangements relative to a bond the propeller was hoisted up and sail made upon our vessel. Shortly after she was ransomed, and the prize officers and crew returned on board. The 'Ariel' when last seen was steering S.S.W. The passengers, civil and military, highly eulogized our prize-crew for their quiet, orderly respectful conduct. From the papers taken we read some important news; foremost of which was, the proposal of France and the rejection by England of the intervention question. Its rejection we supposed arose through the discord that was known to exist upon this question in the British cabinet. Then, again, the immense navy possessed by the United States caused us to feel considerable uneasiness for our seaboard cities. The fearful disadvantages under which we labour compared with the vast resources of the United States, is in itself fearfully alarming. Our only trust is in God and our strong arms—*Dieu et mon droit*. Soon after the departure of the 'Ariel,' we steered to the N. and E., standing off and on the island of Jamaica, close under the land, keeping as much as possible out of the track of vessels. The whole staff of engineers had, up to about midnight of the 11th, been working night and day repairing the machinery. Great indeed was our joy on its completion. Steering to the N. and W., nothing to vary the monotony of a sea life, cruising under small sail.

15th, noon.—Hauled up towards Cape St. Antonio on the western extremity of the island of Cuba.

16th, 8 A.M.—Hove to on port tack; wind E.N.E., quietly awaiting the arrival of anything in the shape of a home-ward-bound Californian mail steamer, or in fact any little thing that might turn up in our way; until the 19th,

strong gales with heavy sea from the N.E. heading N. W'y.

21st.—A steamer descried on starboard bow, steering east, supposed to be a French vessel of war, making for an anchorage or rendezvous.

22nd.—Moderate breeze. On account of the many dangerous reefs it was deemed advisable to let go the hedge anchor. A breeze springing up, we let go the port anchor.

23rd.—About 10 A.M., hove up and got under weigh; moderate breeze. 2:30 P.M., sail discovered on port bow. It proved to be the 'Aggripina.' 3, land descried on starboard bow, our course being S. W'y. At 5:15, came to an anchor in 10 fths., Las Arcas, rocks bearing N.N.W. Being about 100 miles W.N.W. of Campéché. 6:30, the 'Aggripina' anchored near us.

24th.—Desirous of being protected from the strong northerly winds that blow here, an expedition, consisting of the cutter, gig, and whale-boat, under the immediate command of Captain Semmes, sailed to discover the best anchorage. 12:30, the boats returned, having successfully accomplished the desired object. 1:45, got under weigh, and anchored at 2:35 in $9\frac{1}{2}$ fathoms, between the three islands of Las Arcas; the barque following and anchoring near us,—the propeller being kept down in case of any emergency.

25th, *Christmas Day*.—Nothing to mark the difference between this and any other day, save the men being exempt from work; and in the evening all hands spliced the main-brace. Oh; for a good old English Christmas, with its merry associations and innocent pleasures. The three islands were of coral formation; and with the exception of a few gulls, no sign of life, either animal or vegetable, was

seen.
tered
30
starb
wind
that
18
trust
that
refitt
St
and
to m
and
5t
recei
of a
was
the
grou
Line
of ni
a pic
in Sp
me b
the
was
weig
hoist
Galv
thing
St
Reac

the N.E. heading N.
starboard bow, steering
of war, making for an

count of the many dan-
ble to let go the hedge
e let go the port anchor.
and got under weigh;
discovered on port bow.
3, land desiered on star-
W'y. At 5-15, came to
s, rocks bearing N.N.W.
of Campécché. 6:30, the

ected from the strong
expedition, consisting of
nder the immediate com-
to discover the best an-
ned, having successfully
1-45, got under weigh,
homs, between the three
following and anchoring
ept down in case of any

to mark the difference be-
ve the men being exempt
ll hands spliced the main-
glish Christmas, with its
t pleasures. The three
and with the exception of
r animal or vegetable, was

seen. Employed coaling and caulking ship. Sunday, mus-
tered as usual.

30th, 2 p.m.—Finished coaling. A sail discovered on
starboard bow. Made her out to be a brig beating to
windward. Fresh easterly wind. Nothing unusual showed
that 1862 had passed away.

1863 came in with bright, clear weather; an omen, I
trust, of our future career. May this fearful war cease,
that peace and prosperity be seen again. Still coaling, and
refitting ship generally.

Sunday, 4th January.—Expecting a gale from the S.E.;
and being in a dangerous position, it was deemed advisable
to make every preparation for sea. Hands receiving coal,
and supplying the barque with water.

5th January, 6:30 a.m.—In anticipation of news being
received of Lincoln's proclamation, a tombstone, consisting
of a board, about four feet in length and two in breadth,
was sent on shore and placed in the most prominent position
the largest island afforded. In black letters on a white
ground was the following: "In memory of Abraham
Lincoln, President of the late United States, who died
of nigger on the brain, 1st January, 1863."—'290.' Upon
a piece of paper, protected from the weather, was written
in Spanish the following: "Will the finder kindly favour
me by forwarding this tablet to the United States' Consul at
the first port he touches at." This affair originated, and
was executed by the steerage officers. 10.40 a.m. got under
weigh, leaving the barque at anchor. 11, made sail and
hoisted propeller. Fine; E.S.E. wind. Making towards
Galveston, Texas. Pretty certain of falling in with some-
thing, either a merchantman or a vessel of war.

Sunday, 11th.—Fine moderate breeze from the eastward.
Read articles of war. Noon, 18 miles from Galveston. As

I write this, some are discussing the probabilities of a fight before morning. 2.25 P.M., light breeze. Sail discovered by the look-out on lee bow. Shortly after, three, and at last five vessels were seen, two of which were reported to be steamers. Every one delighted at the prospect of a fight, no doubt whatever existing as to their being war vessels: blockaders, we supposed. The watch below came on deck, and of their own accord commenced preparing the guns, &c., for action. Those whose watch it was on deck were employed in getting the propeller ready for lowering; others were bending a cable to a kedge, and putting it over the bow—the engineers firing up for steam. Officers looking to their side-arms, &c., and discussing the size of their expected adversary or adversaries. At 2.30 shortened sail and tacked to the southward. 4 P.M. a steamer reported standing out from the fleet towards us. Backed main-topsail and lowered propeller. 4.50., everything reported ready for action. Chase bearing N.N.E., distant ten miles. Twilight set in about 5.45. Took in all sail. At 6.20., beat to quarters, manned the starboard battery, and loaded with five-second shell,—turned round and stood for the steamer, having previously made her out to be a two-masted side-wheel steamer of apparently 1,200 tons, though at the distance she was just before dark we could not form any correct estimate of her size, &c.

At 6.30, the strange steamer hailed and asked "What steamer is that?" We replied (in order to be certain who he was): "Her Majesty's Steamer 'Petrel!'" Two or three times we asked the question, until we heard. "This is the United States' steamer ——" not hearing the name. However, United States was sufficient. As no doubt existed as to her character, we said, at 6.35, that this was the "Confederate States' steamer 'Alabama,'" accompanying the last

syll
beir
tren
ever
tinc
was
T
mos
fello
each
cont
deac
beir
sigh
nigh
ener
shel
her
feet
and
ceas
thir
was
was
satis
hail
was
them
'Ha
Boat
wher
down
it w

the probabilities of a fight
 freeze. Sail discovered by
 after, three, and at last
 which were reported to be
 the prospect of a fight,
 their being war vessels:
 deck below came on deck,
 preparing the guns, &c.,
 it was on deck were
 ready for lowering; others
 e, and putting it over the
 beam. Officers looking to
 the size of their expected
 shortened sail and tacked
 mer reported standing out
 l main-topsail and lowered
 reported ready for action.
 en miles. Twilight set in
 At 6.20., beat to quarters,
 and loaded with five-second
 r the steamer, having pre-
 masted side-wheel steamer
 in at the distance she was
 arm any correct estimate of

hailed and asked "What
 (in order to be certain who
 'Petrel!'" Two or three
 il we heard. "This is the
 hearing the name. How-
 nt. As no doubt existed as
 5, that this was the "Con-
 a," accompanying the last

syllable of our name with a shell fired over him. The signal
 being given, the other guns took up the refrain, and a
 tremendous volley from our whole broadside given to him,
 every shell striking his side, the shot striking being dis-
 tinctly heard on board our vessel, and thus found that she
 was iron.

The enemy replied, and the action became general. A
 most sharp spirited firing was kept up on both sides, our
 fellows peppering away as though the action depended upon
 each individual. And so it did. Pistols and rifles were
 continually pouring from our quarter-deck, messengers most
 deadly. The distance during the hottest of the fight not
 being more than 40 yards! It was a grand though fearful
 sight to see the guns belching forth in the darkness of the
 night sheets of living flame, the deadly missiles striking the
 enemy with a force that we could *feel*. Then, when the
 shells struck her side, and especially the percussion ones,
 her whole side was lit up, and showing rents of five or six
 feet in length. One shot had just struck our smokestack,
 and wounding one man in the cheek, when the enemy
 ceased his firing, and fired a lee gun; then a second, and a
 third. The order was then given to "cease firing." This
 was at 6.52. A tremendous cheering commenced, and it
 was not until everybody had cleared his throat to his own
 satisfaction that silence could be obtained. We then
 hailed her, and in reply he stated that he had surrendered,
 was on fire, and also that he was in a sinking condition. He
 then sent a boat on board, and surrendered the U.S. gunboat
 'Hatteras,' 9 guns, Lieutenant-Commander Blake, 140 men.
 Boats were immediately lowered and sent to her assistance,
 when an alarm was given that another steamer was bearing
 down for us. The boats were recalled and hoisted up, when
 it was found to be a false alarm. The order was then given,

and the boatswain and his mates piped "all hands out boats to save life," and soon the prisoners were transferred to our ship—the officers under guard on the quarter-deck, and the men in single irons. The boats were then hoisted up, the battery run in and secured, and the main brace spliced. All hands piped down; the enemy's vessel sunk, and we steamed quietly away by 8.30. All having been done in less than two hours. In fact, had it not been for our having the prisoners on board, we would have sworn nothing unusual had taken place, the watch below quietly sleeping in their hammocks.

The conduct of our men was truly commendable. No flurry—no noise—all calm and determined. The coolness displayed by them could not be surpassed by any old veterans—our chief boatswain's mate, apparently in his glory. "Sponge."—"Load with cartridge."—"Shell, five-seconds."—"Run out."—"Well, down compressors."—"Left, traverse."—"Well;" "ready—fire."—"That's into you."—"Damn you, that kills your pig."—"That stops your wind," &c., &c., was uttered, as each shot was heard to strike with a crash that nearly deafened you. The other boatswain's mate equally enjoyed the affair. As he got his gun to bear upon the enemy, he would take aim, and bang-in would plug her, he exclaiming as each shot told—"That's from the scum of England." "That's a British pill for you to swallow." The New York papers having once stated that our men were the "scum of England." All the other guns were served with equal precision. We were struck seven times. Only one man being hurt during the engagement, and he receiving only a slight flesh wound in the cheek. One shot struck under the counter, penetrating as far as a timber, then glancing off; a second struck the funnel; a third going through the side, across the berth.

ed "all hands out boats
were transferred to our
e quarter-deck, and the
ere then hoisted up, the
main brace spliced. All
el sunk, and we steamed
been done in less than
een for our having the
e sworn nothing unusual
quietly sleeping in their

ruly commendable. No
etermined. The coolness
surpassed by any old
mate, apparently in his
artridge."—"Shell, five-
own compressors."—"Left,
—"That's into you."—
—"That stops your wind,"
was heard to strike with
. The other boatswain's
As he got his gun to
take aim, and bang-in
each shot told—"That's
That's a British pill for
papers having once stated
England." All the other
decision. We were struck
ing hurt during the en-
a slight flesh wound in
er the counter, penetrating
g off; a second struck the
he side, across the berth-

deck and into the opposite side; another raising the deuce
in the lamp-room; the others lodging in the coal-bunkers.
Taking a shell up and examining it, we found it filled with
sand instead of powder. The enemy's fire was directed
chiefly towards our stern, the shots flying pretty thick over
the quarter-deck, near to where our captain was standing.
As they came whizzing over him, he with his usual coolness
would exclaim: "Give it to the rascals." "Aim low, my
men." "Don't be all night sinking that fellow." When,
for all or anything we knew, she might have been an
iron-clad or a ram.

On Commander Blake surrendering his sword, he said
that "it was with deep regret he did it." Captain Semmes
smacked his lips, and invited him down in his cabin. On
Blake giving his rank to Captain Semmes, he gave up his
state-room for Blake's special use, the rest of the officers
being accommodated according to their rank, in the ward-
room and steerages—all having previously been paroled—
the crew being placed on the berth-deck. Our men sleeping
anywhere, so that the prisoners might take their places.

Of the enemy's loss we could obtain no correct accounts.
A difference of 17 being in their number of killed, the
'Hatteras' having on board men she was going to transfer
to other ships. Their acknowledged loss was only two killed
and seven wounded. A boat had been lowered, just before
the action, to board us; as we anticipated, and learnt after-
wards, it pulled in for the fleet and reached Galveston.
From conversation with her first lieutenant, I learnt that
as soon as we gave our name and our first broadside, the
whole after division on board her left the guns, apparently
paralyzed; it was some time before they recovered them-
selves. The conduct of one of her officers was cowardly
and disgraceful in the extreme. Some of our shells went

completely through her before exploding, others burst inside, and set her on fire in three places; one went through her engines, completely disabling her; another exploding in her steam chest, scalding all within reach. Thus was fought, 28 miles from Galveston, a battle, though small, yet the first yard-arm action between two steamers at sea. She was only inferior in weight of metal. Her guns being nine in number, viz:—four 32-pounders, two rifled 30-pounders, carrying 68lb. shot (conical), one rifled 20-pounder, and a couple of small 12-pounders. On account of the conflicting statements made by her officers, we could never arrive at a correct estimate of her crew. Our prisoners numbered 17 officers and 101 seamen.

We further learnt that the 'Hatteras' was one of seven vessels sent to re-capture Galveston, it being (although unknown to us) in the possession of our troops. We also found that the flag-ship 'Brooklyn,' twenty-two guns, and the 'Oneida,' nine guns, sailed in search of us; by their account of the course they steered they could not fail to have seen us.

13th.—Strong S.E. breeze and heavy sea. At 1:20, a sail was reported right ahead. Made sail; on nearing her we hoisted Yankee colours; she replied by hoisting English. We soon recognised her to be the 'Aggripina,' homeward-bound to England. Fearing she would destroy our mail bag, we hauled down, hoisting our own flag, saluted, and kept on our course.

14th.—Fresh gale and head sea. 5 P.M., sail reported on port bow. 6 P.M., blew off steam, and set reefed fore and aft sails.

15th.—Gale continuing. 6 P.M., hove to, with a heavy squall, the wind chopped round to the westward. 2 P.M., made sail again.

...oding, others burst in-
ces; one went through
er; another exploding in
reach. Thus was fought,
though small, yet the
steamers at sea. She
metal. Her guns being
ounders, two rifled 30-
conical), one rifled 20-
2-pounders. On account
by her officers, we could
ate of her crew. Our
101 seamen.

...tteras' was one of seven
ton, it being (although
of our troops. We also
n,' twenty-two guns, and
in search of us; by their
ed they could not fail to

...heavy sea. At 1:20, a
ade sail; on nearing her
plied by hoisting English.
e 'Aggripina,' homeward-
e would destroy our mail
our own flag, saluted, and

...sea. 5 P.M., sail reported
steam, and set reefed fore

...M., hove to, with a heavy
to the westward. 2 P.M.,

16th.—Blowing heavily. A frightful sea running. 3 A.M.,
hove to. 6:30, made sail on her, keeping the screw turning
with 2 lbs. of steam, and going on comfortably at 14 knots.
Wind and sea moderating towards evening.

17th.—Strong breeze from the north. Took in all square
sails, increasing steam. 2:50 P.M., two sails reported, one
ahead, the other on lee-bow; but steering to the northward.
At 3.30, came up with one, who on our hoisting Spanish
colours, replied with English. Wind freshening.

18th.—Fresh gales. Squally, with rain, E.N.E.

20th.—Land right ahead,—the western part of Jamaica.
Prisoners overjoyed at the prospect of being released so soon.
Passed two or three vessels, we showing French and Spanish
colours. 5, stood towards Port Royal. 5.55, hoisted French
colours, and received the pilot on board. 7, anchored in
Port Royal harbour. Received an official visit from the flag-
ship. 21st, our commander waited upon the Governor for
permission to land prisoners, and effect the necessary repairs
after our conflict. Permission was readily granted. As
soon as our arrival became known, the most intense excite-
ment prevailed. It is impossible to describe the hospitable
welcome we received. Every one placing their houses at
our disposal. Up to 9 P.M. visitors were constantly received,
all expressing a most hearty, encouraging sympathy for our
cause, and speaking hopefully of our prospects. Still the
same enthusiasm prevails: visitors of each sex and every
class coming on board, officers and men going on shore and
receiving the most flattering attention. Hauled the brig
'Reindeer,' of London, alongside, and commenced coaling,
repairing damages, caulking, &c. 11 A.M., paroled prisoners
and landed them ashore.

24th.—Still coaling, receiving provisions, &c. A report

is circulating that two Federal cruisers are in the offing, reported to be the 'San Jacinto,' and the 'Iroquois.'

25th (Sunday), 7.30.—The English mail steamer left for St. Thomas. Fine light northerly air. Found that on the evening previous our commander held a levee; when he made a speech that made a very favourable impression, and correcting many erroneous ones that had been circulating here. The conduct of our men was anything but what it should have been towards each other. One watch going on shore on the 21st, and not returning until the police had lent their assistance—thus causing considerable discontent amongst the rest of the men. Some of them had to be put in irons. The chief petty officer in irons also, for being absent without leave. Seven hands left here. Circumstances of a painful nature compelled our commander, though reluctantly, to dismiss the paymaster from the ship and service. After depriving him of his sword, &c., he was sent from the vessel on shore. The alternative of remaining on board, confined to his room, until the ship reached a Confederate port, was left him. Until darkness set in we were delayed with visitors. At 9.25 p.m. got under weigh, and steamed slowly out of the harbour, 9.20, discharged pilot and steamed away to the E.S.E.

26th.—Fine moderate breeze. At noon saw a vessel on port bow; at 1.30 came up with her; fired a blank cartridge and hove her to. On boarding she proved to be the barque 'Golden Rule,' of and from New York, to Aspinwall, having on board, in addition to a general cargo, the spars, standing and running rigging belonging to the United States' brig of war 'Bainbridge,' she having lost them in a recent gale off Aspinwall. Some of the running rigging, besides some stores, we took from her, then set fire to her. From newspapers we learnt that the 'Florida' had run out of Mobile,

isers are in the offing,
 the 'Iroquois.'
 h mail steamer left for
 ir. Found that on the
 eld a levee; when he
 urable impression, and
 ad been circulating here.
 ing but what it should
 e watch going on shore
 til the police had lent
 onsiderable discontent
 of them had to be put
 n irons also, for being
 left here. Circumstances
 commander, though re-
 r from the ship and
 his sword, &c., he was
 alternative of remaining
 until the ship reached a
 until darkness set in we
 25 p.m. got under weigh,
 rbour, 9.20, discharged
 E.
 at noon saw a vessel on
 ; fired a blank cartridge
 proved to be the barque
 rk, to Aspinwall, having
 argo, the spars, standing
 e United States' brig of
 them in a recent gale off
 rigging, besides some
 fire to her. From news-
 ' had run out of Mobile,

of the sinking during a gale of the 'Monitor,' and of an unsuccessful attack by the enemy upon Vicksburg. Such a collection of news gratified us exceedingly. Disrated the master-at-arms to seaman by sentence of court-martial, for being absent without leave.

27th, at 1.30 p.m.—A schooner reported on port bow. 7.45 p.m., a sail discovered steering to the westward; on boarding she proved to be Spanish. Reported having seen a fleet of seven United States' vessels of war, a day or two previously, to the northward of Hayti. At 9.15 another sail seen; on her heaving to I boarded and took possession of the brigantine 'Chastelain,' of Boston, from Guadaloupe to Cienfuegas, in ballast. Transferred prisoners, and set fire to the ship.

28th.—Hugging the land pretty closely. 6 p.m. anchored off the city of St. Domingo. A Yankee brigantine at anchor. Paroled and sent all prisoners on shore. At 8 p.m. prisoners returned, stating that after dark people were not allowed to land. By this time the port officials came off, went on shore again, and returned, and said "that under the peculiar circumstances in which we were placed, our prisoners might be sent on board the Government vessel that night," undertaking to land them next morning.

29th.—Received fresh provisions on board. At 9 p.m., got under weigh, steering to the eastward. Previous to leaving we heard that a Yankee fleet was cruising in the Mona passage; so everybody expected a brush before morning. Gunner's mate disrated to seaman, for quitting the ship without leave, pursuant to sentence of court-martial.

30th.—Fine moderate easterly breeze. Our usual good luck; passed through the passage without seeing a single vessel. Gave chase at daylight to a schooner on our bow. Saw a large barque standing to the westward. Carpenter's

mate disgraced to seaman, forfeiting all pay and emoluments due to him, for insolence and insubordination. Three seamen disgraced for leaving the ship without permission, all the offences having been committed at Kingston. 3.30 P.M., made all plain sail and triced up propeller.

Sunday, 1st Feb.—Fine; fresh breeze. Read as usual the articles of war. Saw a sail from the mast-head.

2nd.—Saw a brigantine, which on boarding found to be the 'Ida Abbott,' of Tortola, from Bathurst, W.C.A., bound to New York. Passed as the U.S. 'Iroquois.' In the afternoon some excitement was caused by the appearance of a long, low-masted, rakish-looking craft. She hoisted what I took to be our private signal, we answered it; she then hauled down and displayed their flag, a Hamburg one. On boarding her we found her to be 46 days from Cardiff to New York. This noon an affair occurred which, so far as it resulted in itself, was comparatively a trifle, yet might have entailed the most serious and disastrous consequences upon us. It appears that through the carelessness of those engaged in the spirit room, some liquor was spilt on a nearly naked light, which of course ignited instantly. A timely application of blankets soon stopped it, else the fire would have soon enveloped the whole after-part of the ship. As soon as the captain was acquainted with it, he ordered all hands to be called to quarters, but ordered the retreat as soon as he heard of its being extinguished. The captain of the hold was placed in irons.

3rd.—Fresh southerly wind. At 2.30 P.M., saw a vessel coming towards us. We hoisted the Yankee flag; the stranger did the same. Hove her to, boarded, and took possession of the schooner 'Palmetto,' of and from New York, to Porto Rico, 10 days out, with lumber, provisions, &c. Took from her a considerable quantity of

crac
priz
P
priz
wer
4
5
Dar
1
Boa
to F
1
to t
Eng
her
wh
2
ho"
cha
two
tow
to
We
fire
was
tak
The
fire
up
wh
an
the
Co

all pay and emoluments
 subordination. Three
 without permission, all
 at Kingston. 3.30 P.M.,
 propeller.
 breeze. Read as usual the
 mast-head.
 on boarding found to be
 Bathurst, W.C.A., bound
 S. 'Iroquois.' In the
 ed by the appearance of
 craft. She hoisted what
 ve answered it; she then
 flag, a Hamburg one.
 e 46 days from Cardiff to
 occurred which, so far as
 tively a trifle, yet might
 l disastrous consequences
 the carelessness of those
 quor was spilt on a nearly
 ited instantly. A timely
 ed it, else the fire would
 after-part of the ship. As
 ed with it, he ordered all
 ut ordered the retreat as
 nguished. The captain of
 t 2.30 P.M., saw a vessel
 d the Yankee flag; the
 er to, boarded, and took
 metto,' of and from New
 out, with lumber, provi-
 considerable quantity of

crackers, cheese, &c. Removed prisoners and set fire to
 prize.

Previous to the capture of the 'Ariel' the captains of
 prizes were in irons on deck, but after her capture they
 were allowed to mess in the steerages.

4th.—Chased a brigantine, proved to be a Spaniard.

5th.—Cold N.E. winds. Saw two vessels towards evening.
 Darkness coming on, no attempt was made to chase.

11th.—Have only seen one vessel up to to-day.
 Boarded the schooner 'Hero,' of and from Yarmouth, N.S.,
 to Barbadoes. Gave our name as the U. S. Str. 'Dakotah.'

13th.—Light S.S.W. breeze, 2 P.M. Sail reported standing
 to the S.E. To her we showed U. S. Colours. She showing
 English ones. Continued our course without speaking to
 her. Strong northerly winds until the morning of the 17th,
 when a succession of light winds until

21st, at 7 A.M.—The inspiring and welcome cry of "*sail
 ho*" was heard from the mast-head. All sail was made in
 chase. Chase bearing $1\frac{1}{2}$ points on weather bow. By 10.30.
 two more vessels were seen. We then tacked ship and stood
 towards the other two. 11.30, observed them signaling
 to each other; then part company, each on a separate tack.
 We then stood for the ship hoisting Yankee colours. 12.30
 fired a blank cartridge; no notice being taken of it, another
 was fired, hoisting our own colours; still no notice was
 taken of it. Steam was got up, and the propeller lowered.
 The rifled gun's crew were called to quarters, and a shot
 fired over her. The gun was loaded a second time and trained
 upon him, and its captain just going to pull the lockstring
 when she hove to. A boat was dispatched with an officer
 and five men, with instructions to make all sail and follow
 the 'Alabama,' who immediately went after the other one.
 Coming near her she fired a blank cartridge, which caused

her, at 3:30, to heave to. Boarded, and on her captain coming on board with his papers, we found her to be the barque 'Olive Jane,' of Boston, 30 days from Bordeaux, with a general cargo of wines, brandy, &c., &c. His crew and one passenger were sent on board our ship, and the barque set on fire. Stood for the other prize. She proved to be ship 'Golden Rule,' of New Bedford, from Clinchas to York, laden with guano. Removed the prisoners and applied the match. Shipped two men, 8:55 p.m. drew off steam and hoisted the propeller.

23rd.—This morning three vessels in sight ahead, made all sail in chase. Light northerly airs, 11:15, there being no wind, got up steam and lowered the propeller, giving chase to a large ship right ahead. At 12, came up with her, hoisting Yankee colours, the chase hoisting English, dipping it to us. We then hoisted the Confederate ensign, the ship dipping to it also, the male passengers cheering and ladies waving handkerchiefs. On boarding she proved to be the ship 'Prince of Wales,' from Melbourne to London, 80 days out. Gave her steam again and chased another, who on boarding proved to be the English barque 'Charles Lambert,' from Chili to Swansea. Chased another, who on boarding proved to be the French barque 'Gil Blas,' from Buenos Ayres to Havre. Sent on board her two men, natives of France, taken prisoners on board the 'Olive Jane.' Exchanged colours with another English vessel. At 3, hoisted propeller. Made sail; at 3:30 hove to. 10 p.m., made sail.

24th, 2:45 p.m.—Sail reported on weather bow. In reply she showed French colours. Chased the other, who on boarding was found to be a Portuguese brig, bound to Lisbon. This day, boatswain's mate Horwood, and fireman McFadgan's term of service expired.

25.
the c
colou
ing l
Guay
At r
the
hand
haile
we a
boar
from
and
26
stoo
Saw
to be
—all
27
Port
Com
the
foun
Yorl
cart
take
ster
form
neut
pris
the
bein
to

ed, and on her captain
we found her to be the
ays from Bordeaux, with
&c., &c. His crew and
ur ship, and the barque
rize. She proved to be
ford, from Clinchas to
red the prisoners and
men, 8:55 p.m. drew off

ls in sight ahead, made
airs, 11:15, there being
ed the propeller, giving

At 12, came up with
chase hoisting English,
the Confederate ensign,
male passengers cheering
On boarding she proved
's,' from Melbourne to
steam again and chased
o be the English barque
o Swansea. Chased an-
o be the French barque
Havre. Sent on board
taken prisoners on board
urs with another English
Made sail; at 3:30 hove

n weather bow. In reply
ased the other, who on
rtuguese brig, bound to
ate Horwood, and fireman
d.

25th.—Fresh S.W. breeze. Two sails reported, one ahead,
the other abeam; coming up with one, she showed Dutch
colours. Made for the other fellow; coming up and board-
ing her, I found she was the English brig 'Cedar,' from
Guayaquil to London. Reduced sail to top-sails and jib.
At midnight a large sail was reported, running before
the wind; made her out to be a four-master; called all
hands to quarters; got the guns ready for loading, and
hailed her; the answer, however, being scarcely audible;
we announced our name, and ordered him to heave to. On
boarding, it was found to be the steam-ship 'Sarah Sands,'
from India to England, 140 days out. Secured the battery
and piped down.

26th.—Moderate W.S.W. breeze. Two vessels in sight;
stood towards one. By 10 o'clock, six vessels in sight.
Saw four more towards evening. Boarded one, who proved
to be a Hamburger. Exchanged colours with many vessels
—all English and French.

27th.—Eight vessels in sight. Exchanged colours with a
Portuguese brig. Saw a ship and brig exchanging signals.
Coming up with the ship, we found by signal that she was
the 'Henry,' of St. John, N.B. In answer to our signal, we
found that the ship a-head was the 'Washington,' of New
York, from Callao to Cork. Made sail in chase, fired a blank
cartridge, and hoisted our own colours. No notice being
taken of it, a shot was dropped within five feet of her
stern. She then hove to. Boarding, we found our in-
formation respecting her to be true, her cargo proving
neutral. She was ransomed, on agreeing to take our
prisoners. After paroling them, they were transferred, and
the vessel allowed to proceed on her course. The 'Henry,'
being a suspicious-looking craft, was boarded, and found
to be what they represented themselves to be. Evening,

two vessels in sight. 10:30, another seen on lee bow. 11:15, hailed, and ordered her to heave to. On boarding, found her to be the English ship 'Glendower,' from Foo-Choo to London, with a valuable cargo of tea, silks, &c. Discharged and transferred the two men whose term of service had expired to the 'Glendower,' her captain agreeing to land them in England.

28th.—Light airs. Two vessels seen to the S.E.; signalled one, the English ship 'Schomberg,' from Sourabaya to Amsterdam. Passed as the United States' steamer 'Dakotah.' Signalled the other, the English barque 'Three Bells,' from South Australia to London. Gave our name to her as the United States' steamer 'Iroquois.' 5 P.M., two more in sight. 7 P.M., boarded the French ship 'Alphonse Leyard,' from Batavia to Nantes. During the night, saw two vessels.

1st March, 6:30 P.M.—Hove to, boarded and took possession of the Yankee ship 'Berthiah Thayer,' of Roekland, from Callao to Cork. Having a neutral cargo on board, she was ransomed and allowed to proceed on her voyage. A suspicious-looking barque, with the English flag at her peak, hove in sight. Fresh S.W. breeze, set our flying main-sail, both vessels crowding every stitch upon them. At 4:30 P.M., after a most exciting chase, we came up with her. By signal we found her to be the 'William Edward,' from Bahia to Liverpool. 'At first we called our vessel the United States' steamer 'Ticonderoga.' After obtaining some slight information from her, we announced our real name. 5:30, passed an Oldenburg brig. 8 P.M., a large barque hove in sight; after an hour's chase, fired a gun, she not heaving to, ran down to him and hailed him; after repeated hailing, she hove to. On boarding, I found her to be the barque 'Nile,' of London, from Akyab to London,

109
ship,
vesse
the '
27
ing
ship
Buen
capta
to th
Stat
I bo
gale,
agre
them
that
prev
3
not
tine,
6
on v
her
the
7
war
shov
foun
to
Yan
Yan
S
cha

seen on lee bow. 11-15,
to. On boarding, found
ndower,' from Foo-Choo
of tea, silks, &c. Dis-
men whose term of service
her captain agreeing to

seen to the S.E.; sig-
omberg,' from Sourabaya
ited States' steamer 'Da-
English barque 'Three
London. Gave our name
r 'Iroquois.' 5 P.M., two
e French ship 'Alphonse
During the night, saw

, boarded and took pos-
iah Thayer,' of Rockland,
neutral cargo on board,
o proceed on her voyage.
the English flag at her
7. breeze, set our flying
every stitch upon them.
g chase, we came up with
be the 'William Edward,'
rst we called our vessel
deroga.' After obtaining
r, we announced our real
rg brig. 8 P.M., a large
hour's chase, fired a gun,
him and hailed him; after
On boarding, I found her
on, from Akyab to London,

109 days out. She corroborated a statement made by a
ship, some days ago, to the effect that the United States'
vessel of war was in the South Atlantic. Supposed to be
the 'Ino' by us.

2nd.—Light winds. Daylight, sighted a large ship steer-
ing towards us. At 6, boarded and took possession of the
ship 'John A. Parks,' of Hallowell, from New York to
Buenos Ayres, with a cargo of lumber, &c. Transferred her
captain, his wife, and crew, also some stores, and set fire
to the prize. 4 P.M., chased another. Hoisted the United
States' ensign to her; she replying with English. At 6-30,
I boarded and found her to be the barque 'Miss Nightin-
gale,' of Sunderland, from Colombo to London, the captain
agreeing to take the captain's wife, and two boys, and land
them in England. From this vessel, received information
that a Yankee barque had passed them a few hours
previously.

3rd.—Light westerly winds. Saw four vessels, but did
not chase any. Hoisted United States' colours to a brigan-
tine, who, however, did not reply. Steering to the S.E.

6th.—Light E.S.E. wind, cloudy. 10 A.M., sail discovered
on weather bow. Tacked ship in chase. Boarded and found
her to be a Spaniard, from Santandar. Gave our name as
the United States' steamer 'Dakotah.'

7th.—Light E.S.E. wind. 10 A.M., sail reported to wind-
ward, running. Hoisted United States' colours, chase
showed English. Hove her to by signal. On boarding,
found her to be the English brig 'Alleonor,' from London
to Bermuda, with Government stores. Our name, the
Yankee steamer 'Dakotah.' Her crew rather jocose at *our*
Yankee losses.

Sunday 8th.—Mustered as usual. Strong E. wind. Ex-
changed colours (Yankee) with an English barque, and a

Norwegian barque and schooner. Very strong winds to the 14th; under reefed top-sails, &c. We were considerably startled at 11-30 by the look-out singing out "Sail ho, close aboard us, Sir." Our helm was immediately placed apart, and we just sheered clear of a large ship, running to the northward. Ere, however, it had been done the fact had been communicated to the Captain, who ordered all "hands to quarters,"—all sail was made, and the ship bore round in chase. Beat the retreat at 12.

At 3 A.M. of the 15th, came up with chase, fired a blank cartridge, and ordered her to heave to. On boarding, and her captain coming on board with his papers, she was found to be the ship 'Punjaub,' of Boston, with a general cargo from Calcutta to London. Her cargo being English owned, she was ransomed, taking with her the prisoners taken from the 'John A. Parks.'

16th.—Light N.E.; fine, 6-30 A.M., descried a sail on the weather bow; hauled up for her. At 8, by signal, found her to be the ship 'Hermione,' of Liverpool, from Mauritius to Cork. Passed as the 'Dakotah.'

21st.—Until noon this day we had a succession of light moderate N.E. winds. At 11-30 A.M., three sails in sight, steering to the southward made sail for chase; one showed Dutch colours; darkness prevented us making out the others.

22nd.—Heavy rains and light winds until noon, when it cleared up. Three vessels in sight. Exchanged colours with one, an English barque.

23rd.—Heavy rains. At 10-30 A.M., hoisted Dutch colours to a large ship standing northerly. She replied with the Stars and Stripes. Of course, we invited her captain on board with his papers, by which we found that she was the ship 'Morning Star,' of Boston, from Calcutta to London with a general cargo. The cargo proving neutral,

she w
Yank
a sch
Boar
whal
tunat
for s
havin
fortn
brush
25
in si
'Piz
At 2
to M
leewa
was
made
barq
ships
Evar
of B
other
of B
The
a Ya
ing l
tons
from
26th
asser
no p
10 h

Very strong winds to the

We were considerably
 going out "Sail ho, close
 immediately placed apart,
 ge ship, running to the
 been done the fact had
 who ordered all "hands
 and the ship bore round in

with chase, fired a blank
 ve to. On boarding, and
 his papers, she was found
 on, with a general cargo
 rgo being English owned,
 her the prisoners taken

m., desecrated a sail on the

At 8, by signal, found
 Liverpool, from Mauritius

had a succession of light
 A.M., three sails in sight,
 ail for chase; one showed
 us making out the others.
 winds until noon, when it
 ight. Exchanged colours

30 A.M., hoisted Dutch
 g northerly. She replied
 of course, we invited her
 s, by which we found that
 of Boston, from Calcutta
 The cargo proving neutral,

she was ransomed. 1 P.M., four vessels in sight. Exchanged
 Yankee colours with an English barque. Bore away for
 a schooner. At 5, chase answered with U. S. colours.
 Boarded and took possession of the schooner 'Kingfisher,'
 whaler, of New Bedford, with 20 barrels of oil, having (for-
 tunately for them) transferred two cargoes to neutral vessels,
 for shipment home, a short time previously. Reported
 having left the U. S. ship of war 'Ino' at Ascension a
 fortnight ago. Our fellows delighted at the prospect of a
 brush with her.

25th.—Light airs. Saw several vessels yesterday. Seven
 in sight to-day. At 11 A.M., boarded the English ship
 'Pizarro,' from Liverpool to Valparaiso, 37 days out.
 At 2:30 I boarded the Dutch brig 'Isabella,' from Liverpool
 to Melbourne. A large double top-sail yard ship being to
 leeward, the captain of the 'Isabella' told me he thought it
 was the Yankee ship 'Eastern State.' We immediately
 made all sail in chase; soon three vessels, two ships, and a
 barque were seen. At 5, we hoisted Yankee colours; both
 ships hoisted the same. Boats were lowered, one under M. M.
 Evans, boarding and taking possession of the ship 'Nora,'
 of Boston, from Liverpool to Calcutta, laden with salt. The
 other, on boarding, I found to be the ship 'Charles Hill,'
 of Boston, from Liverpool to Monte Video, laden with salt.
 The barque showed Spanish colours, but suspecting she was
 a Yankee, we made sail in chase; prizes following. Board-
 ing her she was found to be *bona fide* Spanish. About 13
 tons of coal, besides a quantity of provisions, was taken
 from both ships; this occupied us until the evening of the
 26th, when both were set fire to. The captains of each
 asserting that their cargoes were English owned; but having
 no papers to prove it, they of course said no more about it.
 10 hands shipped.

28th.—Many vessels seen, both yesterday and to-day. 10 A.M., boarded the English barque 'Chili,' from Cardiff to Coquimbo, 33 days out. We as usual passed ourselves off as Yankees. She reported that the 'Alabama' had whipped a vessel twice her size, and strongly recommended us not to attempt fighting her should we meet. Made sail in chase of a vessel right ahead.

29th.—Light variable winds. In chase of three vessels right ahead. At 5:30 crossed the Equator.

30th.—A.M. Showery. Boarded the English barque 'Sinope,' from Cardiff to Rio Janeiro. Found that one of the vessels ahead was a Frenchman.

1st April.—A.M. Variable winds, with occasional rain. P.M., fresh N.N.W. wind. Two vessels in sight.

2nd.—Variable S.E. winds, with squalls. The same vessels still seen.

3rd.—Squally. Chased a suspicious-looking ship. Called all hands to quarters. On boarding, we found her to be the French ship 'Mathilde,' from Havre to Rio Janeiro. S.E. trade wind, P.M.

4th.—Light S.E. wind. Seven vessels in sight. Chased one, who towards evening showed what we supposed to be Yankee colours. 8 P.M., wind growing light, lowered a boat and sent M. M. Evans in chase. Ten, chase stood down for us. Her captain coming on board with his papers, we found that she was the ship 'Louisa Hatch,' of Rockland, 28 days out, from Cardiff to Point de Galle, laden with coal.

5th.—I was sent on board to take charge. [I remained on board until the 17th inst.] 6 A.M., four sails reported to be in sight. Chased one, which proved by signal to be an English barque.

6th.—At 6 A.M., made a schooner on port bow. Hauled

yesterday and to-day.
 'Chili,' from Cardiff to
 usual passed ourselves off
 'Alabama' had whipped
 recommended us not to
 et. Made sail in chase

in chase of three vessels
 Equator.

and the English barque
 Janeiro. Found that one
 man.

ls, with occasional rain.
 vessels in sight.

th squalls. The same

ious-looking ship. Called
 ing, we found her to be
 a Havre to Rio Janeiro.

vessels in sight. Chased
 d what we supposed to be
 growing light, lowered a
 chase. Ten, chase stood
 on board with his papers,
 'Louisa Hatch,' of Rock-
 to Point de Galle, laden

ake charge. [I remained
 3 A.M., four sails reported
 ch proved by signal to be

ner on port bow. Hauled

up and made sail in chase. 7:40, sail reported on lee-bow.
 9:30, got up steam and lowered propeller, and stood for
 schooner. 12 P.M., came up with her: found to be a
 Portuguese. Chased another: fired a blank cartridge; she
 not heeding it, fired a shot across her bow; she then hove
 to, and proved to be a Brazilian. Kept away for prize ship
 'Louisa Hatch'; 1:45, came up to her, blew off steam,
 hoisted propeller, made sail, and stood on course.

7th.—Made sail in chase of a vessel a-head. 5:30 P.M.,
 reduced sail—whole sheets of water pouring down; in fact,
 the heaviest rain ever seen by any on board.

8th.—I came on board and received further instructions.
 Pressed the captain of the schooner 'Kingfisher' into the
 service to pilot the prize into harbour. Sent him, the
 steward, and his wife, of the 'Nora,' on board the 'Louisa
 Hatch.' Received the mates on board.

9th.—Two vessels in sight. 9:30 P.M., land reported
 in sight. 9 P.M., got up steam, lowered propeller, took
 in all sail, and took prize in tow. Coaling ship in
 boats.

10th.—Prize still in tow; coaling ship; tow-line parted
 twice, so knocked off coaling, and stood for the anchorage
 off the Island of Fernando de Noronha. Both vessels under
 Confederate colours. 2:45 P.M., came to an anchorage in
 13 fathoms. Hauled prize alongside, and commenced
 coaling.

11th.—On account of heavy swell, cast off prize at 7:30
 A.M. Coaled by the boats.

12th.—2 A.M., saw a steamer's lights. Called all hands
 to quarters. Finding she stood on her course, piped down.
 During the day saw a vessel. Coaling.

13th.—Expecting a strong breeze; took all hands on board
 from prize.

14th.—A.M., dispatched officer and crew to prize again. Still coaling.

15th.—This morning finished coaling. Two vessels seen standing off and on the land. Two boats from vessels observed going to the 'Louisa Hatch.' 1:15 P.M., started under steam after the two vessels. 2:30, boarded, and took possession of the whaling brigantine 'Kate Cory,' of West Port. At 3 P.M. came up with barque 'Lafayette,' of New Bedford, whaler; set fire to barque. 5 P.M., took brigantine in tow, and stood for the anchorage. 7:30, anchored in 14 fathoms water: pyramid bearing S.W. $\frac{1}{4}$ W; eastern part of island E.N.N.

16th.—Paroled all prisoners, and sent them on shore. Provisioning from prizes. Sent 21 days provisions on shore for use of prisoners—140 in all.

17th.—5:30 P.M., ship 'Louisa Hatch' and brigantine 'Kate Cory' slipped cables and proceeded seaward. 7 P.M. both vessels being five miles from land, were set on fire. Mr. Evans and myself returned on board by 9 P.M. Shipped four men.

Fernando de Noronha is a Brazilian penal settlement. There is an abundance of live-stock; but vegetables are rather scarce. There is good water, but owing to the surf it is at times difficult to be obtained. The anchorage is unprotected from western winds.

18th.—Several vessels in sight. Awaiting the arrival of our store-ship.

21st.—6 P.M., a small schooner got under weigh, and proceeded to sea, her destination being Pernambuco, conveying as many of the crews of our prizes as she could carry.

22nd.—At 9:30 A.M., got under weigh, steering to the eastward. 4:30 P.M., hoist propeller steering south-westerly.

24th.—Saw a vessel yesterday. 2 A.M., a vessel hove in

sig
boa
wh
pri
sou
rep
Bo
Ne
bre
bu
usu
?
a s
car
bri
En
?
wer
the
tin
sev
Ex
to
?
12.
the
35
Co
tai
car
her
of

crew to prize again.

ing. Two vessels seen
two boats from vessels
h.' 1:15 p.m., started
2:30, boarded, and took
'Kate Cory,' of West
ne 'Lafayette,' of New
.5 p.m., took brigantine
7:30, anchored in 14
V. 1 W; eastern part of

l sent them on shore.
lays provisions on shore

'Hatch' and brigantine
eeded seaward. 7 p.m.
land, were set on fire.
board by 9 p.m. Shipped

zilian penal settlement.
ck; but vegetables are
, but owing to the surf
med. The anchorage is

Awaiting the arrival of

got under weigh, and
ing Pernambuco, convey-
zes as she could carry.
e weigh, steering to the
er steering south-westerly.
2 a.m., a vessel hove in

sight, chased, hailed, and ordered him to heave to. On
boarding, she proved to be the bark 'Nye,' of New Bedford,
whaling, having on board 500 brls. of oil. Transferred
prisoners and burnt prize. 2 p.m., saw another vessel.

26th.—Fresh wind. 2.30 p.m., sail in sight, standing
southerly. 4, hoisted Yankee colours to her; chase not
replying, fired a blank cartridge. She then hove to.
Boarded and took possession of the ship 'Doreas Prince,' of
New York, from there to Shanghai, 44 days out, with coals,
bread, &c. Took from her a quantity of stores. 11.30 p.m.,
burnt her. The captain having his wife with him, was, as
usual, accommodated in the ward-room.

29th.—Fine moderate breeze. 2.30 p.m., gave chase to
a sail on the weather bow. 5, brought her to, with blank
cartridge. On boarding, I found her to be the Hanoverian
brigantine 'Elise,' Rio Grande, 10 days out, bound to
England.

1st May.—Fine light winds. 5.45 a.m., made a sail on
weather bow; chased. On boarding she was found to be
the English brig 'Hound,' from St. John's (N.B.), to Mauri-
tius. Obtained news up to the 1st April. Saw and chased
several vessels during the day. All had neutral colours.
Exchanged signals with the brig 'Geerdina,' from Trieste
to Bahia.

3rd.—Fresh breeze. Two vessels in sight; gave chase.
12.15.—Came up with her. On boarding, she proved to be
the bark 'Union Jack,' of and from New York to Shanghai,
35 days out, having on board as passengers a United States
Consul for Chee Foo; a gentleman and his wife. The cap-
tain having his wife, servant and two children. A general
cargo. Gave chase to the other. At 2.45 p.m., came up with
her. On boarding, I found her to be the ship 'Sea Lark,'
of and from Boston to San Francisco, with a general cargo.

Transferred prisoners and stores, and set fire to them. Both vessels report having seen a vessel burning in lat. 0°50 S., long. 32°00 W.

4th.—Boarded a French brig—Monte Video to Havre.

5th.—Saw and boarded several vessels, all English and foreign.

10th.—P.M. Two vessels in sight. Boarded one, a Norwegian, 36 hours from Bahia. No American war-vessel there when she left.

11th.—Exchanged colours with a foreign brig. Saw several vessels. 12.—Got up steam and lowered propeller. 5.30 P.M., anchored in Bahia Harbour. Health officers visited us. Stated that three American war vessels were off the coast.

12th.—The most intense excitement was created by our appearance. The United States consul officially demanded that the 'Alabama' should be detained, to be delivered up to the United States Government, to answer for the ravages committed upon their commerce. Obtained (rather reluctantly given) permission to land prisoners and get supplies. Visitors innumerable coming on board. The most unbounded hospitality and kindness shown, with every mark of sympathy, by all. Per the English mailboat, Captain Semmes sent a message to the commander of the U. S. St. 'Mohican,' to the effect, that if the 'Mohican' would come where Captain Semmes could conveniently meet her, he would have great pleasure in paying some attention to her, circumstances not permitting Captain Semmes to go out of his course to meet anything. As the mailboat passed, both passengers and crew cheered us.

13th.—At 3. A.M., a steamer was observed to anchor about two miles distant. At daylight saw it was a brig-rigged screw steamer; presenting unmistakable signs of

set fire to them. Both
burning in lat. 0°50 S.,

to Video to Havre.
vessels, all English and

Boarded one, a Nor-
American war-vessel

a foreign brig. Saw
and lowered propeller.
bour. Health officers
can war vessels were off

ent was created by our
sul officially demanded
ned, to be delivered up
o answer for the ravages
Obtained (rather reluct-
soners and get supplies.
rd. The most unbounded
, with every mark of
mailboat, Captain Semmes
of the U. S. St. 'Mohi-
hican' would come where
ly meet her, he would
attention to her, circum-
Semmes to go out of his
e mailboat passed, both

was observed to anchor
y light saw it was a brig-
unmistakeable signs of

being a war vessel. 8 A.M.—Great was our astonishment to see the stars and bars hoisted at her peak. Private signals were exchanged. She then got up steam and anchored near us. Soon after sent a boat on board, when it was found to be the C. S. St. 'Georgia,' 5 guns, Lieutenant Commander Maury. Had captured one vessel. Crowded with visitors. Bahia has a very pretty appearance from the bay; which is not altogether lost on landing. Victoria, the place where the English residents live, is a charming spot.

14th.—The officials (nearly all English) connected with the railway, gave an excursion to the officers of the 'Alabama' and 'Georgia.' A most numerous assembly joined it. An exceedingly pleasant day was spent.

15th.—A ball in connection with the above was given. Both commanders, with a numerous staff of officers, went and enjoyed themselves. After supper was served, in reply to a toast, Captain Semmes made a suitable return, which on its conclusion was most enthusiastically applauded.

7th.—Sunday, 3-30 P.M.—According to an invitation given by Captain Semmes, a party of ladies and gentlemen (chiefly English) came on board. After a minute inspection they sat down with the officers on the quarter-deck, and partook of a slight refreshment. 5-30 P.M.—Visitors left the ship. An official came on board with an order for us to leave in twenty-four hours after receipt of the message. Captain Semmes' reply was, that if he had 30 tons of coal on board by that time he would willingly comply, otherwise, he would not.

19th.—Received an intimation from the authorities to the effect, that as they had strong suspicions that the bark 'Castor,' of Liverpool, lying there with coal for the 'Georgia,' had also a quantity of arms, &c., to be transferred to the

'Alabama,' they could not permit us to coal from her. So took coal from the shore.

20th.—Considerable surprise was manifested by the desertion of the master-at-arms, James King, of Savannah, his antecedents proving his devotion to the Southern cause. He was a pilot of considerable standing in his native place. Another deserted.

21st, 3 A.M.—Finished coaling. Received farewell visits. 12.—Got under weigh, and proceeded seaward; the 'Georgia' expecting to sail the following day. 3 P.M.—Showed Yankee colours to a Hamburg brig. 4.—Hoisted propeller and made sail.

22nd, A.M.—Passed a large frigate standing towards Bahia. 5 A.M.—Two vessels in sight.

23rd.—Moderate S.S.E. wind. Steering easterly. Saw a large ship, which, on boarding, I found to be the English ship, 'Virginia,' Liverpool, forty-two days to Sydney. Her passengers and crew giving us three cheers as we left them.

24th.—Fresh S.E. wind. 4.30 P.M.—Sail in sight. On boarding she proved to be a Dutch bark, Amsterdam to Batavia. Told them we were the United States' steamer 'Sacramento.'

25th.—Strong S.S.E. wind, with a heavy sea. 10.30 A.M.—Two vessels in sight; gave chase. Another vessel seen. Hoisted United States colours to a ship; she not replying, signalled, "I want to speak to you," upon which she stood towards us and hoisted Yankee colours also. On boarding, took possession—the ship 'S. Gildersleeve,' of New York, Sunderland to Calcutta, laden with coal. Chased a bark which, on boarding, I found to be the 'Justina,' of Baltimore. Rio de Janeiro to Baltimore, in ballast. Chased another vessel, who proved to be Dutch. The 'Justina'

coal from her. So

manifested by the
King, of Savannah,
to the Southern cause.
ing in his native place.

received farewell visits.
eward; the 'Georgia'
P.M.—Showed Yankee
hoisted propeller and

ate standing towards

ering easterly. Saw a
und to be the English
days to Sydney. Her
cheers as we left them.
1.—Sail in sight. On
bark, Amsterdam to
United States' steamer

heavy sea. 10.30 A.M.
. Another vessel seen.
ship; she not replying,
' upon which she stood
ars also. On boarding,
ersleeve,' of New York,
1 coal. Chased a bark
the 'Justina,' of Balti-
, in ballast. Chased
Dutch. The 'Justina'

was ransomed and allowed to proceed on her voyage, taking
with her the crews of the just captured ship.

26th.—Strong breeze. Gave chase to a bark, but eventually
lost sight of her. Saw a vessel, to which showed United
States colours; she answered by showing on the

27th, Dutch colours.

28th.—Fresh breeze. Saw several vessels. 6 P.M.—Fired
a blank cartridge, and hove to a large ship. On boarding I
found her to be the English ship 'Lady Octavia,' London,
twenty-eight days to Calcutta. Obtained papers to 30th
April.

29th.—2.30 A.M.—Sail discovered on starboard bow; set
all sail in chase. 6 A.M.—Fired a blank cartridge, and
hoisted our own flag. No notice being taken of it, another
was fired, and a feint made with coal. She hoisted Yankee
colours and hove to. On boarding, she was found to be the
ship 'Jabez Snow,' of Bueksport, Carliff 35 days to Calcutta.
Took prisoners and provisions from prize, and set her on
fire. In consequence of the gross falsehoods made by
released prisoners about the treatment they were subjected
to, the captain of her was placed on deck.

2nd June.—3.20 A.M.—A sail discovered on weather-bow.
Made sail, and at daylight hoisted United States colours to
her. 6.15.—Fired two blank cartridges, chase showing
United States colours. No notice being taken of it; at
11.30 A.M. fired shot from rifle-gun. She being about four
miles distant, she then hove to. Boarded and took possession
of the bark 'Amazonian,' of Boston, New York to
Monte Video, with a general cargo. Removed prisoners,
and set fire to her.

3rd.—10 A.M. Chased a brigantine, which, on boarding,
was found to be the 'Widua,' of Hanover, London to Rio
Janeiro. Sent ten days' provisions and all prisoners on

board of her, her captain being presented with a chronometer for his kindness in taking them.

4th.—9:30 A.M. Saw a large ship with fore-top-gallant-mast gone, dead to windward. Chased until sundown. 6:35 P.M. Saw a burning vessel bearing W.S.W.; stood towards it. 9:30. Saw a flash, then darkness. Supposed it to be a prize captured by some Confederate vessel.

5th.—3 A.M. Brought-to with blank cartridge a large ship, standing southerly. On boarding, she proved to be the ship 'Talisman,' of and from New York, thirty-two days, to Shanghai, laden with coal. Took five passengers (one a lady), the crew, stores, and two brass rifled 12-pounders.* 5 P.M. Set fire to her.

6th.—2:30 P.M. Saw a large ship to windward. On boarding, she proved to be the (late Yankee) ship 'St. Leonard,' Hull to Calcutta. Transferred a passenger and lady to her.

7th.—Chased a bark until we lost her in a rain squall.

8th.—4 A.M. Gave chase to a brigantine that turned out to be the 'Hanoverian.'

9th.—Fresh gales. Saw a ship to windward.

11th.—2 A.M. Saw a very brilliant meteor.

13th.—6 A.M. Made a sail on lee bow, which, on boarding, was found to be English.

14th.—In the evening saw two vessels.

15th.—Saw a vessel on lee bow.

16th.—Chased a bark. Proved to be French.

17th.—Saw several vessels. In the evening saw a suspicious looking ship. Beat to quarters, fired two blank cartridge and a shot, upon which she hove to. On boarding,

* The gun captured from the 'Ariel' was thrown overboard some time ago.

she v
don,
18
to w
'Idu
19
foun
13 d
St. '
20
The
and
posse
Ayre
mate
writ
her i
to ti
21
as a
visio
'Tal
fired
ship
She
feder
Low
Mas
ter's
late
part
to c
Boar

ed with a chronometer

with fore-top-gallant-
bashed until sundown.
earing W.S.W.; stood
n darkness. Supposed
nfederate vessel.

blank cartridge a large
ing, she proved to be
York, thirty-two days,
five passengers (one a
ass rifled 12-pounders.*

ship to windward. On
ate Yankee) ship 'St.
ferred a passenger and

her in a rain squall.
gantine that turned out

windward.
at meteor.
bow, which, on board-
vessels.

to be French.
the evening saw a sus-
arters, fired two blank
e hove to. On boarding,

thrown overboard some time

she was found to be the ship 'Queen of Beauty,' from Lon-
don, 35 days, to Melbourne, with passengers.

18th.—Made a light on port bow. Chased, and hove her
to with blank cartridge. Proved to be the Norwegian brig
'Iduma,' Rio Grande to Bahia.

19th.—4 A.M. Saw a sail, gave chase. On boarding, I
found her to be the Bremen bark 'Brema,' Buenos Ayres,
13 days, to New York. Called ourselves the United States
St. 'Dakotah.'

20th.—Two vessels in sight. Gave chase to a bark.
The wind being light, and darkness coming on, got up steam
and lowered propeller. At 7:50 P.M., I boarded and took
possession of the bark 'Conrad,' of Philadelphia, Buenos
Ayres to New York, laden with wool. Sent captain and
mates on board the 'Alabama.' Prize hove to [received
written instructions]. Stood after the other vessel. Lost
her in the darkness, so stood again for prize. 11:30.—Hove
to till daylight.

21st. *Sunday*.—Preparing the prize for commissioning
as a Confederate vessel-of-war. Sent on board her pro-
visions, coals, and the two brass guns taken from the
'Talisman,' with a quantity of small arms. At 5 P.M., she
fired a gun, hoisted the Confederate flag and pendant; both
ships' crews manning the rigging and giving three cheers.
She was then finally declared commissioned as the Con-
federate States bark 'Tuscaloosa,' Lieutenant Commanding
Low, late junior lieutenant of the 'Alabama;' Acting
Master Sinclair, Executive Officer, late midshipman; Mas-
ter's Mates; J. F. Niner, late seaman, and A. Marmelstein,
late quartermaster. The vessels saluted each other and
parted. Went after a vessel; she looking suspicious, went
to quarters. On firing a blank cartridge she hove to.
Boarding, it was found to be the English ship 'Mary

Kinsall,' Shields to Point de Galle. Her crew had refused to work her any longer unless the master made for a port, she leaking badly. A boy having fallen from aloft, hurt himself severely. Dr. Llewellyn went on board and rendered the needful assistance. Her master agreeing to take our prisoners, was rewarded with a chronometer. Shipped six men from prizes.

22nd.—Saw several ships. Light winds and calms. The following promotions were made: Master A. Sinclair to be lieutenant, vice Low, promoted; Midshipman J. S. Bullock to be master, vice Sinclair, promoted.

26th.—Seeing a suspicious-looking craft, went to quarters. Proved, however, to be a Frenchman.

27th.—Since leaving the 'Tuscaloosa' we have been steering to the Cape of Good Hope; but, discovering our bread to be bad, turned back this morning.

29th.—Saw a large ship standing southly; proved to be an English barque. Chased another; found her to be, by signals, the barque 'Asshur,' of London. Strong S.E. wind.

30th.—In the evening, boarded the English barque 'Medora.'

1st July.—Chased a sail until 9 P.M. Saw another; chased her until the

2nd, when, on boarding, she was found to be the ship 'Anna F. Schmidt,' of Boston, from St. Thomas' last, to San Francisco, general cargo. Transferred prisoners and stores, and burnt prize. Seven vessels in sight; one, on boarding, I found to be the (late Yankee) ship 'Thorndeer,' of Greenock, bound to Calcutta. 8 P.M.—made a sail on lee-quarter; wore ship in chase; fired a blank cartridge, to which chase replied with another. Called all hands to quarters, lowered propeller, and stood in chase, under steam. Loaded port battery with 5-second shells and issued

arms.
Upon
'Clio.'

4th.

6th.

Gave

fired

I found

Valpar

prison

tain's

the w

17th

of Gre

22nd

found

to Lo

'Expr

26th

On b

John,

Unite

Batav

no att

She t

to be

Her c

the eff

easter

27th

Board

Town,

with a

Her crew had refused
 master made for a port,
 fallen from aloft, hurt
 ent on board and ren-
 master agreeing to take
 chronometer. Shipped

winds and calms. The
 Master A. Sinclair to be
 idshipman J. S. Bullock
 l.
 g craft, went to quarters.

osa' we have been steer-
 ut, discovering our bread
 5.
 g southly; proved to be
 mer; found her to be, by
 ndon. Strong S.E. wind.
 the English barque 'Me-

p.m. Saw another; chased

was found to be the ship
 n St. Thomas' last, to San
 rred prisoners and stores,
 a sight; one, on boarding,
 e) ship 'Thorndeer,' of
 8 p.m.—made a sail on
 fired a blank cartridge,
 other. Called all hands
 nd stood in chase, under
 5-second shells and issued

arms. Everyone certain of a brush. Overhauled chase.
 Upon speaking, she proved to be Her Majesty's frigate
 'Clio.' Secured the battery and piped down. Made sail.

4th.—Made a sail on weather-quarter.

6th, 2:30 A.M.—Sail deseried one point on weather-bow.
 Gave chase. Paying no attention to two blank cartridges,
 fired a shot, which had the desired effect. On boarding,
 I found her to be the ship 'Express,' of Portsmouth, N.H.,
 Valparaiso to Antwerp, laden with guano. Removed
 prisoners, bread, provisions, &c., and fired her. The cap-
 tain's wife and servant were accommodated, as usual, in
 the ward-room. Proceeded again to the eastward.

17th.—Fresh westerly breeze. Noon, crossed the meridian
 of Greenwich.

22nd, 11 A.M.—Made a sail, chased. On boarding, I
 found her to be the ship 'Star of Erin,' of Belfast, Calcutta
 to London. Transferred the captain and lady of prize ship
 'Express,' and the captain of 'Anna F. Schmidt.'

26th, Sunday.—Saw a suspicious-looking sail; gave chase.
 On boarding, I found her to be the ship 'Lillian,' of St
 John, cotton-laden, Bombay to Liverpool. Passing as the
 United States' steamer 'Dakotah.' Boarded a Dutchman,
 Batavia to Amsterdam. Chased another ship. He paying
 no attention to a blank cartridge, a shot was fired over her.
 She then showed her colours, and hove to. She proved
 to be the English ship 'Havelock,' Bombay to Liverpool.
 Her captain corroborating a report made previously, to
 the effect, that a steamer was observed under steam, steering
 easterly.

27th, A.M.—Saw a schooner, signalled her to heave to.
 Boarding, I found her to be the schooner 'Rover,' of Cape
 Town, Walwich Bay to Cape Town. Had exchanged signals
 with a barque-rigged steamer the day previous. Large ship

reported at sundown, bearing south. Three vessels seen during the night. Fresh S.S.W. gale. The Lion's Rump, Cape of Good Hope, in sight.

28th.—Dassen Island on starboard beam, distance ten miles.

29th.—Saw a schooner on port bow. I brought her master off to pilot us in. 2.40 P.M., anchored in Saldanha Bay. Splendid bay. Fresh provisions abundant, but water scarce. A splendid harbour for a capital.

3rd.—This day proved the most melancholy one since we have been out. Four officers left the ship in the dingy to go shooting. Whilst in the act of drawing a gun towards himself (in the boat) it went off, at a distance of three inches from his breast, and its contents entered his breast, going through the lungs, and causing instantaneous death. The deceased was third assistant-engineer, S. W. Cummings. His death caused universal sorrow. 5.15 P.M.—Passed his body on deck.

4th, 2.45, P.M.—Called all hands: "bury the dead." Passed the body over the side into a boat. Everything being prepared, the funeral party accompanied by a guard, left the ship for the shore. On landing, the body, with four men, was placed in a waggon. The guard also in a waggon. The officers in uniform on horseback. The pall-bearers were Engineers Freeman, O'Brien, and Pundt, and myself. Arrived at the grave, the first lieutenant read the service, and after three volleys had been fired over the grave, and a temporary headstone placed, we returned on board.

5th, 6 A.M.—Got under weigh and stood out of the bay along the land in chase of a sail. Nearing her, it was found to be the Confederate States bark 'Tuscaloosa,' Lieutenant Commanding Low. I boarded and brought him off to communicate with Captain Semmes. Took him off again and

part
3 P.M.
She
haul
Ran
fire i
ket s
Sent
Brid
being
—I
capt
Cam
fires.
Visit
mail
cheer
war
6
the
with
with
obser
weat
7
let g
heav
Brid
8
anch
9
Saw

5th. Three vessels seen
 gale. The Lion's Rump,
 ward beam, distance ten
 rt bow. I brought her
 M., anchored in Saldanha
 lions abundant, but water
 capital.
 ost melancholy one since
 left the ship in the dingy
 act of drawing a gun
 went off, at a distance
 and its contents entered
 ngs, and causing instan-
 s third assistant-engineer,
 caused universal sorrow.
 k.
 nds: "bury the dead."
 into a boat. Everything
 y accompanied by a guard,
 nding, the body, with four
 he guard also in a waggon.
 ck. The pall-bearers were
 and Pundt, and myself.
 lieutenant read the service,
 fired over the grave, and a
 returned on board.
 and stood out of the bay
 Nearing her, it was found
 k 'Tuscaloosa,' Lieutenant
 nd brought him off to com-
 Took him off again and

parted company. At 1:30 P.M. stood in chase of a sail.
 3 P.M.—Overhauled him; we being under English colours.
 She then showed U. S. colours. Fired a blank cartridge,
 hauled down the English, and hoisted the stars and bars.
 Ran alongside and ordered him to heave to or we would
 fire into him. Showing no disposition to heave to, a mus-
 ket shot was fired over him. After some delay she hove to.
 Sent Mr. Evans on board. Found her to be the bark 'Sea
 Bride,' of Boston, from New York to Cape Town. We
 being five miles distant from land by cross bearings.* 3:10
 —I was sent on board as prize-master with eight men. The
 captain, mates, and crew sent on board from prize. 3:30.—
 Came to an anchor in 7 fathoms water in Table Bay. Banked
 fires. Lieutenant Wilson sent on shore to visit the Governor.
 Visitors coming on board in numbers. 5:15.—English
 mail steamer 'Lady Jocelyn' anchored near us; the crew
 cheering us as they passed. 10:30 P.M.—C.B.M. sloop of
 war 'Valorous' anchored near us.

6th.—The enthusiasm displayed by the inhabitants of
 the Cape amounts almost to a frenzy. All day crowded
 with visitors. Sent on shore all prisoners. Sent the cutter
 with instructions to the prize bark 'Sea Bride.' She was
 observed to stand out to sea. 8 P.M.—Cloudy threatening
 weather; strong northerly breeze.

7th.—Strong gales. Veered out 90 fathoms of cable, and
 let go the other anchor. Evening; blowing strong, with
 heavy sea. Contradictory rumours respecting the 'Sea
 Bride.'

8th.—Moderate breeze from N.W. Hove up starboard
 anchor.

9th, 6 A.M.—Steamed out of Table Bay along the land.
 Saw a vessel on starboard bow. 8:35 P.M.—Made a sail

* See 'Sea Bride's' log.

right ahead. 11 A.M.—Overhauled and boarded the bark 'Martha Wenzell,' of Boston, rice-laden, from Akyab to Falmouth. She being at time of capture within three miles of a line drawn from headland to headland of False Bay, was in British waters, and therefore not liable to capture; consequently she was released. 2:30 P.M.—came to an anchor in Simon's Bay, with both cables in seven fathoms. Official visits paid and received.

11th.—Caulking, &c. Lost three hands by desertion.

14th.—The Chinese gun-boat 'Kwantung' steamed out to sea. Reported having met the United States' steamer 'Mohican' off the Cape de Verdes. 6 A.M.—The Confederate States bark 'Tuscaloosa' got under weigh. Visitors *ad lib*. Repairing ship. Mr. Mulnier and Mr. Schroder appointed master's mates.

15th.—11 A.M. Got up anchor, and steamed out of Simon's Bay. 2:30.—Two sails reported on port bow. Boarded the English barque 'Saxon,' Algoa Bay, to Cape Town. 3.—Blew off steam and hoisted propeller. 11 P.M.—Made a steamer on lee bow, steering S.E.

16th.—Saw two vessels to windward.

17th.—Made a large ship on lee quarter. Stood in chase. 7:10.—Hove her to by signal. Proved to be the ship 'Broughton Hall,' of Belfast, Bombay to Liverpool. Medical aid being required, Dr. Llewellyn was sent on board. 8:15.—Boat returned, and stood on course. Three vessels in sight before dark.

18th.—Made a large sail on weather-quarter. Beat to quarters. Hove her to by signal. Proved to be the English ship 'Camperdown,' Madras to London. Seven vessels in sight.

19th.—Chased and boarded the English bark 'Durbar,' Natal to London.

21st.—Chased a vessel; found to be Dutch.

22
Bon
23
John
confi
from
his
state
prot
intox
and
exec
24
Boar
Hall
toba
27
10;
'Flo
Tow
28
Ang
in th
caloc
prize
from
be or
from
30
own
31
south
22
10.—

and boarded the bark laden, from Akyab to capture within three miles headland of False Bay, not liable to capture; 2:30 P.M.—came to an cables in seven fathoms.

hands by desertion. wanting' steamed out to United States' steamer 6 A.M.—The Confederate r weigh Visitors *ad lib*. Mr. Schroder appointed

or, and steamed out of reported on port bow. on,' Algoa Bay, to Cape sisted propeller. 11 P.M. ering S.E.

ward. quarter. Stood in chase. Proved to be the ship nbay to Liverpool. Medi- vellyn was sent on board. on course. Three vessels

ther-quarter. Beat to quar- roved to be the English ship n. Seven vessels in sight. he English bark 'Durbar,'

to be Dutch.

22nd.—Chased and boarded the English ship 'Sarawak,' Bombay to Liverpool, with cotton, &c, &c. Saw another sail.

23rd.—Court-martial sentenced Chief Boatswain's Mate, Johnston, to lose all pay and prize-money due to him, be confined in irons three months, and disgraced by a discharge from the ship. In a general order, the Captain expressed his regret at having to confirm the above sentence, and stated further that the plea of drunkenness should not protect any offender from punishment, he believing that intoxication was a crime in itself. The charge was resisting and drawing a knife upon his superior officer whilst in the execution of his duty.

24th.—Tacked ship in chase of a sail to windward. Boarding, she proved to be the Dutch bark 'Minsister Van Hall,' of and to Amsterdam from Batavia, with sugar and tobacco.

27th.—5 A.M. Stood in towards the land. Sounded at 10; sandy bottom in 65 fathoms. Boarded a schooner, the 'Flower of Yarrow,' of Cape Town, from Ichaboo to Cape Town.

28th.—At 1 P.M., came to an anchor in 13 fathoms, in Angra Pequina. 2 P.M.—Got under weigh and anchored in the harbour. Found the Confederate States bark 'Tuscaloosa' and prize bark 'Sea Bride' at anchor. Officers and prize crew of 'Sea Bride' returned. Since our departure from Simon's Bay the condensing apparatus was found to be out of order. Compelled to take twelve casks of water from a schooner.

30th.—Strong southerly wind. Put a man on shore, at his own request, in accordance with sentence of court-martial.

31st.—Got under weigh and stood out to sea. Strong southerly wind.

2nd. Sept. 6.30 A.M.—Saw a large sail to windward. 10.—hove her to by signal. On boarding I found her to be

the 'Punjab,' of and to London from Kurrachee, laden with saltpetre and cotton. 5 A.M.—made a sail on weather bow.

3rd.—2.15 A.M. Saw a sail one point on weather bow. Made all sail in chase. At 3.15 hove chase to with blank cartridge. On boarding, found her to be the 'Isle O'May,' of and to London, from Colombo, with coffee. Short allowance of water.

5th, 7.30 P.M.—A steamer passed us on weather beam. Supposed to be the Cape mail steamer.

8th.—Strong S.E. wind. Two sails in sight. By signal found her to be an English ship from Bombay to Liverpool. United States' steamer 'Dakotah.'

9th.—Moderate wind. Eight vessels in sight; all English, and principally from Calcutta to London. Hove one to. Boarding I found her to be the 'Cameronian,' of Liverpool, Calcutta to London, with a general cargo.

10th, 10.15.—Made a sail on weather bow, found her by signals to be an English bark, Calcutta to London. 8.30 P.M.—Sail in sight on weather bow. At 10.35, after hailing three times, and firing a blank cartridge, chase hove to. On boarding I found her to be the ship 'Flora,' of Liverpool, from Manilla, with a general cargo.

11th.—At 5 A.M., made a bark on weather bow. Made sail in chase. 6 A.M.—Chase showed English colours.

13th.—At 6.17 A.M., saw high land right ahead. Found it to be Table Mountain. Cruising, land still in sight, until the

16th.—At 7.15 A.M. lowered propeller. 8.—Under weigh, steaming towards Simon's Bay. At 4 P.M. anchored in Simon's Bay. Learnt of the visit of the Confederate States steamer 'Georgia,' and also of the visit of the United States steamer 'Vanderbilt,' the latter leaving on the 11th instant.

B
RD - 94 THE END.

Kurrachee, laden with
sail on weather bow.
point on weather bow.
chase to with blank
be the 'Isle O'May,'
with coffee. Short

is on weather beam.

s in sight. By signal
Bombay to Liverpool.

in sight; all English,
London. Hove one to.
'Meronian,' of Liverpool,
argo.

er bow, found her by
tutta to London. 8.30

At 10.35, after hailing
ge, chase hove to. On
'Flora,' of Liverpool,

weather bow. Made
English colours.

high land right ahead.
Cruising, land still in

er. 8.—Under weigh,
t 4 P.M. anchored in
the Confederate States
it of the United States
ng on the 11th instant.

